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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.

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CORRECTION NUMBERS

Upon receipt of revised or new pages, a check mark must be placed opposite the "Correction Number" (shown below) corresponding to the number shown in lower left hand corner of new or revised pages. If "Correction Numbers" are properly checked as received, check marks will appear in consecutive order with no omissions. If check marks indicate that a "Correction Number" has not been received request should be made for a copy of same.

CORRECTION NUMBER CHECKING SHEET

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 1

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

74th Revised Page 2

GOVERNING RULES TARIFF NO. 300

CHECK SHEET OF TARIFF PAGES AND SUPPLEMENTS

(For checking sheet by correction numbers see Page 1)

All of the pages contained in this tariff, are listed consecutively by numbers and revision numbers. 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 issued date of the page. "0" in the revision column indicates an original page.

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EFFECTIVE SUPPLEMENTS

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

ISSUED: December 14, 1998

EFFECTIVE: January 18, 1999

ISSUED BY: GARRETT M. POLLARD, ISSUING OFFICER

5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED BY: SANDRA L. NAVA, ISSUING OFFICER
5800 S. EASTERN AVE. #315
COMMERCE, CALIFORNIA 90040

EFFECTIVE: November 15, 2005

ISSUED: November 1, 2005

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

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	66	Decrease Supplement
Application		

EFFECTIVE SUPPLEMENTS

[illegible]

CHECK SHEET OF TARIFF PAGES AND SUPPLEMENTS
 (For checking sheet by correction numbers see Page 1)
 All of the pages contained in this Tariff, are listed consecutively by numbers and revision numbers.
 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 issued date of the page. "0" in the revision column indicates
 an original page.

GOVERNING RULES TARIFF NO. 300

83rd Revised Page 2

Agent

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

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 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

16.1 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

\$ 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

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CORRECTION NO.

-3-

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.

Original Page 3

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

GOVERNING RULES TARIFF NO. 300

CHECK SHEET OF TARIFF PAGES AND SUPPLEMENTS

(For checking sheet by correction numbers see Page 1)

All of the pages contained in this Tariff, are listed consecutively by numbers and revision numbers. 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 issued date of the page. "0" in the revision column indicates an original page.

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CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

GOVERNING RULES TARIFF NO. 300

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EFFECTIVE: November 15, 2005

ISSUED BY: SANDRA L. NAVA, ISSUING OFFICER

5800 S. EASTERN AVE. #315

COMMERCE, CALIFORNIA 90040

CORRECTION NO. 613

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CORRECTION NO. 614

-5-

ISSUED BY: SANDRA L. NAVA, ISSUING OFFICER
5800 S. EASTERN AVE. #315
COMMERCE, CALIFORNIA 90040

EFFECTIVE: November 15, 2005

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

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Agent

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CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 615

-6-

COMMERCE, CALIFORNIA 90040

ISSUED BY: SANDRA L. NAVA, ISSUING OFFICER
5800 S. EASTERN AVE. #315

EFFECTIVE: November 15, 2005

ISSUED: November 1, 2005

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

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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

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS

MIXED SHIPMENTS

(Exception to Paragraph C of Item 2640 of the GR Tariff)

157

- (A) When two or more commodities, for which different rates are provided, are shipped as a mixed shipment without actual weights being furnished or obtained for the 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 (C) of this item for exception).
- (B) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be 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.
- (C) 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 provided the actual weight of such commodity or commodities aggregates ten percent (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.
- (D) 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.

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

ISSUED: November 1, 2005

EFFECTIVE: November 15, 2005

ISSUED BY: SANDRA L. NAVA, ISSUING OFFICER
5800 S. EASTERN AVE. #315
COMMERCE, CALIFORNIA 90040

-31-A-

CORRECTION NO. 616

CORRECTION NO. 617

-75-C-

COMMERCE, CALIFORNIA 90040

ISSUED BY: SANDRA L. NAVA, ISSUING OFFICER

5800 S. EASTERN AVE. #315

EFFECTIVE: November 15, 2005

ISSUED: November 1, 2005

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

▲ Item 2595, appearing hereon, brought forward from Original Page 76.

In no case shall the charge for any shipment from and to the same points, via the same route of movement, be greater than the charge for a greater quantity of the same commodity in the same shipping form and subject to the same packing provisions at the rate and weight applicable to such greater quantity of freight.

MAXIMUM CHARGES

- NOTE 1: These provisions do not obligate carriers to transport shipments beyond the scope of their operating certificates or in violation of any applicable law, regulation, ordinance, or other legal restriction.
- NOTE 2: Articles of equipment containing or contaminated with polychlorinated biphenyl (PCB) destined to temporary storage sites or authorized disposal facilities must comply with all DOT and Environmental Protection Agency (EPA) regulations; and the commodities or equipment must be prepared by shipper in accordance with the applicable governing classification provisions.
- NOTE 3: These provisions do not apply on interstate shipments of hazardous wastes of no economic value destined for disposal, other than nuclear or radioactive wastes.
- NOTE 4: The most stringent packing group assigned to a hazard of the material takes precedence over other packing groups; for example, a material meeting Class 3 PG II and Division 6.1 PG I (oral toxicity) is classified as Class 3 PG I.
- NOTE 5: A material that meets the definition of Class 8 and has an inhalation toxicity by dusts and mists which meets criteria for Packing Group I specified in 49 CFR 173.133 (a)(1) must be classified as Division 6.1 if the oral or dermal toxicity meets criteria for Packing Group I or II. If the oral or dermal toxicity meets criteria for Packing Group II or less, the material must be classed as Class B.
- (a) A Class 1 (explosive) material that meets any other hazard class or division as defined in this part shall be assigned a division in Class 1. Class 1 materials shall be classed and approved in accordance with 49 CFR 173.56;
- (b) A Division 5.2 (organic peroxide) material that meets the definition of any other hazard class or division as defined in this part, shall be classed as Division 5.2;
- (c) A Division 6.2 (infectious substance) material that also meets the definition of another hazard class or division, other than Class 7, or that also is a limited quantity Class 7 material, shall be classed as Division 6.2;
- (d) A material that meets the definition of a wetted explosive in 49 CFR 173.124 (a)(1). Wetted explosives are either specifically listed in the 49 CFR 172.101 Hazardous Materials Table or are approved by the DOT Associate Administrator (see 49 CFR 173.124 (a)(1)); and,
- (e) A limited quantity of a Class 7 (radioactive) material that meets the definition for more than one hazard class or division shall be classed in accordance with 49 CFR 173.423.
- NOTE 1: These provisions do not obligate carriers to transport shipments beyond the scope of their operating certificates or in violation of any applicable law, regulation, ordinance, or other legal restriction.
- NOTE 2: Articles of equipment containing or contaminated with polychlorinated biphenyl (PCB) destined to temporary storage sites or authorized disposal facilities must comply with all DOT and Environmental Protection Agency (EPA) regulations; and the commodities or equipment must be prepared by shipper in accordance with the applicable governing classification provisions.
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2540 (Continued)

(Subject to Notes 1 and 3)

HAZARDOUS MATERIALS
RULES AND REGULATIONS

SECTION 2

GOVERNING RULES TARIFF NO. 300

Agent

1st Revised Page 75-C

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

EFFECTIVE: November 15, 2005

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

▲ Item 2595, formerly appearing hereon, transferred to 1st Revised Page 75-C.
(Continued on next page)

- (A) Unless otherwise provided, the provisions of this item apply only in connection with the transportation of commodities for which rates are provided in tariffs or the governing classification making reference to this item.
- (B) Single shipments, subject to one rate or class, will be charged at the actual or authorized estimated weight and at the rate or class applicable, subject to the minimum charge in carriers' tariffs.
- (C) Single shipments subject to two or more rates or classes, when differently classed commodities are separately packaged, will be charged at the actual or authorized estimated weight, and at the rate or class applicable to each, subject to the minimum charge in carriers' tariffs (see Note 4).
- (D) Except as provided in Paragraph (2) below, the charge for a package (see Note 1), or pallet, platform, rack or skid meeting the requirements of Item 2265 of the GR Tariff, containing or bearing differently classed commodities, shall be at the rate or class provided for the highest classed commodity in or on the package, pallet, platform, rack or skid. All the commodities need not be specified on the shipping order or bill of lading, but only one of the commodities taking the highest rate or class must be specified; in such instances the following notation must also appear on shipping order and bill of lading: 'And other commodities classed the same or lower,' which may be abbreviated to 'RS or L' (see Note 5).
- (2) When commodities subject to different classes in packages, containers or shipping forms authorized in the applicable classification description for such commodities are securely unitized on lift truck pallets, platforms, racks or skids meeting the requirements of Item 2265 of the GR Tariff, they will be charged for at the actual weights of the separate commodities, in the authorized packages or shipping forms used, at the applicable classes (see Notes 2 and 4) subject to the following:
- (a) Bill of lading and shipping order must specify the separate commodities and the total weight of each commodity so unitized. Bill of lading and shipping order must bear the notation: 'The above contained on (insert number) pallets (platforms, racks or skids, as the case may be).'
- (b) Each shipment must have affixed thereto a packing slip listing the separately identified commodities and the total weight of each such commodity unitized thereon. The weight of pallets, platforms, racks, skids, unitizing material or packing devices as required by Paragraph (D)(2)(e) below must be shown on shipping order and bill of lading and will be charged for at the lowest class applicable to any commodity or commodities comprising not less than 5 percent of the weight unitized on such pallet, platform, rack or skid.
- (d) Any commodity in a shipment which is not unitized on pallets, platforms, racks or skids must be separately listed on the bill of lading and shipping order and will be charged for at the class applicable to such commodities.
- (e) When unitization to pallets, platforms, racks, skids or racks is by container of box-type fibreboard construction, packing devices must be used in any unoccupied space between inner packages and inside top of outer container. Packing devices used must be of sufficient strength and design to prevent collapse of the outer container when top loaded with other freight.
- (f) When carrier or agent finds that the weight of the unitized pallet, platform, rack or skid stated by the shipper is inaccurate, the carrier or agent shall correct the weight. The difference between the actual weight and the stated weight will be added to or subtracted from, as the case may be, the highest classed article on the pallet, platform, rack or skid. Upon satisfactory proof that the weight correction should be apportioned to other article(s) on the pallet, platform, rack or skid, the weight distribution will be adjusted accordingly.

DECREASE SUPPLEMENT

CAL-WEST TARIFF BUREAU, INC.

Agent

Supplement No. 64
Cancels
Supplement No. 63
To
CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.
AGENT
SUPPLEMENT NO. 64
(Supplement Nos. 55, 62 and 64 contain all changes)
TO
GOVERNING RULES TARIFF NO. 300
NAMING
RULES AND REGULATIONS
FOR THE
TRANSPORTATION OF
PROPERTY
APPLYING FOR THE ACCOUNT OF
PARTICIPATING CARRIERS SHOWN IN
CAL-WEST TARIFF BUREAU, INC., AGENT
PARTICIPATING CARRIER APPLICATION TARIFF NO. 101, CAL. P.U.C. NO. 29

(63) APPLICATION OF DECREASE (See Notes 1 and 2)

Except as otherwise provided, all rates and charges on original or revised pages issued prior to the effective date of this Supplement for transportation which is not subject to a minimum weight of 10,000 pounds or more or to a minimum volume of 1,440 cubic feet or more are hereby decreased by 2.818 percent (2.818%). This decrease shall apply only via the following carriers: AXRN, AZEP, CUMF, X, LMOE, MING, GUT, RLIE, TJHT, and INEC.

NOTE 1: For the purpose of disposing of fractions under provisions hereof, fractions of less than one-half (1/2) cent shall be dropped, and fractions of one-half (1/2) cent or greater shall be increased to the next whole cent.

NOTE 2: For explanation of Carrier Codes, see CWTB Participating Carrier Application Tariff No. 101, Cal. P.U.C. No. 29.

[63] Except as noted, provisions reissued from Supplement No. 63, without change.

X Provisions eliminated for the account of DWTB; Carrier no longer participates in Cal-West Tariff Bureau, Inc. tariffs. Issued to clear records.

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

ISSUED: December 1, 1997

EFFECTIVE: January 1, 1998

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

SURCHARGE SUPPLEMENT

CAL-WEST TARIFF BUREAU, INC.

Agent

Supplement No. 62
 Canceled
 Supplement No. 60
 To
 Cal. P.U.C. No. 3

CAL-WEST TARIFF BUREAU, INC.

AGENT

SUPPLEMENT NO. 62

(Supplement Nos. 55, 62 and 63 contain all changes)

TO

GOVERNING RULES TARIFF NO. 300

NAMING

RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF

PROPERTY

APPLYING FOR THE ACCOUNT OF

PARTICIPATING CARRIERS SHOWN IN

CAL-WEST TARIFF BUREAU, INC., AGENT

PARTICIPATING CARRIER APPLICATION TARIFF NO. 101, CAL. P.U.C. NO. 29

For application of surcharge, see Page 1 hereof.

(Issued under authority of Cal. P.U.C. as specifically shown on individual pages herein.

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

ISSUED: July 7, 1997

(EFFECTIVE: August 8, 1997

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
 5110 DISTRICT BOULEVARD
 MAYWOOD, CALIFORNIA 90270

CAL-WEST TARIFF BUREAU, INC.

Agent

Supplement No. 62
to
Cal. P.U.C. No. 3

GOVERNING RULES TARIFF NO. 300

ITEM	APPLICATION OF SURCHARGE INCREASE																	
10	<p>(A) Subject to Items 15 and 20 hereof, all rates and charges named in this tariff are increased as follows:</p> <p>Compute the amount of charges in accordance with the provisions of this tariff and Cal-West Tariff Bureau, Inc., Agent, Participating Carrier Application Tariff No. 101, Cal. P.U.C. No. 29, then increase the resulting amount as follows:</p> <p>(1) Increase all rates and charges by three (3) percent.</p> <p>For purposes of disposing of fractions under provisions hereof, fractions of less than one-half (1/2) cent shall be dropped, and fractions of one-half (1/2) cent or greater shall be increased to the next highest whole cent.</p>																	
15-B 15-A Cancels	<p><u>APPLICATION OF SURCHARGE-CARRIERS</u></p> <p>The following Carriers participating in this tariff will be subject to the surcharge increase in Item 10 (For Special Surcharge Exceptions, see Item 20 hereof; For explanation of Carrier Codes, see Participating Carrier Application Tariff No. 101, Cal. P.U.C. No. 29):</p> <table border="0"> <tr> <td>AMPA</td> <td>KRPP</td> <td>MSBM</td> </tr> <tr> <td>CMED</td> <td>LOMP</td> <td>SUFA</td> </tr> <tr> <td>ELRI</td> <td>OTAJ</td> <td>RIFR</td> </tr> <tr> <td>FGST</td> <td>REMI</td> <td>X</td> </tr> <tr> <td>FOXA</td> <td>X</td> <td></td> </tr> </table>			AMPA	KRPP	MSBM	CMED	LOMP	SUFA	ELRI	OTAJ	RIFR	FGST	REMI	X	FOXA	X	
AMPA	KRPP	MSBM																
CMED	LOMP	SUFA																
ELRI	OTAJ	RIFR																
FGST	REMI	X																
FOXA	X																	
20-A	<p><u>SPECIAL SURCHARGE EXCEPTIONS</u></p> <p>The Carriers named below will apply the following exceptions to the surcharge increase named in Item 10 of this Supplement (For explanation of Carrier Codes, see Participating Carrier Application Tariff No. 101, Cal. P.U.C. No. 29):</p> <p>CARRIER CODE APPLICATION</p> <p>ELRI Applies only on shipments of Exhibition Paraphernalia and Trade Show Merchandise.</p>																	

X Provisions eliminated for the accounts of RGP and RDK; Carriers no longer participate in Cal-West Tariff Bureau, Inc. tariffs. Issued to clear records.

[60] Provisions reissued from Supplement No. 60; without change.

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

EFFECTIVE: January 1, 1995

ISSUED: December 28, 1994

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

A/ Supplement effective January 26, 1995.

a Issued in compliance with and under authority of Cal. P.U.C. Resolution TEA-2.

This Tariff may not be used or referred to by a Carrier for the purpose of determining transportation rates, charges or other provisions unless the Carrier is a participant in this publication at the time the transportation occurs.

(1) Do not apply as a filed tariff with the California Public Utilities Commission;
(2) Shall no longer be established collectively by Carrier's participating in this Tariff; and
(3) Continue to apply individually for the account of participating carriers to this Tariff (see CWTB Tariff No. 101).

As of the effective date of this Supplement, this Tariff, as filed with the California Public Utilities Commission, applies as a Bureau Tariff only on shipments of the commodities named in Item 10 of this Supplement.

a PARTIAL CANCELLATION NOTICE

PARTICIPATING CARRIER APPLICATION TARIFF NO. 101, CAL. P.U.C. NO. 29

CAL-WEST TARIFF BUREAU, INC., AGENT

PARTICIPATING CARRIERS SHOWN IN

APPLYING FOR THE ACCOUNT OF

PROPERTY

TRANSPORTATION OF

FOR THE

RULES AND REGULATIONS

NAMING

GOVERNING RULES TARIFF NO. 300

TO

SUPPLEMENT NO. 55
(Supplement Nos. 53, A/54 and 55 contain all changes)

AGENT

CAL-WEST TARIFF BUREAU, INC.

SUPPLEMENT NO. 55
To
CAL. P.U.C. NO. 3

Agent

CAL-WEST TARIFF BUREAU, INC.

PARTIAL CANCELLATION SUPPLEMENT

ITEM NO.	COMMODITIES SUBJECT TO REGULATION PURSUANT TO CAL. P.U.C. RESOLUTION TEA-2 (Applies Only When Reference Is Made Herein)
10	<p>(A) Property moving from a factory or store which a household has purchased to use in his dwelling and which is transported at the request of, and charges paid to the carrier by, the household;</p> <p>(B) Stock-in-trade of any establishment, whether consignor or consignee, other than used furniture and used fixtures, when transported as incidental to moving the establishment (e.g. - store inventory);</p> <p>(C) Articles which because of their unusual nature or value require the specialized handling and equipment usually employed in moving household goods, including but not limited to the following:</p> <p>(1) Exhibits and displays and the materials and supplies used as part of or within such exhibits and displays, and containerized trade show exhibition materials, and the containerized materials and supplies used within or as part of the total trade show display.</p> <p>(2) Objects of art, displays, and exhibits, whether created or uncreated.</p> <p>(3) Aerospace equipment, devices, systems, parts and accessories.</p> <p>(4) Business machines, systems or devices.</p> <p>(5) Commodities which because of size or weight require the use of special equipment.</p> <p>(6) Computers.</p> <p>(7) Controllers.</p> <p>(8) Copying, duplicating and reproducing systems, and such machinery, equipment, parts, accessories and supplies as are necessary to the performance of a complete reproducing process.</p> <p>(9) Data processing machines.</p> <p>(10) Electronic, medical and scientific instruments and equipment, electronic, medical and scientific instruments and equipment parts. Supplies, machinery, and equipment used in the manufacture of electronic, medical, and scientific instruments and equipment, and parts of such supplies, machinery, and equipment thereof, created or uncreated.</p> <p>(11) Machinery, machine tools, (including numerically controlled), and parts, components or accessories thereof, created or uncreated.</p> <p>(12) Microfilm equipment, photographic film, processing equipment, objects of art, and component parts, accessories and supplies.</p> <p>(13) Plotters.</p> <p>(14) Radio and television transmission, receiving equipment, electron microscope equipment and component parts thereof.</p> <p>(15) Seismographic equipment, including sensors, recorders, measuring devices and component parts, accessories and supplies thereof.</p> <p>(16) Scientific instruments and equipment used in the manufacture of electronic, medical and scientific instruments and equipment, and parts of such supplies, machinery and equipment, created or uncreated.</p> <p>(17) Tabulating machines, including such auxiliary machines or component parts as are necessary to the performance of a complete tabulating process, including punches, sorters, computers, verifiers, collators, reproducers, interpreters, multipliers, wiring units, and control panel and spare parts thereof.</p> <p>(18) Tape recorders.</p> <p>(19) Telephone equipment, materials and supplies used in the construction and maintenance of telephone systems.</p> <p>(20) X-Ray equipment, including X-Ray machines, X-Ray tables, and component parts, accessories and supplies thereof.</p> <p>(21) Commodities because of their unusual nature or value require specialized handling and equipment usually employed in moving household goods.</p>

GOVERNING RULES TARIFF NO. 300

CAL-WEST TARIFF BUREAU, INC.

Page 1

Agent

 SUPPLEMENT NO. 55
 10
 CAL. P.U.C. NO. 3

CORRECTION NO.

-Title-

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.

Points in California	
Points in California	
BETWEEN	
AND	
This Tariff is applicable only in connection with tariff(s) making reference hereto.	

OPERATIONS TARIFF NO. 200, CAL. P.U.C. NO. 2

CAL-WEST TARIFF BUREAU, INC. AGENT, SCOPE OF

PARTICIPATING CARRIERS SHOWN IN

APPLYING FOR THE ACCOUNT OF

PROPERTY

TRANSPORTATION OF

FOR THE

RULES AND REGULATIONS GOVERNING

NAMING

GOVERNING RULES TARIFF NO. 300

CAL-WEST TARIFF BUREAU, INC., AGENT

Original Title Page

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

GOVERNING RULES TARIFF NO. 300

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

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 502

-4-

CALC

CORRECTION NO. 433

-5-

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

EFFECTIVE: November 21, 1994

ISSUED: October 14, 1994

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

X Provisions cancelled; issued to clear records.

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Agent

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CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

ISSUED: September 5, 1980
 EFFECTIVE: October 9, 1980
 CORRECTION NO. 114
 ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
 5110 DISTRICT BOULEVARD
 MAYWOOD, CALIFORNIA 90270

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

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CORRECTION NO. 52

-6-A-

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

ISSUED: June 1, 1980

EFFECTIVE: July 17, 1980

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

ITEM NO.	ADVANCING CHARGES ON SHIPMENTS - GENERAL (EXCEPTION TO ITEM 300 OF THE GC)
*1	<p>(A) Charges directly incidental to the transportation of shipments on which carriers parties hereto receive a haul, will be advanced to connecting railroads, Service Contractors, Shippers, Transportation Companies, Warehouse Storage Houses, Water Carriers, but only when, in the estimation of the Agent, the shipment is worth in excess of the express and other charges at forced sale.</p> <p>(B) The cost of the articles shipped, or any part thereof, must not in any case be advanced.</p> <p>(C) In case the shipment is of character on which prepayment or guarantee is required by tariff or governing classification, advances will be subject to the same requirement. Parties to whom such charges are advanced must furnish satisfactory guarantee covering refund thereof in event collection cannot be made at destination.</p>
*2	<p>APPLICATION OF CLASS RATES THAT ARE PERCENTAGES. MULTIPLES OR PROPORTIONS OF SPECIFIC CLASS RATINGS</p> <p>Class ratings which are based on percentages, multiples or proportions of Class 100 or other specified class ratings are not restricted in their application solely to the minimum class rates in the any-quantity weight brackets but will apply in connection with the minimum weight brackets set forth in this tariff applicable to the shipment transported.</p>

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 6-A

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 365

-6-B-

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

ISSUED: August 9, 1989

EFFECTIVE: August 21, 1989

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

Issued to correct clerical error. Provisions formerly shown on Original Page 6-B and inadvertently not brought forward.

NOTE 1 - The provisions of Item 55890, Sub 2 of the governing classification shall be subject to a minimum weight of 12,000 pounds on California intrastate traffic.

NOTE 2 - The minimum weight factors named in the governing classification in connection with the individual descriptions and classes therein are stated in thousands of pounds.

NOTE 3 - The provisions of Item 151390, Sub 7 of the governing classification shall be subject to a minimum weight of 30,000 pounds on California intrastate traffic.

(A) This tariff is governed to the extent shown herein by:
(1) The governing classification, except that this tariff is subject to the following rules (items) only thereof (See Notes 1, 2 and 3):

110; sections 1, 3 (d), 4 (a), 5 (a), 6 (a), 6 (b), 6 (c), 7, 7 (a), 7 (b), 7 (c), 7 (d), 8, 8 (a), 8 (b), 9, 10, 11 (a), 11 (b), 11 (c), 12, 12 (a), 12 (b), 12 (c), 12 (d), 12 (e), 12 (f), 13 (a), 13 (b), 13 (c), 14, 15, 15 (a), 15 (b), 15 (c), 15 (d), 15 (e), 16, 17 and 18;
112; 200; 201; 202; 205; 210; 215; 220; 222; 222-1; 222-2; 222-3; 222-4; 222-5; 222-6;
225; 230; 235; 240; 245; 250; 255; 256; 257; 258; 260; 265; 270; 275; 280; 285; 291; 292;
294; 296; 297; 300; and 310;
360; sections 1, 1 (a), 1 (b), 1 (c), 1 (d), 1 (e), 1 (f), (except as provided in Item No. 21 of this Tariff), 1 (g), 2, 2 (a), 2 (c), 2 (d), 3 and 5;
365; 381; 420 (sections 1, 2, 4 and 5); 421; 422; 423; 424; 426; 428;
430; sections 1, 2, 3, 4, 5, 6, 7, 8, 9 (except payment by certified check shall be accepted on California intrastate traffic), 10, 11 (a), 11 (b) and 13;
455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 780 (section 2);
455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 780 (section 2);

RULES AND REGULATIONS
APPLICATION OF GOVERNING PUBLICATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

2nd Revised Page 6-B

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 484

-7-

ISSUED BY: GARRETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: September 13, 1996

EFFECTIVE: October 1, 1996

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

Provisions appearing in this Tariff also apply on shipments of household goods, as defined by federal law, and are therefore being submitted to the California Public Utilities Commission for filing.

X Provisions eliminated for the account of TYCL; Carrier no longer participates in Cal-West Tariff Bureau, Inc. Tariffs. Issued to clear records.

2/ Applies via all carriers except those listed in 1/ reference.

1/ Applies via the following carriers:

BHAL
CRTO
KITPO
LMOE
RAEL
TKRR
VNDL
VPKT

(A) Except as otherwise provided, rates in Cal. P.U.C. No. A22-A, issued by Cal-West Tariff Bureau, Inc., Agent do not include:

(1) Pickup at a residence, or

(2) Delivery at a residence.

(B) Rates in Cal. P.U.C. No. A22-A, issued by Cal-West Tariff Bureau, Inc., Agent, will include pickup at a residence or delivery at a residence, subject to the following charges which shall be in addition to all other charges.

For pickup service - 101 cents per 100 pounds, minimum charge 1/ \$4.84 2/ \$10.66.
For delivery service - 101 cents per 100 pounds, minimum charge 1/ \$4.84 2/ \$10.66.

APPLICATION OF RATES FROM/TO RESIDENCES

EXCEPTION: Rates in this Tariff include:

(A) Pickup service on shipments picked up at a warehouse or transportation terminal.

(B) Delivery service on shipments delivered to a warehouse or transportation terminal.

For pickup service - \$5.00 per 100 pounds, minimum charge \$9.98.
For delivery service - \$5.00 per 100 pounds, minimum charge \$9.98.

Rates in Cal. P.U.C. No. A22-A, issued by Cal-West Tariff Bureau, Inc., Agent, applicable on household goods and personal effects as described under the heading of household goods or personal effects in the governing classification apply from terminal at point of origin to carrier's terminal at final point of destination (see exception). When pickup or delivery service is requested and performed, the following additional charges will apply and such charges shall be in addition to all other charges applicable under the provisions of Cal. P.U.C. No. A22-A, issued by Cal-West Tariff Bureau, Inc., Agent.

APPLICATION OF RATES ON HOUSEHOLD GOODS AND PERSONAL EFFECTS

Except as may otherwise be specifically provided, the joint rates between two or more carriers as provided will not apply on shipments moving from or to points which are not located on a highway specifically shown on the California Public Utilities Commission's Constructive Mileage Maps referred to in Rule 1, Page 159 series of the Governing Distance Table or which are not located in an area specifically described in the Governing Distance Table or which cannot be determined by reference to Rule 2, Pages 161 and 162 series of the Governing Distance Table.

Combinations of local rates will apply.

RULES AND REGULATIONS
APPLICATION OF JOINT RATES

GOVERNING RULES TARIFF NO. 300

Agent

12th Revised Page 7

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 7-A

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS
APPLICATION OF RATES - DEDUCTIONS

ITEM
NO.

(A) Rates provided in this tariff are for the transportation of shipments, from origin to point of destination, subject to Items 18, 20, 85 and 97.

(B) Subject to Notes 1, 2, 3, 4, and 5 hereof, when a point of origin or point of destination is Carrier's established depot, rates shall be 60 cents per 100 pounds (or 60 cents per shipment when shipment weighs less than 100 pounds) less than those otherwise specifically named. When both point of origin and point of destination are Carrier's established depots, rates shall be 121 cents per 100 pounds (or 121 cents per shipment when shipment weighs less than 100 pounds) less than those otherwise specifically named. In no case shall the net transportation rate be less than 192 cents per 100 pounds when applying the provision of this Paragraph.

NOTE 1 - No deduction from rates otherwise specifically named shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more. Small shipment charges provided by Item 210, and minimum charges provided by Item 150 shall be entitled to deductions named in Paragraph (B) but not less than 60 cents per component part when point of origin or point of destination is Carrier's established depot or 121 cents per component part when point of origin and point of destination are Carrier's established depots.

NOTE 2 - No deduction from rates otherwise specifically named shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which transportation is performed are located.

NOTE 3 - When the commodity upon which charges are to be computed is rated as a percentage or multiple of class 50, 1 or higher, deductions under this rule shall be made from the resulting rate.

NOTE 4 - Deductions under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the Carrier's established depots.

NOTE 5 - Deductions named in Paragraph (B) shall not apply to articles transported under truckload or volume ratings named in the governing classification, CWTB Cal. P.U.C. No. 22 or CWTB Cal. P.U.C. No. 30, or under truckload or volume commodity rates named in CWTB Cal. P.U.C. No. 21.

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

-7-A-

CORRECTION NO. 374

CALC

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

Agent

8th Revised Page 7-8

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS
APPLICATION OF RATES - SPECIAL-INTRA CITY

ITEM NO.

- (A) Except as otherwise specifically provided in this item, the class rates in CWTB Cal. P.U.C. No. 22 and 30, for a distance of three (3) miles or less, including all applicable rules and regulations in connection therewith, shall also apply to all shipments within a single incorporated city. The class 35 rates shall apply in connection with class 35.1, 35.2, 35.3 and 35.4 truckload classes provided in governing Exception Sheet.
- (B) The provisions of Paragraph (A) will not apply when such incorporated city is divided by one or more metropolitan zone boundaries apply the class rate for the applicable mileage set forth in the governing distance table between the metropolitan zones involved.

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APPLICATION OF RATES - GENERAL

- (A) Except as provided in item No. 32 of this tariff, rates in CWTB Cal. P.U.C. Nos. 21, 22 and 30, subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds at a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 45 cents per 100 pounds minimum additional charge \$3.59 per shipment shall be assessed for the service of handling shipment beyond the carrier's equipment.
- (B) Except as provided in item No. 32 of this tariff, rates in CWTB Cal. P.U.C. Nos. 21, 22, and 26, subject to minimum weights of 10,000 pounds or more include loading into or unloading from carrier's equipment at established depots. At points of origin or destination other than established depots, rates in CWTB Cal. P.U.C. Nos. 21, 22, and 30, subject to minimum weights of 10,000 pounds or more, and rates provided in items 325 and 415 of CWTB Cal. P.U.C. No. 21, include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of item No. 20 of this tariff.
- (C) Except as otherwise provided, item No. 150 (Minimum Charges) and/or item No. 155 (Minimum Shipment Charges) of this tariff shall not apply for the account of carrier(s) which are subject to the provisions of item No. 610 (Minimum Charges) and/or item No. 615 (Minimum Shipment Charges) of CWTB Class Rate Tariff No. A500, Cal. P.U.C. No. A30. For participating carrier's application, see item No. 160 (Application of Rates-Carriers) of CWTB Class Rate Tariff No. A500, Cal. P.U.C. No. A30.

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No change in rates; incorporates Supplement No. 49 increase.

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

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ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
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-7-8-

CORRECTION NO. 375

CALC

CORRECTION NO. 57

-7-C-

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

ISSUED: June 13, 1980

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

* For Item 19 in effect prior to the effective date hereof, see Original Page 7-B.

19	<p>(A) Except as otherwise provided in Paragraph (B), corrected Bills of Lading or other written instructions from the Consignor to change the freight charge collection status from "Prepaid" to "Collect" may be accepted only if received by the origin Carrier within a period of thirty (30) days from the date of the initial Bill of Lading.</p> <p>(B) Corrected Bills of Lading or other written instructions to change the freight collection status from "Prepaid" to "Collect" will not be accepted once the shipment has been delivered.</p>
	<p><u>BILLS OF LADING - CORRECTED</u></p> <p>Articles indexed in the governing classification as "NOT TAKEN" and articles which are rated as subject to a released value of 50 cents per pound per article. Class rates shall be assessed on a basis of class 100, value of \$1.50 per pound per article.</p>
	<p><u>ARTICLES FOR WHICH CLASSIFICATION RATINGS ARE NOT PROVIDED IN THE GOVERNING CLASSIFICATION</u></p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected whenever such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>
*18.1	<p><u>ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</u></p> <p>When carrier performs, at Shipper's or Receiver's request or order, service such as stacking, sorting, providing helpers for loading or unloading, or any other service which is not authorized, additional charges per man shall be assessed as provided in Item 20(A). The charge provided in Item 20(B) for unit of equipment shall also apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of the driver or helper being engaged in such service.</p> <p>The provisions of this item shall not apply when a helper is provided for any reason other than Shipper's or Receiver's request or order. The reason for supplying helpers shall be recorded on shipping and accessorial service documents.</p> <p>When charges are provided in this tariff for performance of accessorial services, said charges shall be based upon the weight which the transportation rates are computed.</p>
ITEM NO.	<p><u>RULES AND REGULATIONS</u> <u>ACCESSORIAL SERVICES</u></p>

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 7-C

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

ITEM NO.	RULES AND REGULATIONS
19.1	BILLS OF LADING

ISSUANCE OF BILLS OF LADING:

- (A) Rates provided in tariffs governed by this tariff, are conditioned upon the use of the appropriate bill of lading required by this item. Articles which are prohibited by law from being loaded or transported in the same vehicle must be tendered to the carrier on separate bills of lading.
- (B) When property is tendered to the carrier for transportation the acceptance and use of the bills of lading, domestic or export, Uniform Straight or Straight-Short form, is required. Bills of lading need not be in any particular format so long as the information requirements of this item are observed.
- (C) The Uniform Straight or Straight-Short form, or shipper furnished bills of lading shall be issued at the time of or prior to the receipt of or pickup of a shipment and are to be used for any shipment that is not consigned to the order of any corporation, firm, institution or person.
- (D) Except as otherwise provided, carriers shall not furnish:
- (1) Bill of lading sets that consist of more than an 'Original,' a 'Shipping Order,' and a 'Memorandum' per shipment.
 - (2) More than one original freight bill on its own standard form and one duplicate thereof,
 - (3) More than one original and one copy of its statement of transportation charges on its own standard form.
- (Carrier is not obligated to furnish bills of lading containing information beyond those set forth in this item).

- (E) On bills of lading furnished by carrier the Standard Carrier Alpha Code (SCAC) of the issuing carrier may be shown immediately adjacent to the carrier's name on the bill of lading heading in upper case boldface type.

- (F) Shippers may elect to furnish their own bills of lading, in which case, all requirements of this item must be observed. The bill of lading need not be in any particular format so long as the information requirements are observed and the bill of lading is complete when tendered to the carrier for signature. When the bill of lading is generated by a computer on other than preprinted forms, each such bill of lading must bear a title similar to "Short Form Bill of Lading - Non-Negotiable" and must incorporate the terms and conditions of the bill of lading contract with a statement substantially as follows:
- (1) "RECEIVED", subject to the tariffs in effect on date of the issue of this Bill of Lading:
 - (2) "Shipper hereby certifies that he is familiar with all the terms and conditions of the Bill of Lading set forth in this item and the said Terms and Conditions are hereby agreed to by the shipper and accepted for himself and his assigns."

The order of appearance of the information listed after the title and statement incorporating the bill of lading terms and conditions should be as follows: Carrier name; bill of lading reference and number, consignee name; destination and address, including zip code; shipper name, origin and address, including zip code; number of pieces and kinds of packages; hazardous materials designation as required; commodity description; weight; COD (where appropriate), including the amount to be collected and the name and complete address of party carrier is to make remittance to; freight terms (prepaid or collect); and statement of conditions or restrictions placed on the shipment (where appropriate), including released valuation information. The bill of lading must be included with a date and the notation to the effect; "Received in apparent good order - Exceptions Noted", which shall be deemed to be an acceptance of all such terms and conditions as provided in the Uniform Straight Bill of Lading.

- (G) INFORMATION TO BE SHOWN ON BILL OF LADING: The name, address, city and state, including zip code of only one shipper and one consignee and only on destination shall appear on the bill of lading. When a shipment is consigned to a point of which there are two or more of the same name in the same state, the name of the county must be shown.

Item No. 19.3 formerly appearing hereon, transferred to Original Page 7-N.
1/ For explanation see Page 7-M series.
FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

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ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 503

-7-D-

RULES AND REGULATIONS

BILLS OF LADING

ISSUANCE OF BILLS OF LADING (Concluded)

(H) Shippers should to insure the assessment of correct freight charges and avoid infractions of federal and state laws, acquaint themselves with the descriptions of articles in the tariff under which they ship. Commodity word descriptions must be used on bills of lading and must conform to those in the applicable tariff. The kind of package used must be shown. Bills of lading must specify number of articles, packages or pieces. Each separate commodity description, the number and type of packages and the gross weight or other factor or unit of measurement upon which charges are based must be shown.

(I) Articles which are subject to the DOT's hazardous materials regulations must be described on bills of lading and shipping orders as shown in those regulations. Abbreviations must not be used. When the DOT hazardous materials regulations description differs from the tariff description in connection with which the applicable class or rate is published, the tariff description must also be shown on bills of lading and shipping orders.

(J) Unless otherwise provided in carriers' tariffs, shipments requiring protective temperature control may be accepted subject to the availability of suitable equipment when the bills of lading and shipping orders are clearly and legibly marked in upper-case letters in accordance with the following:

- (1) Where shipments are subject to damage from freezing, marking must clearly instruct carrier to protect from freezing.
- (2) Where shipments require maintenance at or below a specific temperature, or movement within a range of temperatures, marking must indicate the temperature or temperature range required.

Commodities requiring special or additional care or attention or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. These articles include, but are not limited to: fragile articles; articles that must remain upright; top-heavy articles; articles that require more than normal protection from moisture; articles that must be protected from heat; articles that must be protected from freezing; articles that must be handled with a hand truck; articles that must not be handled with a forklift; articles that may be stacked to not exceed a certain height; articles that must not be stacked; articles that must be kept within a certain temperature range; articles that have a center of balance that is not the center of the commodity; and magnetically sensitive articles.

(K) When shipment consists of packages subject to the same released value provisions and some packages are released as to value and other packages are not released as to value or are released to a different value, the packages and bill of lading must be marked or coded at time of shipment to identify which packages are released and the released value which applies to each package. In lieu of showing the specified information on the bill of lading, carrier may be furnished a manifest at time of shipment which clearly identifies the packages which are released and the released value of each.

(L) In addition to the above provisions the bill of lading shall show such other information as may be necessary to allow an accurate determination of the applicable rate and charge.

INSURANCE AGAINST MARINE RISK:

The cost of insurance against marine risk will not be assumed by the carrier unless specifically provided in the tariff governed by this tariff.

INSPECTION OF PROPERTY:

When carrier or his authorized agent believes it is necessary that the contents of packages be inspected, he shall make or cause such inspection to be made, or require sufficient evidence to determine the actual character of the property. When found to be incorrectly described, freight charges must be collected according to the proper description.

1/ For explanation, see Page 7-M series.
(Continued on next page)

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ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER

5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-7-E-

CORRECTION NO. 504

CALC

CORRECTION NO. 505

-7-F-

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

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

1/ For explanation, see Page 7-M series.

(Continued on next page)

- (C) In case of quarantine, the property may be discharged at the owner's risk and expense into a quarantine depot or elsewhere as required by quarantine regulations or authorities, or for the carrier's dispatch, the property may be discharged at the owner's risk and expense at the nearest available point in the carrier's judgment. The carrier's responsibility shall cease when the property is so discharged, or the property may be returned by the carrier at the owner's expense to the shipping point, earning freight both ways. All quarantine expenses of whatever nature or kind which are incurred with respect to the property shall be borne by the owners of the property or shall become a lien on the property. The carrier shall not be liable for loss or damage caused by fumigation, disinfection or other acts required or done by quarantine regulations or authorities even though these acts may have been done by the carrier's officers, agents, or employees. In addition, the carrier shall not be liable for detention, loss, or damage of any kind occasioned by the quarantine or the enforcement of the quarantine. No carrier shall be liable except in the case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents or officers, as to quarantine laws or regulations. The shipper shall indemnify the carrier for any expense incurred or damages the carrier may be required to pay as a result of introducing the property covered by contract into any place against the quarantine laws or regulations in effect at such place.
- (4) Except in the case of negligence of the carrier, no carrier or party in possession of all or any of the property described in this bill of lading shall be liable for delay caused by highway obstruction, by fault or by lack of capacity of any highway, bridge or ferry.
- (a) When the property is stopped and held in transit upon request of the shipper, owner or party entitled to make such request, or from a defect or vice in the property, or from riots or strikes.
- (b) From a defect or vice in the property, or from riots or strikes.
- (3) Except in the case of negligence of the carrier or the party in possession and the burden to prove negligence shall be on the claimant, the carrier or party in possession shall not be liable for loss, damage or delay which results:
- (a) After notice of the arrival of the property at the destination or at the Port of Export (if the property is intended for export) has been duly sent or given, and
- (b) After placement of the property for delivery at destination or tender of delivery of the property to the party entitled to receive it has been made.
- (2) The carrier's liability shall be that of a warehouseman, only, for loss, damage or delay resulting from fire occurring after the expiration of free time (if any) allowed by lawful tariffs in effect (such free time to be computed as provided in said tariffs) where such loss, damage or delay occurs:
- (a) After notice of the arrival of the property at the destination or at the Port of Export (if the property is intended for export) has been duly sent or given, and
- (b) After placement of the property for delivery at destination or tender of delivery of the property to the party entitled to receive it has been made.
- (1) No carrier or party in possession of all or any portion of the property described on the bill of lading shall be liable for any loss thereof or damage thereto or delay caused by an Act of God, the public enemy, the authority of law, or the act or default of the shipper or owner or for natural shrinkage.
- (A) The carrier or the party in possession of any of the property described in this bill of lading shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

SECTION 1

BILL OF LADING CONTRACT, TERMS AND CONDITIONS:

BILLS OF LADING
RULES AND REGULATIONS

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 7-F

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

ITEM NO. 19.1
(Con-
tin-
ued)

RULES AND REGULATIONS

BILLS OF LADING

BILL OF LADING CONTRACT, TERMS AND CONDITIONS: (continued)

SECTION 2

(A) No carrier is bound to transport said property by any particular schedule, train, vehicle or vessel, or in time for any particular market, or in any manner other than with reasonable dispatch. Every carrier shall have the right, in case of physical necessity, to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than the actual value of the said property has been stated in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered for loss or damage, whether or not such loss or damage occurs from negligence.

(B) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing the bill of lading, or carrier on whose line the loss, damage, injury or delay occurred, or carrier in possession of the property when the loss, damage, injury or delay occurred, within nine months after delivery of the property (or, in the case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within nine months after a reasonable time for delivery has elapsed, and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted therefor in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(C) Any carrier or party liable for loss of or damage to any said property shall have the full benefit of any insurance that may have been effected, upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance, PROVIDED, that the carrier receiving the benefit of such insurance shall reimburse the claimant for the premium paid thereof.

SECTION 3

Except where such service is required as the result of carrier's negligence all property shall be subject to necessary coopeage and baling at owner's cost. Each carrier over whose route cotton or cotton liners is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other train of the same kind and grade without respect to ownership (and promptly notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to other charges hereunder.

(Continued on next page)

1/ For explanation, see Page 7-M series.

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

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ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER

5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-7-G-

CORRECTION NO. 506

CALC

RULES AND REGULATIONS

BILLS OF LADING

BILL OF LADING CONTRACT, TERMS AND CONDITIONS: (Continued)

SECTION 4

(A) In the event that property is not removed by the party entitled to receive it within the free time (if any) allowed by the lawful tariffs in effect (such free time is to be computed as provided in the said tariffs) and notice of the arrival of the property at the destination (or at the port of export, if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, or property is not received at the time of delivery to the party entitled to receive it has been made. Such property may be kept in a vessel, vehicle, car, depot, warehouse, or place of business of the carrier, subject to the tariff charge for storage and to the carrier's responsibility solely as warehouseman, or at the option of the carrier, such property may be removed to and stored in a public or licensed warehouse at the point of delivery or at another available point, at the owner's cost and held there without liability on the part of the carrier and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage. In the event consignee cannot be found at the address given for delivery, then notice of the placing of such goods in warehouse shall be mailed to the address given on the bill of lading for delivery and to any other address given on the bill of lading for notification, showing the warehouse and location in which the property has been placed subject to the provisions of this paragraph.

(B) Where non-perishable property transported to the destination stated in the bill of lading is refused by consignee or the party entitled to receive it upon tender of delivery, or said consignee or party entitled to receive the property fails to receive or claim it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the property at public auction to the highest bidder, at such place as may be designated by the carrier. PROVIDED, that the carrier shall have first mailed, sent, or given to the consignee notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition is not arranged for, and that after 30 days have elapsed from the time said notice to the consignee was mailed, sent or given, the carrier shall also have published a notice containing a description of the property, the name of the party to whom consigned, and the time and place of sale, once a week for two consecutive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published.

(C) Where perishable property transported to the destination stated in the bill of lading is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive the property fails to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the property to the best advantage at private or public sale: PROVIDED, that if there is sufficient time to notify the consignee or owner of the refusal of the property or the failure to receive it and to request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(D) Where the procedure provided for in Paragraphs (B) and (C) of this SECTION 4, is not possible, it is agreed that nothing in these paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(E) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges to the expense of notice, advertisement, sale, and other necessary expense and to the expense of caring for and maintaining the property, if proper care of the property requires special expense. Should there be a balance remaining after all charges and expenses are paid, such balance shall be paid to the owner of the property sold hereunder.

(Continued on next page)

1/ For explanation, see Page 7-M series.

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

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5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-7-H-

CORRECTION NO. 507

RULES AND REGULATIONS

BILLS OF LADING

BILL OF LADING CONTRACT, TERMS AND CONDITIONS. (Continued)

SECTION 4 (concluded)

(F) Property destined to or taken from a station, wharf, landing or other place at which there is no regularly appointed freight agent, shall be entirely at risk of owner after being unloaded from cars, vehicles or vessels, or until loaded into cars, vehicles or vessels, and, except in case of landings, or other places, the property shall be at the owner's risk until the cars are attached to and after they are detached from locomotive and train, or until loaded into and after unloaded from vessels, or if property is transported in motor vehicle trailers or semi-trailers, until such trailers or semi-trailers are attached to and after they are detached from power units. Where a carrier is directed to unload or deliver property transported by motor vehicle at a particular location where consignee or consignor's agent is not regularly located, the risk after unloading, or delivery, shall be that of the owner.

SECTION 5

No carrier hereunder will carry or be liable in any way for any documents, coin money, or for any article of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed on this bill of lading.

SECTION 6

Every party, whether principal or agent, who ships explosives, dangerous, or hazardous materials, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods. Such goods may be warehoused at owner's risk and expense or destroyed without compensation.

SECTION 7

(A) The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property according to lawful tariffs of the carrier; but, except in those instances where it may lawfully be authorized to do so, no carrier shall deliver or relinquish possession at destination of the property covered by the bill of lading until all lawful tariffs and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of the bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation shall make delivery without requiring such payment, PROVIDED, that, a consignee shall not be liable for transportation charges (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him subject to all of the following conditions:

- (1) The shipper or consignor has instructed the carrier to deliver the property to a consignee other than the shipper or consignor.
- (2) The consignee is an agent only and has no beneficial title in the property, and
- (3) Prior to delivery the consignee has notified the delivering carrier in writing that he is only an agent and has no beneficial title in the property, (provided that this requirement does not apply if the consignee is a for-hire carrier), and
- (4) In cases where the shipment has been reconsigned or diverted to a point other than that specified in the bill of lading the consignee has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property. Where the consignee is not liable for certain transportation charges in accordance with the provision and the preceding conditions, the shipper or consignor, or, in the case of a shipment so reconsigned or diverted as specified herein the beneficial owner shall be liable for such additional charges.

1/ For explanation, see Page 7-M series.

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

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARRETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

RULES AND REGULATIONS

BILLS OF LADING

BILL OF LADING CONTRACT, TERMS AND CONDITIONS:

(continued)

SECTION 7 (concluded)

- (B) Where the shipment is designated "prepaid" the shipper or consignee shall remain liable for undercharges which result from an erroneous determination of the transportation charge assessed.
- (C) If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in the bill of lading, the freight charges must be paid upon the articles actually shipped.

SECTION 8

If the bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature on the prior bill of lading or in connection with the prior bill of lading as to the statement of value or bill of lading liability shall be considered a part of the bill of lading as fully as if the same were written on or made in connection with the bill of lading.

SECTION 9

- (A) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in the Act approved by the United States Congress on February 13, 1893, and entitled "An act relating to the navigation of vessels, etc." and in other United States statutes according carriers by water and protection of limited liability. Such water carriage shall also be performed subject to the conditions contained in this bill of lading which are not inconsistent with the said Act of Congress and United States statutes or with this section.
- (B) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.
- (C) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or in other waters or from latent defects in the hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property described in this bill of lading shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in the case of negligence, such carrier shall not be responsible for any loss or damage to property if it is necessary or is usual to carry the property upon deck.

(Continued on next page)

1/ For explanation, see Page 7-M series.

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

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-7-J-

CORRECTION NO. 509

CALC

CORRECTION NO. 510

-7-K-

MAYWOOD, CALIFORNIA 90270

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER

EFFECTIVE: April 6, 1998

ISSUED: March 4, 1998

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

1/ For explanation, see page 7-M series.

(Continued on next page)

Any alteration, addition or erasure in this bill of lading which is made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

SECTION 10

(F) The term "Water Carriage" in this section shall not be construed as including lightering in or across rivers, harbors or lakes, when performed by or on behalf of carriers other than water carriers.

(E) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions shall be regarded as incorporated into the conditions of this bill of lading.

(D) General average shall be payable according to the York-Antwerp Rules of 1924, Sections 1 to 15, inclusive, and Sections 17 to 22 inclusive, and as to matters not covered in the said rules, according to the laws and usages of the Port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage, or disaster resulting from faults or errors in navigation, from the management of the vessel, or from any latent or other defects in the vessel, the machinery or appurtenances (provided the latent or other defects were not discoverable by the exercise of due diligence), or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the unseaworthiness was not discoverable by the exercise of due diligence) the shippers, consignees and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the ship owners in general average that may be made or incurred for the common losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

SECTION 9 (concluded)

BILL OF LADING CONTRACT, TERMS AND CONDITIONS: (continued)

BILLS OF LADING

RULES AND REGULATIONS

ITEM NO. 19.1
*1/
(Con-
tin-
ued)

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 7-K

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

RULES AND REGULATIONS

UNIFORM STRAIGHT BILL OF LADING

ORIGINAL—NOT NEGOTIABLE

ORIGINAL—NOT NEGOTIABLE

Carrier's Pro No.	Carrier's Code (SCAC)
Shipper's Bill of Lading No.	Comptroller's Reference PO No.
Name of Carrier	

RECEIVED, subject to individually determined rates or contracts that have been agreed upon in writing between the carrier and shipper, if applicable, otherwise to the rates, classifications and rules that have been established by the carrier and are available to the shipper, on request.

Street _____ City _____ County _____ State _____ Zip _____
From _____ Date _____

THE INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. IT IS THE POLICY OF THE NATIONAL ARCHIVES TO MAKE ALL INFORMATION CONTAINED HEREIN AVAILABLE TO THE PUBLIC, UNLESS IT IS DETERMINED THAT DISCLOSURE OF THE INFORMATION WOULD BE DETRIMENTAL TO THE NATIONAL DEFENSE. THIS INFORMATION IS BEING RELEASED TO YOU UNDER THE NATIONAL ARCHIVES' POLICY OF OPEN ACCESS TO INFORMATION. IT IS YOUR RESPONSIBILITY TO OBTAIN ANY NECESSARY PERMISSIONS FROM THE APPROPRIATE AGENCY FOR THE REPRODUCTION OR DISTRIBUTION OF THIS INFORMATION. THE NATIONAL ARCHIVES DOES NOT ASSUME ANY LIABILITY FOR THE CONTENTS OF THIS INFORMATION OR FOR ANY DAMAGE TO PERSONS OR PROPERTY THAT MAY BE CAUSED BY THE USE OF THIS INFORMATION.

CONFIDENTIAL

City _____
County _____
State _____
Zip _____

Additional Shipment Information	Carrier Name	Trailer No.
---------------------------------	--------------	-------------

<input type="checkbox"/> Collect on Delivery \$ _____ and send to: _____ City _____ State _____		<input type="checkbox"/> COD, charge Shopper _____ <input type="checkbox"/> to be paid by Consumer _____
--	--	---

Handing Type	Units No.	Package Type	HA1	Kind of Package, Description of Articles, Special Marks and Exceptions (Subject to correction)	Weight (Subject to correction)	Class or Rate (For rate only)	Cube (Op- bena)
-----------------	--------------	-----------------	-----	---	--------------------------------------	--	-----------------------

[illegible]

NOTE: (1) Where there is a reduction on value, shippers are required to state specifically in writing the agreed or declared value of the property as follows:

NOTE (2) Liability Limitation for loss or damage on this shipment may be applicable. See 49 U.S.C. § 14706(c)(1)(A) and (B).
NOTE (3) Commodities requiring special or additional care or attention in handling or storing must be so marked and packaged as to ensure safe transportation with ordinary care.
(Signature of Consignor)

Name _____ Fax No. _____ Tel. No. _____
 (for administrative purposes only)

Send freight bill to:

Company Name	City	Street	State	Zip
<hr/>				
Shipper	Carrier	Per	Date	
<hr/>				

Date Per Package No.	Date This is to certify that the above named materials are properly classified, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the DOT.
Class/Division	Class/Division

(Continued on next page)

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

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARNETT H. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

- 7 -

CORRECTION NO. 511

CALC

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER

EFFECTIVE: April 6, 1998

ISSUED: March 4, 1998

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

[illegible]

Send freight bill to: _____
 Name _____ Fax No. _____ Tel. No. _____
 (for informational purposes only)

Company Name _____ City _____ Street _____ State _____ Zip _____

Shipper _____ Carrier _____ Per _____ Date _____

NOTE (2) Liability Limitation for loss or damage on this shipment may be applicable. See 49 U.S.C. § 14706(c)(1)(A) and (B).

The agreed or declared value of the property is specifically stated by the shipper to be not exceeding

100% of the total sample size was used for the analysis.

FOR FREIGHT COLLECT SHIPMENTS:
If this shipment is to be delivered to the consignee without recourse on the consignment, the consignor shall sign the following statement. The carrier may decline to make delivery of this shipment without payment of freight and all other landed charges.

Signature of Consignor

Freight charges are **PREPAID**
unless marked collect.
☐ CHECK BOX IF COLLECT

[illegible]

<input type="checkbox"/> Shipper <input type="checkbox"/> Consumer		C.O.D. charge to be paid by	City _____ State _____	Collect on Delivery \$ _____ and remit to: _____
---	--	--------------------------------	---------------------------	---

Additional Information:

County _____ State _____ Zip _____

Trader No. _____

Destination Street

On 12/15/19, the "COO" was again contacted by the "COO" and advised that the "COO" was not available for the interview.

THESE RESULTS ARE IN ACCORD WITH THE FINDINGS OF OTHER STUDIES THAT HAVE SHOWN THAT THE USE OF A SINGLE-ENDED SCALE IS MORE APPROPRIATE FOR MEASURING PERCEIVED EFFORT THAN A DOUBLE-ENDED SCALE.

the snapper hereby certifies that he is

stated herein, the carrier shall be responsible for the safe delivery of the goods to the consignee. The carrier shall not be liable for any loss or damage to the goods, whether in whole or in part, arising from any cause, including but not limited to, fire, theft, pilferage, breakage, leakage, or any other cause, whether or not the carrier was negligent. The carrier shall not be liable for any delay in the delivery of the goods, whether or not the carrier was negligent. The carrier shall not be liable for any loss or damage to the goods, whether in whole or in part, arising from any cause, including but not limited to, fire, theft, pilferage, breakage, leakage, or any other cause, whether or not the carrier was negligent. The carrier shall not be liable for any delay in the delivery of the goods, whether or not the carrier was negligent.

the property described below. If apparent good order, except as noted (contents and condition of contents of packages unknown) marked, consigned, and delivered as shown below.

RECEIVED, subject to individually determined rates or contracts that have been agreed upon in writing between the carrier and shipper, if applicable, otherwise to

_____ (NAME) _____ (ADDRESS) _____ (CITY) _____ (STATE) _____ (ZIP)

Consignee's Reference/PO No.

Shoppers Bill of Lading No. _____

ORIGINAL—NOT NEGOTIABLE

STRAIGHT BILL OF LADING—SHORT FORM

UNCLASSIFIED//FOR OFFICIAL USE ONLY

RULES AND REGULATIONS

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

1. The first line of the document is a header containing the title "THE EFFECTS OF THE 1997-1998 EL NIÑO ON THE
 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 83

CORRECTION NO. 513

-7-N-

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

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

Item 19.3 appearing hereon, brought forward from Original Page 7-D.

- EXCEPTION: When a specific cancellation on a prior revised page excepts a previously filed page wholly or in part, this rule does not have the effect of cancelling such excepted previously filed page or portion thereof.
- (C) For example: "First Revised Page 10" will have the effect of cancelling Original Page 10; "45th Revised Page 12" will have the effect of cancelling 44th Revised Page 12. "13th Revised Page 4-A" will have the effect of cancelling 12th Revised Page 4-A and also 11th Revised Page 4-A if the cancellation of 12th takes place on or before its effective date.
- (B) Except when a specific cancellation is shown on a new revised page, a revised page cancels any and all uncanceled revised or original pages, or uncanceled portions thereof, which bear the same page number. (See Exception).
- (A) When this tariff is amended by revised pages, the cancellation of prior pages, except the title page, will be effected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, refection, or other reason. Revisions of each page will be filed in numerical sequence.

19.3

RULES AND REGULATIONS CANCELLATION OF ORIGINAL AND REVISED PAGES

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 7-N

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 528

-8-B-

MAYWOOD, CALIFORNIA 90270

ISSUED BY: GARRETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD

EFFECTIVE: January 18, 1999

ISSUED: December 14, 1998

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

- 1/ Will not apply via the following carriers: AMCO, CUMF, DDIG, NKIG, ONGP, PACB, RLIE, UJST and VLGT.
- 2/ Will not apply via the following carriers: ACHR, AMCO, X, AOXO, ASYI, AMAE, BVT, CTFM, CNMW, CRTO, ELRI, ERNS, X, LAHA, LMOE, LMRQ, MJAL, NKQA, OAKL, PACB, PUBF, RAEL, RCRD, RLGT, RLWL, SNJO, SUST, SUXE, TONI, TRK and UJST.
- X Provisions eliminated for the accounts of AMSR and GABA; Carriers no longer participate in Cal-West Tariff Bureau, Inc. Tariffs. Issued to clear records.

| ITEM NO. | RULES AND REGULATIONS |
|----------|---|
| | <p><u>CHARGES FOR AIR-RIDE SUSPENSION EQUIPMENT</u></p> <p>(A) Carrier will furnish upon request of shipper or consignee, tractor or trailers, or both, equipped with air ride suspension, at an additional charge of 10% of the applicable transportation rate. Such charges shall be in addition to all other charges provided herein. Minimum additional charge per vehicle or vehicle in a train shall be \$169.79.</p> <p>(B) Air-ride equipment consists of equipment which uses a system of air for its suspension rather than the ordinary mechanical means of suspension.</p> |
| 22 | <p><u>CHARGES FOR APPOINTMENT SCHEDULING SERVICE</u></p> <p>(A) When a shipment is provided Appointment Scheduling Service, as defined in Paragraph (B), a rate arbitrary of \$10.54 per shipment shall be assessed.</p> <p>(B) As used herein, Appointment Scheduling Service means a service rendered by a Carrier to arrange for a delivery appointment or specific delivery instructions, at the consignee's location, whereby, prior to dispatch of Carrier's equipment, the Carrier receives a specific date and time a shipment may be tendered for delivery.</p> |
| 23 | <p><u>CHARGE FOR ARMED GUARD SERVICE</u></p> <p>(A) When required by the shipper and indicated on the Bill of Lading, Carrier will provide armed guards for constant surveillance of shipments from origin to destination. Such surveillance shall prevent all inspections, tampering, pilferage or sabotage, including, insofar as it humanly possible, all manner of unusual circumstances such as wreck, delay, flood, violence, disturbance, etc. Subject to Paragraph (B), armed guards will be contracted for by the Carrier and Carrier will provide necessary permits and insurance.</p> <p>(B) Charges for each armed guard will be as follows:</p> <p>\$27.56 per hour will be assessed for each hour, or fraction thereof that an armed guard is on duty commencing with the time the armed guard is ordered by the shipper to report at the loading point and ending at the destination. An additional amount equal to one-half of the above charges will be assessed to cover return of the armed guard. The provisions of this item apply only if the armed guards ride in Carrier's equipment.</p> |
| 25 | <p>(A) When required by the shipper and indicated on the Bill of Lading, Carrier will provide armed guards for constant surveillance of shipments from origin to destination. Such surveillance shall prevent all inspections, tampering, pilferage or sabotage, including, insofar as it humanly possible, all manner of unusual circumstances such as wreck, delay, flood, violence, disturbance, etc. Subject to Paragraph (B), armed guards will be contracted for by the Carrier and Carrier will provide necessary permits and insurance.</p> <p>(B) Charges for each armed guard will be as follows:</p> <p>\$27.56 per hour will be assessed for each hour, or fraction thereof that an armed guard is on duty commencing with the time the armed guard is ordered by the shipper to report at the loading point and ending at the destination. An additional amount equal to one-half of the above charges will be assessed to cover return of the armed guard. The provisions of this item apply only if the armed guards ride in Carrier's equipment.</p> |

GOVERNING RULES TARIFF NO. 300

Agent

18th Revised Page 8-B

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 376

-8-

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 rates; incorporates Supplement No. 48 increase.

(A) For driver, helper or other carrier employee, per man
For unit of equipment (each motor truck, trailer or semi-trailers) exclusive of motor tractors) ----- 81

(B) For driver, helper or other carrier employee, per man
For unit of equipment (each motor truck, trailer or semi-trailers) exclusive of motor tractors) ----- 81

CHARGES IN CENTS
FOR FIRST 30 MINUTES OR FRACTION 1571
FOR EACH ADDITIONAL 15 MINUTES OR FRACTION 789

For accessorials services or delays under conditions specified in item 85 or when specific reference is made hereto, charges will be assessed for each period or fraction thereof, as follows:

CHARGES FOR ACCESSORIAL SERVICES OR DELAYS

- (A) Except as provided in items 215 and 220, Carrier's agent must not act as agents of shippers or consignees for the assembling or distribution of freight.
- (B) Except as provided in items 215 and 220, Carrier's agent at point of shipment must not accept freight to be carried at rates named in this tariff for distribution to two or more parties by Carrier's agent at point of destination.
- (C) Except as otherwise provided in items 215 and 220, agent at points of destination must deliver freight carried under rates herein to one consignee only, and must not accept orders from shippers or consignees calling for split deliveries according to brands, marks, sizes or other identification of products.
- (D) Except as otherwise provided in items 215 and 220, if at the request of the owner of the property or his authorized agent, a shipment is delivered to more than one consignee, rates will be assessed for each such delivery as a separate shipment at its component weight from point of origin to point of destination.

CARRIER'S AGENT NOT TO ACT AS AGENT FOR SHIPPER OR CONSIGNEE

RULES AND REGULATIONS

GOVERNING RULES TARIFF NO. 300

12th Revised Page 8

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 492

-8-A-

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 1, 1997

EFFECTIVE: January 6, 1997

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

X Provisions eliminated for the account of TQ1; Carrier no longer participates in Cal-West Tariff Bureau, Inc. Tariffs. Issued to clear records.

1/ Will not apply via the following carriers: AMCO, BWSN, DDIG, WKIG, ONGP, PACB, RLIE, SUXE, X, WIST and VLGT.

NOTE 3: The provisions set forth herein will not apply to shipments moving on United States Government Bills of Lading.

NOTE 2: The charges set forth herein will not apply to:

(a) Bank Payment Plans when documentation is limited to (1) deposit tickets supplied by the bank, (2) supporting freight bills not in excess of the number set forth in Section 1 (3) of Item 360 of the governing classification, or (3) the return of the Bill of Lading furnished by the Shipper.

(b) Sight Draft Plans when documentation is limited to (1) sight drafts which do not require the carrier to provide information pertaining to the rating of the shipment(s) on the sight draft, (2) supporting freight bill(s) and statement(s) of charges not in excess of number set forth in Section 1 (e) of Item 360 of the governing classification, or (3) the return of a copy of the Bill of Lading furnished by the Shipper.

NOTE 1: When as a prerequisite to payment, the shipper-furnished copy of bill of lading is to be returned, it must be clearly and prominently marked by the shipper with a specific instructions directing its return with freight bill.

(A) The return of any part of bill of lading sets or copies, other than on shipper furnished copy (See Note 1), a charge of \$2.06 for each document or copy will be made; or,

(B) Copies of freight bills or statements of transportation charges in excess of the number specified in Section 1 (e) of Item 360 of the governing classification, a charge of \$2.06 for each such document or copy will be made; or,

(C) The preparation by the carrier of any forms requiring itemization, listing or description of single or multiple freight bills, for submission with freight bills or statements of charges, a charge of \$1.03 per line of itemization, listing or description (or portion thereof) subject to a minimum charge of \$2.06 per page, per copy, will be made; or,

(D) Any forms or copies of forms, other than those described herein, to be submitted with freight bills or statements of charges, a charge of \$2.06 for each such form or copy will be made; or,

(E) That information not shown on the shipping order at time of shipment be shown on freight bills or statement of charges, a charge of \$2.06 per shipment will be made.

(F) That proof of delivery be furnished in any form, a charge of \$2.06 for each such document or copy will be made.

(See Notes 2 and 3):

When payor of freight or other lawful charges requires or requests, as a prerequisite to payment

RULES AND REGULATIONS CHARGES FOR ADDITIONAL COPIES OF SHIPPING DOCUMENTS AND RELATED FORMS

GOVERNING RULES TARIFF NO. 300

Agent

7th Revised Page 8-A

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

RULES AND REGULATIONS

CHARGES FOR AIR-RIDE SUSPENSION EQUIPMENT

ITEM NO.

1/

- (A) Carrier will furnish upon request of shipper or consignee, tractor or trailers, or both, equipped with air ride suspension, at an additional charge of 10% of the applicable transportation rate. Such charges shall be in addition to all other charges provided herein. Minimum additional charge per vehicle or vehicle in a train shall be \$169.79.
- (B) Air-ride equipment consists of equipment which uses a system of air for its suspension rather than the ordinary mechanical means of suspension.

CHARGES FOR APPOINTMENT SCHEDULING SERVICE

2/

- (A) When a shipment is provided Appointment Scheduling Service, as defined in Paragraph (B), a rate arbitrary of \$10.54 per shipment shall be assessed.
- (B) As used herein, Appointment Scheduling Service means a service rendered by a Carrier to arrange for a delivery appointment or specific delivery instructions, at the Consignee's location, whereby, prior to dispatch of Carrier's equipment, the Carrier receives a specific date and time a shipment may be tendered for delivery.

CHARGE FOR ARMED GUARD SERVICE

25

- (A) When required by the shipper and indicated on the Bill of Lading, Carrier will provide armed guards for constant surveillance of shipments from origin to destination. Such surveillance shall prevent all inspections, tampering, pilferage or sabotage, including, insofar as is humanly possible, all manner of unusual circumstances such as wreck, delay, flood, violence, disturbance, etc. Subject to Paragraph (B), armed guards will be contracted for by the Carrier and Carrier will provide necessary permits and insurance.
- (B) Charges for each armed guard will be as follows:
- \$27.56 per hour will be assessed for each hour, or fraction thereof that an armed guard is on duty commencing with the time the armed guard is ordered by the shipper to report at the loading point and ending at the destination. An additional amount equal to one-half of the above charges will be assessed to cover return of the armed guard. The provisions of this item apply only if the armed guards ride in Carrier's equipment.

1/ Will not apply via the following Carriers: AMCO, CUMF, ODIG, NKIG, ONGP, PACB, RLIE, UST and VLGT.

2/ Will not apply via the following Carriers: ACHR, AMCO, X, AOXQ, ASYL, AMAE, BYT, CTF, CNMW, CRTQ, ELRI, ERNS, X, LAHA, LMOE, LMRQ, MJAL, NKQ, OAKL, PACB, PUBF, RAE, RCRD, RLGT, RLWL, SNJO, SUST, SUXE, TONI, TRK and UST.

X Provisions eliminated for the accounts of ANSR and GABA; Carriers no longer participate in Cal-West Tariff Bureau, Inc. Tariffs. Issued to clear records.

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

ISSUED: December 14, 1998

EFFECTIVE: January 18, 1999

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-8-B-

CORRECTION NO. 528

CORRECTION NO. 494

-9-

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: January 6, 1997

ISSUED: January 1, 1997

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

X Provisions eliminated for the account of TAT; Carrier no longer participates in Cal-West Tariff Bureau, Inc. Tariffs. Issued to clear records.

1/ Will not apply via the following Carriers: AMCO, BWSN, DDIG, NKTG, ONGP, PACB, RLIE, SUXE, X, 1/ WTST and VLGT.

- (E) IMMEDIATELY ADJACENT FREIGHT shall be construed to be immediately adjacent to a parking space for Carrier to place its vehicle for loading and unloading if separated therefrom only by an intervening public sidewalk. If parking space suitable for Carrier to place its vehicle for loading or unloading is occupied or city ordinance prohibits its use, the nearest available parking space may be used.
- (D) The charges provided in this item will be in addition to all other lawful charges and unless the bill of lading is specifically endorsed to show prepayment of all charges, they will be collected from the party requesting such service.
- (C) Service provided under this item will be assessed a charge of \$1.40 per 100 pounds, subject to a minimum additional charge of \$10.29 per shipment and a maximum charge of \$257.25 per shipment or per unit of Carrier's equipment, if more than one unit of equipment is used to transport the shipment. When shipments are accorded split pickup or delivery service, the minimum and maximum charges will apply to each stop separately wherever the service is performed.
- (B) Service under this item will be provided to floors above or below the level accessible to Carrier's vehicle only when elevator or escalator service is available.
- (A) When requested by the Consignor or Consignee, and Carrier's operating conditions permit, the Carrier may move shipments, or portions thereof, from or to positions beyond the immediately adjacent loading or unloading positions defined in (E) below.

CHARGES FOR HANDLING FREIGHT NOT IMMEDIATELY ADJACENT TO VEHICLE

- (D) Charges for fractions of an hour shall be determined in accordance with the following table:
- | MINUTES | NOT OVER |
|---------|--------------------|
| 53 | 60 |
| 38 | 53 |
| 23 | 38 |
| 8 | 23 |
| 0 | 8 |
| | Omit |
| | Shall be 1/4 hour. |
| | Shall be 1/2 hour. |
| | Shall be 3/4 hour. |
| | Shall be 1 hour. |
- (C) A charge of \$14.89 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay.
- (B) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.
- (A) A charge of \$24.32 per hour, plus 14 cents per mile computed in accordance with the provisions of Item 75 (computation of distances), shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service.
- In addition to all other applicable rates and charges in Cal. P.U.C. Nos. 21, 22 and 30, issued by Cal-West Tariff Bureau, Inc., Agent, the performance of escort service shall be subject to the following charges and provisions:

RULES AND REGULATIONS
CHARGES FOR ESCORT SERVICE

GOVERNING RULES TARIFF NO. 300

Agent

14th Revised Page 9

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

1st Revised Page 9-A

GOVERNING RULES TARIFF NO. 300

ITEM NO.

RULES AND REGULATIONS
CHARGES FOR PERMIT SHIPMENTS

35

(A) Rates for transportation of permit shipments which are required to move via a circuitous route because of conditions imposed by a governmental Agency, other than shipments subject to the hourly rates for oil, water or gas well outfits, shall be distance rates utilizing distances determined under the provisions of Item 75 (Computation of Distances).

(B) In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:

(1) A charge of \$28.12 shall be made for the service of securing each permit, and
(2) A charge shall be made equal to the fee, if any, assessed by the governmental Agency for issuing each permit.

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 10, 1990

EFFECTIVE: February 26, 1990

CORRECTION NO. 380
ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270
-9-A-

CALC

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

GOVERNING RULES TARIFF NO. 300

| ITEM NO. | RULES AND REGULATIONS |
|----------|-----------------------|
|----------|-----------------------|

CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS

- (A) The provisions contained herein apply only when service is performed in the central coastal territory as described in Item 250.

- (B) Rates named in this tariff apply for transportation, accessorial and other services specifically provided for in this tariff during regular working hours of 8:15 A.M. and 5:15 P.M. Monday through Friday.

- (C) For services performed at the request of the Consignor or Consignee (and shipping document so indicates) during other than the regular working hours specified in Paragraph (B) above, and such services require the reassignment of carrier's available personnel and equipment away from its regular schedule of operations to perform such services, the following additional charges shall be assessed:
- (1) Except on Saturdays, Sundays and Holidays, service performed between the hours of 5:15 P.M. and 8:15 A.M.: \$32.21 per man, per hour, or fraction thereof, minimum charge \$32.21 per man.
- (2) Service performed on Saturdays, Sundays or Holidays \$32.31 per man, per hour, or fraction thereof, minimum charge shall be the charge equal to 8 hours per man.
- (D) Time shall be computed from time of departure from carrier's terminal until the time of return to the same carrier's terminal.

CHARGES FOR SHIPMENTS ORIGINATING AT OR DESTINED TO WHARFS - METROPOLITAN LOS ANGELES AREA

- (A) Except as provided in paragraph (B), when Point of Origin or Destination is on a wharf, an additional rate of 17 cents per 100 pounds for each Point of Origin or Point of Destination located on a wharf shall be added to the applicable rate subject to a minimum additional charge of \$2.64 per shipment.
- (B) Does not apply to shipments for which rates are provided in Item 155 (minimum shipment charges).

CHARGES FOR WEIGHING SHIPMENTS

Whenever the carrier is requested by the Consignor, Consignee or Debtor to obtain a certified weight from a public scale, or, whenever the carrier must obtain a certified weight for billing purposes or other legal requirements, the carrier shall assess a charge of \$16.11 but not less than the actual amount paid by the carrier to the public weighmaster for each weight certificate obtained and furnished.

Item Nos. 40 through 50, appearing hereon, brought forward from 8th Revised Page 10.

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

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 514

-9-B-

RULES AND REGULATIONS
CLAIMS - LOSS AND DAMAGE

ITEM NO. 1/55

APPLICATION

The following rules and regulations govern the processing of claims for loss, damage, injury, or delay to property transported or accepted for transportation.

(A) FILING OF CLAIMS:

- (1) COMPLIANCE WITH REGULATIONS: A claim for loss, damage, injury, or delay to cargo shall not be voluntarily paid by carrier unless filed as provided in Paragraph (A)(2) below, with the receiving or delivering carrier, or carrier issuing the bill of lading or receipt, or carrier on whose line the alleged loss, damage, injury, or delay occurred, within the specified time limits applicable thereto and as otherwise may be required law, the terms of the bill of lading or other contract of carriage, and all tariff provisions applicable thereof.

- (2) MINIMUM FILING REQUIREMENTS: A communication in writing from a claimant, filed with a proper carrier within the time limits specified in the bill of lading or contract of carriage or transportation, and:
 - (a) containing facts sufficient to identify the shipment (or shipments) or property involved;
 - (b) asserting liability for alleged loss, damage, injury or delay; and,
 - (c) making claim for payment of a specified or determinable amount of money, will be considered as sufficient compliance with the provisions for filing claims embraced in the bill of lading or other contract of carriage.

- (3) DOCUMENTS NOT CONSTITUTING CLAIMS: Bad order reports, appraisal reports of damage, notations of exceptions on freight bills or other documents, inspection reports issued by carrier inspectors or their inspection agencies, tracers or inspection requests do not comply with claim filing requirements.

(B) DOCUMENTS REQUIRED IN SUPPORT OF CLAIMS

- (1) A written demand for payment, asserting carrier liability for alleged loss, damage, injury or delay, and containing facts sufficient to identify the shipment or shipments involved will constitute a claim, regardless of form, and will be required.
- (2) When claimant does not appear from the supporting documents to be an interested party, carrier will require any necessary written assignment or other proof to determine the claimant is the proper party to receive any claim payment.
- (3) Claim must be supported by either the original invoice; a photographic copy of the original invoice; an exact copy thereof, or an extract therefrom, certified by the claimant or his authorized representative to be true and correct with respect to the property involved in the claim and reflecting all trade or other discounts, allowances, or deductions of any nature. When the original invoice is not submitted, such document must be made available for inspection by carrier representative upon request.

(Continued on next page)

1/ For explanation, see Page 9-F series.

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

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-9-C-

CORRECTION NO. 515

CALC

ISSUED BY: GARNEIT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-9-D-

CORRECTION NO. 516

EFFECTIVE: April 6, 1998

ISSUED: March 4, 1998

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

(Continued on next page)

1/ For explanation, see Page 9-F series.

A separately numbered file will be established for each claim filed in accord with the provisions of this tariff. All documents, records and correspondence pertaining to such claim will be identified with this file number.

Carrier will acknowledge claim in writing within 30 days after receipt thereof, informing the claimant of identifying number assigned thereto, and will pay, refuse payment, or make a firm compromise offer within 120 days after receipt of claim, except, that if claim cannot be disposed of within this period, carrier will at that time and at the end of each succeeding 60 day period thereafter while claim remains pending, inform the claimant in writing of the reason for failure to conclude claim.

(C) ACKNOWLEDGMENT AND DISPOSITION OF CLAIMS

Whenever a claim is presented against a proper carrier for an uncertain amount, such as \$100.00 more or less, the carrier against whom such claim is filed will determine the condition of the shipment involved at the time of delivery by it, if it was delivered, and will ascertain as nearly as possible the extent, if any, of the loss or damage for which it may be responsible. Carrier shall not, however, voluntarily pay a claim under such circumstances unless and until a formal claim in writing for a specified or determinable amount of money has been filed in accordance with the provisions of Paragraph (B)(2) above.

(C) CLAIMS FILED FOR UNCERTAIN AMOUNTS

- (a) The original freight bill and bill of lading or other contract of carriage. When claimant cannot furnish these documents, carrier may require suitable indemnity from the claimant.
- (b) When the property involved in the claim has not been invoiced to the consignee or where invoice does not show price or value, or where the property has not been sold but transferred at bookkeeping values only, or where property has been shipped on consignment or approval, documentation to establish destination value in the quantity shipped and certification of the correctness thereof.
- (c) In order to establish the full recoverable loss caused by the carriers, the original account of sale, showing the date of sale and the amounts realized on the damaged and undamaged portions, respectively, showing grade, brands, quality, variety, size and condition, together with any deductions, allowances, and commissions, or a copy thereof certified correct over the signature of the claimant or an authorized representative thereof.
- (d) When shipment has received prior transportation and is reshipped from a distribution or warehousing point but has been opened and examined and contents verified as being in undamaged condition, certification thereof must be made by a person having actual knowledge of such inspection and a statement to that effect incorporated in such certification.
- (e) When an asserted claim for loss of an entire package or on an entire shipment cannot be otherwise authenticated upon investigation, the carrier will obtain from the consignee of the shipment involved, a certified statement in writing that the property for which the claim is filed has not been received from any source.

(B) DOCUMENTS REQUIRED IN SUPPORT OF CLAIMS: (Concluded)

(4) When determined by the carrier to be a necessary part of the investigation, the following will be required:

ITEM NO. 1/

CLAIMS - LOSS AND DAMAGE

RULES AND REGULATIONS

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 9-D

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 517

-9-E-

ISSUED BY: GARNEIT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

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

1/ For explanation, see Page 9-F series.

(Continued on next page)

Inspection by carrier will be made as promptly as possible and practicable after receipt of request by consignee. Inspection will be made within five normal work days after receipt of request from consignee, excluding Saturdays, Sundays and holidays. A day will be considered as the passing of twenty four (24) hours from 9:00 A.M. local time from the date of receipt of request for inspection. Inspection of carrier will include examination of the damaged merchandise, the shipping container, and any other action necessary to establish all facts. If a shortage is involved, inspector will check contents of package with invoice, weigh the shipping container and contents, or conduct any other type of investigation necessary to establish that a loss has occurred. In either case inspection will be limited to factual report. Consignee must cooperate with carrier in every way possible to assist in the inspection. A written record of carrier's findings will be made at least in duplicate. The original of the report will be given to the consignee for claim support. Any inspection report issued must be incorporated in claim file.

(3) INSPECTION BY CARRIER:

When damage to contents of a shipping container is discovered by the consignee which could not have been determined at time of delivery it must be reported by the carrier's representative made. Notice of loss or damage and request for inspection by the carrier's representative or in person, but in either event must be confirmed in writing by mail. If more than fifteen days pass between date of delivery of shipment by carrier and date of report of loss or damage, and request for inspection by consignee, it is incumbent upon the consignee to offer reasonable evidence to the carrier's representative when inspection is made that loss or damage was not incurred by the consignee after delivery of shipment by carrier. While waiting inspection by carrier, the consignee must hold the shipping container and its contents in the same condition they were in when damage was discovered insofar as it is possible to do so.

(2) REPORTING CONCEALED DAMAGE:

When offering a shipment for delivery, if any portion of shipment bears any indication of having been pilfered, a joint inventory of contents must be made by carrier and consignee and the results of inventory so noted on carrier's delivery receipt.

(1) PILFERAGE:

Loss of or damage to contents of package, not definitely known to exist at time of delivery by carrier to consignee may be due to negligence in packing, handling or unpacking, or abstraction from containers, and is the subject of frequent claims and controversies. In order to avoid any discrimination, and so that practices will be certain and uniform in the treatment of claims of this character, the following rules apply:

APPLICATION

(F) REGULATIONS GOVERNING THE INSPECTION OF FREIGHT AND ADJUSTMENT OF CLAIMS

When investigation of a claim develops that one or more other carriers has been presented with a similar claim on the same shipment, the carrier investigating such claim will communicate with each such other carrier and, prior to any agreement entered into between or among them as to the proper disposition of such claim or claims, will notify all claimants of the receipt of conflicting or overlapping claims and will require further substantiation, on the part of each claimant of his title to the property involved or his right with respect to such claim.

(E) TWO OR MORE CLAIMS PRESENTED ON SAME SHIPMENT

CLAIMS - LOSS AND DAMAGE

ITEM NO. 1/55 (Continued)

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 9-E

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS
CLAIMS - LOSS AND DAMAGE

(F) REGULATIONS GOVERNING THE INSPECTION OF FREIGHT AND ADJUSTMENT OF CLAIMS (Concluded)

(4) FAILURE TO INSPECT:

In the event carrier does not make an inspection the consignee must make the inspection and record all information to the best of his ability pertinent to the cause. Consignee's inspection, in such case, will be considered as the carrier's inspection and will not jeopardize any recovery the consignee is due based on the facts contained in the report.

(5) SALVAGE RETENTION:

When visible or open damage to a shipment has been established by notation having been given at time of delivery or concealed damage established by inspection report, it is the duty of the consignee to retain damaged merchandise and shipping container until carrier desires to take possession of merchandise as salvage. If record conclusively reflects carrier liability, carrier will take possession of the damaged merchandise as soon as possible and in any event, within thirty (30) days from date shipment was noted damaged on carrier delivery receipt or from date of inspection report, if damage was concealed. If carrier does not take possession of the damaged merchandise within the time permitted above, consignee must contact delivering carrier and request removal of goods from his premises within fifteen (15) days from the date of such communication. The above applies only when the carrier and consignee agree that the carrier will handle disposition of the salvage, and does not in any manner affect the legal duty that the consignee, when there is substantial value in the salvage, must accept and handle it in such a manner as to mitigate the carrier's loss as much as possible. If there is doubt of carrier liability, the carrier will so advise consignee; in which event the consignee may hold the merchandise until liability of carrier is determined, or may dispose of it so as to mitigate the damage, and may file claim for such damage. Carrier will remove the damaged goods within the fifteen (15) day period or advise consignee that carrier liability is in doubt and that damaged merchandise is to be retained by the consignee until carrier has completed investigation of claim.

(6) PRIOR TRANSPORTATION:

If a concealed damage inspection report covers merchandise which has had prior transportation movement, consignee is required to assist carrier in determining if shipment was opened and inspected by shipper prior to reshipment, and if not, shall then assist carrier in every way possible to establish record of prior transportation.

CLAIMS - FRAGILE ARTICLES

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 distinct letters designating the fragile character of the contents.

1/ Not applicable for the accounts of AMPQ, NSDW, QUIT and UST.

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

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-9-f-

CORRECTION NO. 518

CALC

RULES AND REGULATIONS

CLAIMS - DUPLICATE PAYMENT, OVERCHARGE, AND UNIDENTIFIED PAYMENT

APPLICATION

The rules and regulations provided herein govern the processing of claims for duplicate payments, overcharge, and unidentified payments.

(A) DEFINITIONS:

CLAIMANT: Means any shipper or receiver, or its authorized agent, filing a request with a carrier for the refund of an overcharge, or duplicate payment.

DUPLICATE PAYMENT: Means two or more payments for transporting the same shipment. Where one or more payment is not in the exact amount of the applicable tariff rates and charges, refunds shall be made on the basis of the excess amount over the applicable tariff rates and charges.

OVERCHARGE: Means a charge for transportation services billed and collected by a carrier, in excess of the charge applicable under the terms of the tariffs lawfully on file with the PUC.

TRANSPORTATION SERVICES: Means the services of transporting property for hire, and includes any accessory services.

UNIDENTIFIED PAYMENT: Means a payment which a carrier has received for the performance of transportation services but which the carrier is unable to match with its open accounts receivable or otherwise identify as being due.

(B) FILING AND PROCESSING OF CLAIMS:

(1) A claim for overcharge or duplicate payment shall not be paid unless filed in writing.

(2) In connection with interline shipments, claimant should file its claim with the carrier that collected the transportation charges. The collecting carrier shall be the carrier to process all such claims. When a claim is filed with another carrier that participated in the transportation, that carrier shall transmit the claim to the collecting carrier within fifteen (15) days after receipt of the claim. If the collecting carrier is unable to dispose of the claim for any reason, the claim may be filed with or transferred to any participating carrier for final disposition.

(3) A single claim may include more than one shipment provided the claim on each shipment involves (1) the same tariff issue or authority of circumstances, (2) single line service by the same carrier, or (3) service by the same interline carriers.

(4) Shipper must contest the original bill or subsequent bill within 180 days of receipt of the bill in order to have the right to contest such charges.

(C) DOCUMENTATION OF CLAIMS:

(1) Claims for overcharge or duplicate payment shall be accompanied by sufficient information to allow the carrier(s) to conduct an investigation and pay or decline the claim within the time limitations set forth in Paragraph (G). Claims shall include the name of the claimant, its file number (if any), and the amount of the refund sought to be recovered, if known (see Subparagraph (4) for exception).

1/ For explanation, see Page 10 series.

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

ISSUED: April 1, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-9-6-

CORRECTION NO. 524

RULES AND REGULATIONS

CLAIMS - DUPLICATE PAYMENT, OVERCHARGE, AND UNIDENTIFIED PAYMENT

ITEM
NO.
57
(Con-
tin-
ued)

(C) DOCUMENTATION OF CLAIMS: (Concluded)

(2) Claims for overcharge shall be accompanied by the original freight bill. Additional information may include, but is not limited to, the following (see Subparagraph (4) for exception):

- (a) The rate, classification or commodity description or weight claimed to have been applicable.
- (b) Complete tariff authority for the rate classification or commodity description claimed.
- (c) Freight bill payment information.
- (d) Other documents of data which are believed by claimant to substantiate the basis for its claim.
- (3) Claims for duplicate payment shall be accompanied by the original freight bill(s) for which charges were paid and by freight bill payment information (see Subparagraph (4) for exception).
- (4) Regardless of the provisions of Subparagraphs (1), (2) and (3), of this paragraph, the failure of a claimant to provide sufficient information and documentation to allow a carrier to conduct an investigation and pay or decline the claim within the allowable time limitation shall not constitute grounds for disallowance of claim. Rather, the carrier shall comply with Paragraph (D)(3) to obtain the additional information required.
- (5) A carrier shall accept copies instead of the original documents required to be submitted in this paragraph where the carrier is furnished with an agreement entered into by the claimant which indemnifies the carrier for subsequent duplicate claims which might be filed and supported by the original documents.

(D) INVESTIGATION OF CLAIMS:

- (1) Upon receipt of a claim, whether written or otherwise, the processing carrier shall promptly initiate an investigation and establish a file, as required by Paragraph (E).
- (2) If a carrier discovers an overcharge or duplicate payment which has not been the subject of a claim, it shall promptly initiate an investigation and comply with the provisions of Paragraph (H).
- (3) In the event the carrier processing the claim requires information or documents in addition to that submitted with the claim, the carrier shall promptly notify the claimant and request the information required. This includes notifying the claimant that a written claim must be filed before the carrier becomes subject to the time limits for settling such a claim under Paragraph (G).

(E) CLAIMS RECORDS:

At the time a claim is received the carrier shall create a separate file and assign it a successive claim number and note that number on all documents filed in support of the claim and all records and correspondence with respect to the claim, including the written acknowledgment of receipt returned under Paragraph (F). If pertinent to the disposition of the claim, the carrier shall also note that number on the shipping order and delivery receipt, if any, covering the shipment involved.

(Continued on next page)

1/ For explanation, see Page 10 series.

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

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARRETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-9-H-

CORRECTION NO. 520

CALC

RULES AND REGULATIONS

CLAIMS - DUPLICATE PAYMENT, OVERCHARGE, AND UNIDENTIFIED PAYMENT

*1/
57(Con-
tin-
ued)

(F) ACKNOWLEDGMENT OF CLAIMS:

Upon receipt of a written claim, the carrier shall acknowledge its receipt in writing to the claimant within thirty (30) days after the date of receipt except where the carrier shall have paid or declined the claim in writing within that period. The carrier shall include the date of receipt in its written acknowledgment and shall also enter this date on the face of the written claim which shall be placed in the file for that claim.

(G) DISPOSITION OF CLAIMS:

The processing carrier shall pay, decline to pay, or settle each written claim within sixty (60) days after its receipt by the carrier, except where the claimant and carrier agree in writing to a specific extension based upon extenuating circumstances. If the carrier declines to pay a claim or makes a settlement in an amount different from that sought, the carrier shall notify the claimant in writing of the reason(s) for its actions, citing tariff authority or other pertinent information developed as a result of its investigation.

(H) DISPOSITION OF UNIDENTIFIED PAYMENTS, OVERCHARGES, AND DUPLICATE PAYMENTS, NOT THE SUBJECT OF CLAIMS:

(1) (a) Carriers shall establish procedures for identifying and properly applying all unidentified payments, if a carrier does not have sufficient information with which properly to apply such a payment, the carrier shall notify the payor of the unidentified payment. If the carrier does not receive the information requested within ninety (90) days from the date of the notice, the carrier may treat the unidentified payment as a payment in fact of freight charges owing to it. Following the ninety (90) day period, the regular claims procedure under these rules shall be applicable.

(b) Notice shall be in writing and clearly indicate that it is a final notice and not a bill. Notice shall include: the check number, amount and date; the payor's name; and any additional basic information the carrier is able to provide. The final notice must also inform payor that: (a) applicable regulations allow the carrier to conditionally retain the payment as revenue in the absence of a timely response by the payor; and (b) following the ninety (90) day period the regular claims procedure shall be applicable.

(c) Upon carrier's receipt of information from the payor, the carrier shall, within fourteen (14) days: (a) make a complete cash refund of such funds to the payor; or (b) notify the payor that the information supplied is not sufficient to identify the carrier's determination that such payment was applicable to particular freight charges lawfully due the carrier. Where no refund is made by the carrier, the carrier shall advise the payor of its right to file a formal claim for refund with the carrier in accordance with the regular claims procedure.

(2) When a collecting carrier discovers that an overcharge or duplicate payment exists for any transportation charge which has not been the subject to a claim, it shall create a file as if a claim had been submitted and shall then refund the amount of the overpayment to the person who paid the transportation charges or to the person who made the duplicate payment within thirty (30) days from the date of such discovery.

(Continued on next page)

1/ For explanation, see Page 10 series.

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

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-9-1-

CORRECTION NO. 521

CORRECTION NO. 522

-10-

MAYWOOD, CALIFORNIA 90270
5110 DISTRICT BOULEVARD

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER

ISSUED: March 4, 1998

EFFECTIVE: April 6, 1998

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

Item Nos. 40 thru 50 formerly appearing hereon, transferred to Original Page 9-B.

Item No. 55 formerly appearing hereon, transferred to Original Pages 9-C through 9-F.

1/ Not applicable for the accounts of AMPA, MSPW, QUIT and UST.

- (1) THE USE OF NON-PAPER ALTERNATIVES:
- (1) By offering or using a non-paper alternative pursuant to this rule, each carrier so doing acknowledges that the Commission's grant of authority to use a non-paper alternative does not constitute a waiver of, or limitation on, the Commission's and/or its staff's rights and powers with respect to access to information, documents, papers, records, etc.
- (2) Carriers must use paper for documents specified herein, unless they publish in their tariffs whether and under what circumstances they will offer shippers the option to use a non-paper alternative.
- (3) No carrier shall require the use of a non-paper alternative as a condition of service.
- (4) Carriers which offer service involving non-paper alternatives must do so to all shippers on a non-discriminatory basis.
- (5) A paper hard copy shall be available to all relevant parties upon request.
- (6) Non-paper alternatives must meet the following criteria:
- (a) Information is retrievable.
- (b) Information is readily available to all relevant parties. Information can be "read" and is as available as a written paper hard copy.
- (c) Information content completely complies with the current regulations.
- (d) Authenticity of stored data can be assured by appropriate means.
- (e) Information can be traced to the degree necessary to meet current regulations. This includes a methodology to confirm shipment, pickup and delivery.

- (3) When a carrier participated in a transportation movement but did not collect the transportation charges that an overpayment has been made, that carrier shall immediately notify the collecting carrier and shall send a written notice to the collecting carrier within seven (7) days. Upon such initial notification, the collecting carrier shall create a file as if a claim had been submitted and shall record in the file the date it was so notified. The collecting carrier shall treat notification by a drayman, subhauler, broker or other party (other than the claimant) in the same manner as notification by a participating carrier, regardless of whether or not such other party is itself subject to this rule. Unless it disagrees that an overpayment exists, the collecting carrier shall then refund the amount of the overpayment to the person who paid the transportation charges or to the person who made duplicate payment within thirty (30) days from the date it was notified. In the event that the collecting carrier disagrees that an overpayment exists, it shall process the notification as a claim in which case the acknowledgment of receipt, required by Paragraph (f) shall be directed to type payor of transportation charges or of duplicate payment who shall then be considered a claimant.

(H) DISPOSITION OF UNIDENTIFIED PAYMENTS, OVERCHARGES, AND DUPLICATE PAYMENTS, NOT THE SUBJECT OF CLAIMS: (Concluded)

CLAIMS - DUPLICATE PAYMENT, OVERCHARGE, AND UNIDENTIFIED PAYMENT

RULES AND REGULATIONS

GOVERNING RULES TARIFF NO. 300

Agent

9th Revised Page 10

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

ITEM NO. 57 (Continued)

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

GOVERNING RULES TARIFF NO. 300

| ITEM NO. | RULES AND REGULATIONS
CLEARANCE OF OBSTRUCTIONS |
|----------|--|
| *58 | Where service is required to remove public utility obstructions or any other obstructions which prevent the transportation of a shipment, the Carrier will, to the best of its ability, endeavor to arrange for such to obtain same, and the actual cost of expense incidental to obtaining such service shall be borne by the Shipper or Consignee. |

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. 60
ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-10-A-

CORRECTION NO.

-11-

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.

- (A) (1) Except as otherwise provided in subparagraph (2), transportation and accessory charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.
- (2) The provisions of this item may not apply on the transportation of property for the United States, state, county or municipal government.
- (B) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period of 7 days, excluding Sundays and legal holidays other than Saturdays, half-holidays, when the freight bill covering a shipment is presented to the debtor on or before the date of delivery the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.
- (C) Where a carrier has relinquished possession of freight and collected the amount of charges presented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.
- (D) Freight bills for all transportation and accessory charges shall be presented to the debtor within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.
- (E) Debtors may elect to have their freight bills presented by means of the United States Mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.
- (F) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.

RULES AND REGULATIONS
COLLECTION OF CHARGES

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 11

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 473

-11-A-

MAYWOOD, CALIFORNIA 90270
5110 DISTRICT BOULEVARD

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER

ISSUED: October 27, 1995

EFFECTIVE: November 13, 1995

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

Provisions appearing in this Tariff also apply on shipments of household goods, as defined by federal law, and are therefore submitted to the California Public Utilities Commission for filing.

(Continued on next page)

- (1) The amount of COD bill for collect on delivery shipment must be collected at the time such shipment is delivered to the Consignee.
- (H) Intoxicating beverages may be handled COD only under the provisions provided by state laws of the state in which the point of destination is located (see Section 389 of Title 18 of the United States Code Annotated).
- (G) COD shipments will not be accepted for transportation subject to inspection or trial by the Consignee, or when bearing instructions to make partial delivery. Carrier is responsible to deliver the shipment in accordance with the bill of lading contract. If, for any reason, upon presentation for delivery, COD payment is refused by the Consignee, Carrier is responsible for the disposition of the shipment only in accordance with the bill of lading contract and tariff provisions as applicable. Carrier is not responsible, in such circumstances, to seek or remit the COD amount to the Consignor or owner of goods.
- (F) COD shipments will not be accepted for when billed to one firm or person, with instructions to collect the amount from another firm or person.
- (E) If the Consignor desires attached to the shipping the following information: 'Attached invoice'
- (D) COD packages will not be only packages covered by and the name and address
- (C) Each package must be properly shipped
- (B) Only one COD amount may be shown and the amount may not be printed across the face of all bills of lading and shipping orders. The name and address of the Consignee must be shown on the bill of lading - Short form - there lower left-hand corner exceptions, the following provisions:
- (A) The letters "COD" must be stamped, typed or written on all bills of lading and shipping orders either immediately before the name of the Consignee; or "COD" in red letters at least one inch in height with thickness of stroke 1/4 inch thick or greater must be stamped or printed across the face of all bills of lading and shipping orders.
- Except as otherwise provided in this Tariff or in Tariffs making reference to this Tariff, a Carrier which provides collect on delivery (COD) service will accept such shipments subject to the following provisions:

*A COLLECT ON DELIVERY (COD) SHIPMENTS

RULES AND REGULATIONS

SECTION 1

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 11-A

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

RULES AND REGULATIONS

SECTION 1

*A COLLECT ON DELIVERY (COD) SHIPMENTS

- (J) Only the following forms of payment will be accepted in payment of COD amounts:
- (1) Cash, up to a maximum of \$250.00, except the maximum will not apply when COD shipments are picked up by the consignee, or his agent, at the carrier's terminal;
 - (2) Bank cashier's or bank certified check;
 - (3) Money order; or
 - (4) Personal check of the consignee when so authorized in writing or by endorsement on the bill of lading or shipping order by the consignee.

All checks and money orders shall be made payable to the consignee, or such other party as may be designated by the consignee. The carrier will accept checks and money orders only as the agent of the consignee and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to the consignee, or such other party as may be designated by the consignee.

- (K) The charge for collecting and remitting COD amounts will be collected from the consignee, except that such charge may be prepaid by the shipper, providing notation to that effect is made by the shipper on the bill of lading and shipping order. Collection or remitting charges for freight or other lawful charges due the carrier shall be paid to the carrier and must not be included in the checks or money orders made payable to the consignee.

- (L) Upon collection of a COD bill, the carrier shall remit each COD collection directly to the consignee or other person designated by the consignee as payee, promptly within fifteen (15) days after delivery of the COD shipment to the consignee. If the COD shipment moved in interstate service, the delivering carrier shall, at the time of remittance of the COD collection to the consignee or payee, notify the originating carrier of such remittance.

- (M) COD shipments of explosives designated as 'Class A and dangerous explosives' or 'Class B less dangerous explosives' referred to in the Hazardous Materials Tariff (HMT) will not be accepted.

- AT/ (N) Except as prohibited by paragraph (B) of this item, carrier will, upon written request from the consignee, change the status of a COD shipment by increasing, reducing, or cancelling the amount of the COD, subject to the following provisions:
- (1) The request must be received by the delivering carrier in time to accomplish the change requested prior to effecting delivery of the shipment.
 - (2) A charge of \$6.39 per shipment will be made for increasing, reducing or cancelling the COD amount. Such charge will be in addition to the COD collection fee, if any, and must be guaranteed by the consignee in writing.

- (O) Carrier will, upon written authorization from consignee, change the form of payment of COD amounts to accept consignee's personal check when such form of payment was not originally authorized. If request is received after the shipment has been tendered for delivery and refused by consignee, the shipment will also be assessed the applicable redelivery charge as provided in this tariff. Consignor must guarantee payment of the charge for changing the form of payment and the redelivery charge, if any.

(Continued on next page)

Provisions appearing in this tariff also apply on shipments of household goods, as defined by federal law, and are therefore submitted to the California Public Utilities Commission for filing.

1/ Provisions, appearing in paragraph (N) hereon, brought forward from 6th Revised Page 12; without change.

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

ISSUED: October 27, 1995

EFFECTIVE: November 13, 1995

ISSUED BY: GARRETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-11-B-

CORRECTION NO. 474

CALC

CORRECTION NO. 475

-12-

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: November 13, 1995

ISSUED: October 27, 1995

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

Provisions appearing in this tariff also apply on shipments of household goods, as defined by federal law, and are therefore submitted to the California Public Utilities Commission for filing.
1/ Provisions, formerly appearing hereon, transferred to paragraph (N) on Original Page 11-B.

| ITEM NO. | RULES AND REGULATIONS
COLLECT ON DELIVERY (COD) SHIPMENTS | When the amount collected is: | | Charge for collecting and remitting will be: | |
|-----------------------------|---|--|--|--|------------|
| | | Not Over \$100 | Over \$100 | Not Over \$100 | Over \$100 |
| 65
(Con-
clu-
ded) | A(P) The charges for collecting and remitting the amount of COD bills collected on COD shipments shall be as follows: | Over 100 not over \$110 | Over 100 not over \$110 | \$ 4.03 | |
| | | Over 110 not over 120 | Over 110 not over 120 | 4.16 | |
| | | Over 120 not over 140 | Over 120 not over 140 | 4.48 | |
| | | Over 140 not over 160 | Over 140 not over 160 | 4.78 | |
| | | Over 160 not over 180 | Over 160 not over 180 | 4.99 | |
| | | Over 180 not over 200 | Over 180 not over 200 | 5.24 | |
| | | Over 200 not over 250 | Over 200 not over 250 | 5.57 | |
| | | Over 250 not over 300 | Over 250 not over 300 | 6.02 | |
| | | Over 300 not over 350 | Over 300 not over 350 | 6.77 | |
| | | Over 350 not over 400 | Over 350 not over 400 | 7.42 | |
| | | Over 400 not over 450 | Over 400 not over 450 | 8.11 | |
| | | Over 450 not over 500 | Over 450 not over 500 | 8.82 | |
| | | Over 500 not over 550 | Over 500 not over 550 | 9.53 | |
| | | Over 550 not over 600 | Over 550 not over 600 | 10.23 | |
| | | Over 600 not over 650 | Over 600 not over 650 | 10.93 | |
| | | Over 650 not over 700 | Over 650 not over 700 | 11.63 | |
| | | Over 700 not over 750 | Over 700 not over 750 | 12.34 | |
| | | Over 750 not over 800 | Over 750 not over 800 | 13.05 | |
| | | Over 800 not over 850 | Over 800 not over 850 | 13.73 | |
| | | Over 850 not over 900 | Over 850 not over 900 | 14.44 | |
| | | Over 900 not over 950 | Over 900 not over 950 | 15.09 | |
| | | Over 950 not over 1000 | Over 950 not over 1000 | 15.80 | |
| | | Over \$1000 at rate of \$15.80 per \$1000. | Over \$1000 at rate of \$15.80 per \$1000. | | |

Agent

7th Revised Page 12

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

GOVERNING RULES TARIFF NO. 300

CORRECTION NO. 476

-12-A-

ISSUED BY: GARNETT M. POLLARD, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: October 27, 1995

EFFECTIVE: November 13, 1995

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

Approvisions appearing in this tariff also apply on shipments of household goods, as defined by federal law, and are therefore submitted to the California Public Utilities Commission for filing.

- (A) The provisions of this item apply only when the Bill of Lading is annotated by the Shipper with the words: "Special C.O.D. Service Requested". In such circumstances, collection of the specified C.O.D. amount by the carrier will be limited to pickup or receipt of a check or draft made payable to the Consignor or other payee so designated on the Bill of Lading by the Consignor. Under no circumstances may a carrier accept cash or other form of tender nor may he accept a check made payable to himself or his agent.
- (B) In addition, the Consignor must indicate on the Bill of Lading the precise name and mailing address of the payee of the C.O.D. amount.
- (C) The carrier will accept checks or drafts only as the agent of the Consignor and the Carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and drafts to the payee.
- (D) When a carrier transports a C.O.D. shipment under provisions of this item, the charge for collecting and remitting the check or draft shall be the charge provided in Item 65 of this tariff for an amount to be collected not over \$100.00.

Exceptions to Paragraphs (J), (N) and (O) of Item 65 of this tariff

COLLECT ON DELIVERY (COD) SHIPMENTS - SPECIAL

RULES AND REGULATIONS

SECTION 1

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

4th Revised Page 12-A

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 409

-13-

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.

Exception No. 1 - Distances from or to points outside the San Francisco Bay Mileage Territory, on the one hand, and steamship docks or wharves within either the San Francisco Metropolitan Zone Group, on the other hand, shall be the average of the distances from or to the San Francisco Metropolitan Zone Group and the East Bay Metropolitan Zone Group (computed in accordance with the method herein provided). The provisions of this paragraph will not apply in connection with split pickup or split delivery shipments.

Exception No. 2 - When a permit shipment or a shipment of dangerous articles is required to move via a circuitous route because of conditions imposed by a governmental agency, distances shall be computed along the shortest legal route available to the carrier in accordance with the method provided in the Distance Table.

Exception No. 3 - For transportation under rates resulting from ratings in Item No. 275 of CWTB, Cal. P.U.C. No. 22 from points in groups described in Item No. 405 of CWTB Cal. P.U.C. No. 21 to a point of destination outside of the same group, the applicable distance shall be the distance between the basing point of the group and the point of destination.

COMPUTATION OF DISTANCES

(A) In the event a combination of class rates or commodity rates or a class and a commodity rate provided in Cal. P.U.C. Nos. 21, 22 or A30, issued by Cal-West Tariff Bureau, Inc., Agent produces lower aggregate charge for the same transportation than is produced by the through single rate, such combination of rates shall be applied.

(B) 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 charges shall be computed by combining the two or more separately stated rates before applying the multiple, percentage or proportion authorized.

COMBINATION OF CLASS AND COMMODITY RATES

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 13
Cancels
3rd Revised Page 13

ISSUED: December 29, 2003

EFFECTIVE: January 1, 2004

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

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EFFECTIVE SUPPLEMENTS

[illegible]

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CHECK SHEET

LOCAL FREIGHT TARIFF NO. 1

27th Revised Page 1
Cancels
26th Revised Page 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

CORRECTION NO. 72

-2-A-1-

ISSUED BY: ASHAWN DUKE, PRESIDENT
 12435 MCCANN DRIVE
 SANTA FE SPRINGS, CA 90670

ISSUED: December 29, 2003

EFFECTIVE: January 1, 2004

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

1/ Except as noted, provisions appearing hereon for 'Collect on Delivery (COD) Shipments' transferred from Item 65, CWTB No. 300.
 ▲ Item No. 563, formerly appearing hereon, transferred to Original Page 2-A-3, without change.

(Continued on next page)

- (1) The amount of COD bill for collect on delivery shipment must be collected at the time such shipment is delivered to the consignee.
- (H) Intoxicating beverages may be handled COD only under the provisions provided by state laws of the state in which the point of destination is located (see Section 389 of Title 18 of the United States Code Annotated).
- (G) COD shipments will not be accepted for transportation subject to inspection or trial by the consignee, or when bearing instructions to make partial delivery. Carrier is responsible to deliver the shipment in accordance with the bill of lading contract. If, for any reason, upon presentation for delivery, COD payment is refused by the consignee, carrier is responsible for the disposition of the shipment only in accordance with the bill of lading contract and tariff provisions as applicable. Carrier is not responsible, in such circumstances, to seek or remit the COD amount to the consignee or owner of goods.
- (F) COD shipments will not be accepted or receipted for when billed to one firm or person, with instructions to collect the charges from another firm or person.
- (E) If the Consignor desires to forward invoice or collection papers, they must be securely attached to the shipping order copy of the bill of lading and the shipping order must show the following information:
 Attached invoice (or invoices) to accompany shipment to destination
- (D) COD packages will not be accepted on the same bill of lading with packages other than COD and only packages covered by one COD bill may be tendered on one bill of lading.
- (C) Each package must be plainly marked, labeled, or tagged by Consignor showing letters COD, and the name and address of Consignor and consignee.
- (B) Only one COD amount may be shown and the amount may not be subject to change dependent upon time or conditions of payment. The name and street and post office address of Consignor and consignee must be shown in the space provided for this purpose or in the lower left-hand corner of space provided for 'description of articles, special marks and exceptions,' the following information:
 Collect on Delivery, \$ _____ and remit to: _____
 Street _____
 City _____
 State _____ Zip _____
 COD Charge to be paid by: _____
 Shipper [] Consignee []
- (A) The letters "COD" must be stamped, typed or written on all bills of lading and shipping orders either immediately before the name of the consignee, or "COD" in red letters at least one inch in height with thickness of stroke 1/4 inch thick or greater must be stamped or printed across the face of all bills of lading and shipping orders.
- Carrier shall accept collect on delivery (COD) shipments subject to the following provisions:

(Exception to Item No. 65, CWTB No. 300)
 COLLECT ON DELIVERY (COD) SHIPMENTS

RULES AND REGULATIONS

SECTION 1

ITEM NO.

LOCAL FREIGHT TARIFF NO. 1

1st Revised Page 2-A-1
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 Original Page 2-A-1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

Original Page 2-A-2

LOCAL FREIGHT TARIFF NO. 1

SECTION 1
RULES AND REGULATIONS
COLLECT ON DELIVERY (COD) SHIPMENTS
ITEM NO.

(Exception to Item No. 65, CMTB No. 300)

(J) Only the following forms of payment will be accepted in payment of COD amounts:

- (1) Cash, up to a maximum of \$250.00, except the maximum will not apply when COD shipments are picked up by the consignee, or his agent, at the carrier's terminal;
- (2) Bank cashier's or bank certified check;
- (3) Money order; or
- (4) Personal check of the consignee when so authorized in writing or by endorsement on the bill of lading or shipping order by the consignee.

All checks and money orders shall be made payable to the consignee, or such other party as may be designated by the consignee. The carrier will accept checks and money orders only as the agent of the consignee and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to the consignee, or such other party as may be designated by the consignee as the payee.

(K) The charge for collecting and remitting COD amounts will be collected from the consignee, except that such charge may be prepaid by the shipper, providing notation to that effect is made by the shipper on the bill of lading and shipping order. Collection or remitting charges for freight or other lawful charges due the carrier shall be paid to the carrier and must not be included in the checks or money orders made payable to the consignee.

(L) Upon collection of a COD bill, the carrier shall remit each COD collection directly to the consignee or other person designated by the consignee as payee, promptly within fifteen (15) days after delivery of the COD shipment to the consignee. If the COD shipment moved in interstate service, the delivering carrier shall, at the time of remittance of the COD collection to the consignee or payee, notify the originating carrier of such remittance.

(M) COD shipments of explosives designated as 'Class A and dangerous explosives' or 'Class B less dangerous explosives' referred to in the Hazardous Materials Tariff (HMT) will not be accepted.

(N) Except as prohibited by paragraph (8) of this item, carrier will, upon written request from the consignee, change the status of a COD shipment by increasing, reducing, or cancelling the amount of the COD, subject to the following provisions:
(1) The request must be received by the delivering carrier in time to accomplish the change requested prior to effecting delivery of the shipment.
(2) A charge of \$25.00 per shipment will be made for increasing, reducing or cancelling the COD amount. Such charge will be in addition to the COD collection fee, if any, and must be guaranteed by the consignee in writing.

(O) Carrier will, upon written authorization from consignee, change the form of payment of COD amounts to accept consignee's personal check when such form of payment was not originally authorized. If request is received after the shipment has been tendered for delivery and refused by consignee, the shipment will also be assessed the applicable redelivery charge as provided in this tariff. Consignor must guarantee payment of the charge for changing the form of payment and the redelivery charge, if any.
(P) The charge for collecting and remitting the COD amount for each bill consigned as a COD shipment shall be 2% of the COD amount collected, subject to a minimum charge of \$25.00 per COD bill.

T/ Except as noted, provisions appearing hereon for 'Collect on Delivery (COD) Shipments' transferred from Item 65, CMTB No. 300.

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

ISSUED: December 29, 2003

EFFECTIVE: January 1, 2004

ISSUED BY: SHAWN DUKE, PRESIDENT
12435 MCCANN DRIVE
SANTA FE SPRINGS, CA 90670

CORRECTION NO. 73

-2-A-2-

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.

1/ Item No. 563, appearing hereon, transferred from Original Page 2-A-1, without change.

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

ISSUED: December 29, 2003

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CORRECTION NO. 74
-2-A-3-
ISSUED BY: ASHAWN DUKE, PRESIDENT
A12435 MCCANN DRIVE
SANTA FE SPRINGS, CA 90670



CAL-WEST TARIFF BUREAU, INC.
 5800 S. EASTERN AVE. SUITE 260, COMMERCE, CA 90040
 Phone: (323) 721-7689 Fax: (323) 725-0073

December 29, 2003

Shawn Duke
 R.P.M. TRANSPORTATION, INC.
 12435 McCann Drive
 Santa Fe Springs, CA 90670

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

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ISSUED BY: SHAWN DUKE, PRESIDENT
12/25 MCGANN POLICE

EFFECTIVE: May 1, 2006

ISSUED: April 17, 2006

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

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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.

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LOCAL FREIGHT TARIFF NO. 1

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Cancels
27th Revised Page 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

CAL. P.U.C. NO. 1 R.P.M. TRANSPORTATION, INC.

Original Page 2-A-4

LOCAL FREIGHT TARIFF NO. 1

SECTION 1 RULES AND REGULATIONS STORAGE

(Exception to Item No. 225, CMTB No. 300)

(A) Except as provided in Subparagraphs (C)(1) through (C)(4), (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 of actual tender of delivery in event 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) Except as provided in Subparagraphs (C)(1) through (C)(4), 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:
(a) The charges for palletized shipments exceeding 12,000 pounds in weight or occupying more than 12 lineal feet of loading space shall be 20¢ per 100 pounds per day, subject to a minimum charge of \$250.00 per calendar day.
(b) The charges for all other shipments shall be 42¢ per 100 pounds per calendar day, subject to a minimum charge of \$35.00 per shipment.

(2) On shipments requiring temperature control or refrigeration:
(a) Weighing less than 10,000 pounds 84¢ per 100 pounds minimum charge \$4.10 per day and \$12.16 per shipment.
(b) On shipments weighing 10,000 pounds or over 58¢ 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).

(Continued on next page)

- 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.

For explanation of Note 1, see Page 2-A-5 series.

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

ISSUED: April 17, 2006

EFFECTIVE: May 1, 2006

ISSUED BY: SHAWN DUKE, PRESIDENT

12435 MCCANN DRIVE

SANTA FE SPRINGS, CA 90670

CORRECTION NO. 76

-2-A-4-

R.P.M. TRANSPORTATION, INC.

Original Page 2-A-5

LOCAL FREIGHT TARIFF NO. 1

SECTION 1
RULES AND REGULATIONS

STORAGE

(Exception to Item No. 225, CWTB No. 300)

- (C) (1) When the Carrier is tendered palletized shipments which a) do not exceed 12,000 pounds in weight, or b) do not occupy more than 12 lineal feet of loading space in carrier's equipment, the Carrier shall assess a storage charge of \$10.00 per pallet, per calendar day after expiration of free time as determined in Subparagraphs (C)(2) and (C)(3).
- (2) Unless carrier makes an initial attempt at delivery, forty-eight (48) hours free time (excluding Saturdays, Sundays and legal holidays) shall be allowed for removal of the shipment from carrier's premises or equipment. If the shipment is not removed within the time specified herein, the storage charge as provided in Subparagraph (C)(1) shall apply.
- (3) If the Carrier attempts delivery of a shipment within the first twenty-four (24) hours of tender, and through no fault of its own, fails to accomplish delivery and must return to the terminal with the shipment, twenty-four (24) hours free time (excluding Saturdays, Sundays and legal holidays) shall be allowed for the removal of the shipment from carrier's premises or equipment. If the shipment is not removed within the time specified herein, the storage charges provided in Subparagraph (C)(1) shall apply.
- (4) Free time shall be computed from the first 12:01 A.M. of a) the date of initial tender, or b) the date a shipment is returned to the Carrier's facilities after it has failed to accomplish delivery.
- (D) After the expiration of the free time specified in Paragraph (A) and Subparagraphs (C)(2) and (C)(3), the Carrier's liability for a shipment held under the provisions of this item will be that of a warehouseman, and the Carrier may, at its option, transfer the shipment to a public warehouse at Owner's expense.
- (E) 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.
- (F) 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.

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

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12435 MCCANN DRIVE

SANTA FE SPRINGS, CA 90670

CORRECTION NO. 77

-2-A-5-

ISSUED: April 17, 2006

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

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LOCAL FREIGHT TARIFF NO. 1

28th Revised Page 1
Cancels
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R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

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LOCAL FREIGHT TARIFF NO. 1

| SECTION 1 | ITEM NO. |
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(Exception to Item No. 225, CMTB No. 300)

(A) Except as provided in subparagraphs (C)(1) through (C)(4), 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 of actual tender of delivery in event 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) Except as provided in Subparagraphs (C)(1) through (C)(4), 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:
(a) The charges for palletized shipments exceeding 12,000 pounds in weight or occupying more than 12 lineal feet of loading space shall be 209 cents per 100 pounds per day, subject to a minimum charge of \$250.00 per calendar day.
(b) The charges for all other shipments shall be 42 cents per 100 pounds per calendar day, subject to a minimum charge of \$35.00 per shipment.

(2) On shipments requiring temperature control or refrigeration:
(a) Weighing less than 10,000 pounds 84 cents per 100 pounds minimum charge \$4.10 per day and \$12.16 per shipment.
(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).

(Continued on next page)

- 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.

For explanation of Note 1, see Page 2-A-5 series.

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

ISSUED: April 17, 2006

EFFECTIVE: May 1, 2006

CORRECTION NO. 76
-2-A-4-
ISSUED BY: SHAWN DUKE, PRESIDENT
12435 MCCANN DRIVE
SANTA FE SPRINGS, CA 90670

CORRECTION NO. 77

-2-A-5-

ISSUED BY: SHAWN DUKE, PRESIDENT
12435 MCGANN DRIVE
SANTA FE SPRINGS, CA 90670

EFFECTIVE: May 1, 2006

ISSUED: April 17, 2006

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

- 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.
- (f) Component parts of a split-delivery shipment shall be considered as a single shipment when applying the provisions of this Item.
- (E) 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.
- (D) After the expiration of the free time specified in Paragraph (A) and Subparagraphs (C)(2) and (C)(3), the Carrier's liability for a shipment held under the provisions of this Item will be that of a warehouseman, and the Carrier may, at its option, transfer the shipment to a public warehouse at Owner's expense.
- (C)(3) 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.
- (f) 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.
- (C) (1) When the Carrier is tendered palletized shipments which a) do not exceed 12,000 pounds in weight, or b) do not occupy more than 12 lineal feet of loading space in Carrier's equipment, the Carrier shall assess a storage charge of \$10.00 per pallet, per calendar day after expiration of free time as determined in Subparagraphs (C)(2) and (C)(3).
- (2) Unless Carrier makes an initial attempt at delivery, forty-eight (48) hours free time (excluding Saturdays, Sundays and legal holidays) shall be allowed for removal of the shipment from Carrier's premises or equipment. If the shipment is not removed within the time specified herein, the storage charges provided in Subparagraph (C)(1) shall apply.
- (3) If the Carrier attempts delivery of a shipment within the first twenty-four (24) hours of tender, and through no fault of its own, fails to accomplish delivery and must return to the terminal with the shipment, twenty-four (24) hours free time (excluding Saturdays, Sundays and legal holidays) shall be allowed for removal of the shipment from Carrier's premises or equipment. If the shipment is not removed within the time specified herein, the storage charge as provided in Subparagraph (C)(1) shall apply.
- (4) Free time shall be computed from the first 12:01 A.M. of a) the date of initial tender, or b) the date a shipment is returned to the Carrier's facilities after it has failed to accomplish delivery.
- (D) After the expiration of the free time specified in Paragraph (A) and Subparagraphs (C)(2) and (C)(3), the Carrier's liability for a shipment held under the provisions of this Item will be that of a warehouseman, and the Carrier may, at its option, transfer the shipment to a public warehouse at Owner's expense.
- (E) 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.
- (f) 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.

SECTION 1 RULES AND REGULATIONS

ITEM NO.

LOCAL FREIGHT TARIFF NO. 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

Original Page 2-A-5

CORRECTION NO. 75

-1-

SANTA FE SPRINGS, CA 90670

ISSUED BY: SHAWN DUKE, PRESIDENT

12435 MCCANN DRIVE

SANTA FE SPRINGS, CA 90670

ISSUED: April 17, 2006

EFFECTIVE: May 1, 2006

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

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SUBJECT

ITEM NO.

(Except As Noted)

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| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | 2-A | 0 | 2-A-5 | 2nd |
| 2-A-1 | 1st | 2-A | 0 | 2-A-4 | 2nd | 2-A-3 | 0 |
| 2-A | 0 | 2-A-5 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 1 | 0 | 2-A-4 | 2nd | 2-A-3 | 0 | 2-A-3 | 0 |
| 2-A-2 | 0 | 2-A-1 | 1st | | | | |

CAL. P.U.C. NO. 1

R.P.M. TRANSPORTATION, INC.

Original Page 2-A-5

LOCAL FREIGHT TARIFF NO. 1

SECTION 1
RULES AND REGULATIONS

STORAGE

(Exception to Item No. 225, CMB No. 300)

- (C) (1) When the Carrier is tendered palletized shipments which a) do not exceed 12,000 pounds in weight, or b) do not occupy more than 12 lineal feet of loading space in Carrier's equipment, the Carrier shall assess a storage charge of \$10.00 per pallet, per calendar day after expiration of free time as determined in Subparagraphs (C)(2) and (C)(3).

- (2) Unless Carrier makes an initial attempt at delivery, forty-eight (48) hours free time (excluding Saturdays, Sundays and legal holidays) shall be allowed for removal of the shipment from Carrier's premises or equipment. If the shipment is not removed within the time specified herein, the storage charge as provided in Subparagraph (C)(1) shall apply.

- (3) If the Carrier attempts delivery of a shipment within the first twenty-four (24) hours of tender, and through no fault of its own, fails to accomplish delivery and must return to the terminal with the shipment, twenty-four (24) hours free time (excluding Saturdays, Sundays and legal holidays) shall be allowed for the removal of the shipment from Carrier's premises or equipment. If the shipment is not removed within the time specified herein, the storage charges provided in Subparagraph (C)(1) shall apply.

- (4) Free time shall be computed from the first 12:01 A.M. of a) the date of initial tender, or b) the date a shipment is returned to the Carrier's facilities after it has failed to accomplish delivery.

- (D) After the expiration of the free time specified in Paragraph (A) and Subparagraphs (C)(2) and (C)(3), the Carrier's liability for a shipment held under the provisions of this item will be that of a warehouseman, and the Carrier may, at its option, transfer the shipment to a public warehouse at Owner's expense.

- (E) 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.

- (F) 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.

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

ISSUED: April 17, 2006

EFFECTIVE: May 1, 2006

ISSUED BY: SHAWN DUKE, PRESIDENT

12435 MCCANN DRIVE

SANTA FE SPRINGS, CA 90670

CORRECTION NO. 77

-2-A-5-

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

Original Page 2-A-4

LOCAL FREIGHT TARIFF NO. 1

SECTION 1 RULES AND REGULATIONS

STORAGE

(Exception to Item No. 225, CMB No. 300)

(A) Except as provided in Subparagraphs (C)(1) through (C)(4), 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 of actual tender of delivery in event 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) Except as provided in Subparagraphs (C)(1) through (C)(4), 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:
 (a) The charges for palletized shipments exceeding 12,000 pounds in weight or occupying more than 12 lineal feet of loading space shall be 20¢ per 100 pounds per day, subject to a Minimum Charge of \$250.00 per calendar day.
 (b) The charges for all other shipments shall be 42¢ per 100 pounds per calendar day, subject to a Minimum Charge of \$35.00 per shipment.

(2) On shipments requiring temperature control or refrigeration:
 (a) Weighing less than 10,000 pounds 84¢ per 100 pounds minimum charge \$4.10 per day and \$12.16 per shipment.
 (b) On shipments weighing 10,000 pounds or over 58¢ 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).

(Continued on next page)

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.

For explanation of Note 1, see Page 2-A-5 series.

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

ISSUED: April 17, 2006

EFFECTIVE: May 1, 2006

ISSUED BY: SHAWN DUKE, PRESIDENT

12435 MCCANN DRIVE

SANTA FE SPRINGS, CA 90670

CORRECTION NO. 76

-2-A-4-

CORRECTION NO. 71

- 1 -

ISSUED BY: ASHAWN DUKE, PRESIDENT
 12435 MCCANN DRIVE
 SANTA FE SPRINGS, CA 90670

EFFECTIVE: January 1, 2004

ISSUED: December 29, 2003

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

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 (Except As Noted)

SUBJECT

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EFFECTIVE SUPPLEMENTS

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| 1 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 5 | 0 | 6 | 0 | 7 | 0 | 8 | 0 | 9 | 0 |
| 10 | 0 | 11 | 0 | 12 | 0 | 13 | 0 | 14 | 0 | 15 | 0 | 16 | 0 | 17 | 0 | 18 | 0 |
| 19 | 0 | 20 | 0 | 21 | 0 | 22 | 0 | 23 | 0 | 24 | 0 | 25 | 0 | 26 | 0 | 27 | 0 |
| 28 | 0 | 29 | 0 | 30 | 0 | 31 | 0 | 32 | 0 | 33 | 0 | 34 | 0 | 35 | 0 | 36 | 0 |
| 37 | 0 | 38 | 0 | 39 | 0 | 40 | 0 | 41 | 0 | 42 | 0 | 43 | 0 | 44 | 0 | 45 | 0 |
| 46 | 0 | 47 | 0 | 48 | 0 | 49 | 0 | 50 | 0 | 51 | 0 | 52 | 0 | 53 | 0 | 54 | 0 |
| 55 | 0 | 56 | 0 | 57 | 0 | 58 | 0 | 59 | 0 | 60 | 0 | 61 | 0 | 62 | 0 | 63 | 0 |
| 64 | 0 | 65 | 0 | 66 | 0 | 67 | 0 | 68 | 0 | 69 | 0 | 70 | 0 | 71 | 0 | 72 | 0 |
| 73 | 0 | 74 | 0 | 75 | 0 | 76 | 0 | 77 | 0 | 78 | 0 | 79 | 0 | 80 | 0 | 81 | 0 |
| 82 | 0 | 83 | 0 | 84 | 0 | 85 | 0 | 86 | 0 | 87 | 0 | 88 | 0 | 89 | 0 | 90 | 0 |
| 91 | 0 | 92 | 0 | 93 | 0 | 94 | 0 | 95 | 0 | 96 | 0 | 97 | 0 | 98 | 0 | 99 | 0 |
| 100 | 0 | 101 | 0 | 102 | 0 | 103 | 0 | 104 | 0 | 105 | 0 | 106 | 0 | 107 | 0 | 108 | 0 |
| 109 | 0 | 110 | 0 | 111 | 0 | 112 | 0 | 113 | 0 | 114 | 0 | 115 | 0 | 116 | 0 | 117 | 0 |
| 118 | 0 | 119 | 0 | 120 | 0 | 121 | 0 | 122 | 0 | 123 | 0 | 124 | 0 | 125 | 0 | 126 | 0 |
| 127 | 0 | 128 | 0 | 129 | 0 | 130 | 0 | 131 | 0 | 132 | 0 | 133 | 0 | 134 | 0 | 135 | 0 |
| 136 | 0 | 137 | 0 | 138 | 0 | 139 | 0 | 140 | 0 | 141 | 0 | 142 | 0 | 143 | 0 | 144 | 0 |
| 145 | 0 | 146 | 0 | 147 | 0 | 148 | 0 | 149 | 0 | 150 | 0 | 151 | 0 | 152 | 0 | 153 | 0 |
| 154 | 0 | 155 | 0 | 156 | 0 | 157 | 0 | 158 | 0 | 159 | 0 | 160 | 0 | 161 | 0 | 162 | 0 |
| 163 | 0 | 164 | 0 | 165 | 0 | 166 | 0 | 167 | 0 | 168 | 0 | 169 | 0 | 170 | 0 | 171 | 0 |
| 172 | 0 | 173 | 0 | 174 | 0 | 175 | 0 | 176 | 0 | 177 | 0 | 178 | 0 | 179 | 0 | 180 | 0 |
| 181 | 0 | 182 | 0 | 183 | 0 | 184 | 0 | 185 | 0 | 186 | 0 | 187 | 0 | 188 | 0 | 189 | 0 |
| 190 | 0 | 191 | 0 | 192 | 0 | 193 | 0 | 194 | 0 | 195 | 0 | 196 | 0 | 197 | 0 | 198 | 0 |
| 199 | 0 | 200 | 0 | 201 | 0 | 202 | 0 | 203 | 0 | 204 | 0 | 205 | 0 | 206 | 0 | 207 | 0 |
| 208 | 0 | 209 | 0 | 210 | 0 | 211 | 0 | 212 | 0 | 213 | 0 | 214 | 0 | 215 | 0 | 216 | 0 |
| 217 | 0 | 218 | 0 | 219 | 0 | 220 | 0 | 221 | 0 | 222 | 0 | 223 | 0 | 224 | 0 | 225 | 0 |
| 226 | 0 | 227 | 0 | 228 | 0 | 229 | 0 | 230 | 0 | 231 | 0 | 232 | 0 | 233 | 0 | 234 | 0 |
| 235 | 0 | 236 | 0 | 237 | 0 | 238 | 0 | 239 | 0 | 240 | 0 | 241 | 0 | 242 | 0 | 243 | 0 |
| 244 | 0 | 245 | 0 | 246 | 0 | 247 | 0 | 248 | 0 | 249 | 0 | 250 | 0 | 251 | 0 | 252 | 0 |
| 253 | 0 | 254 | 0 | 255 | 0 | 256 | 0 | 257 | 0 | 258 | 0 | 259 | 0 | 260 | 0 | 261 | 0 |
| 262 | 0 | 263 | 0 | 264 | 0 | 265 | 0 | 266 | 0 | 267 | 0 | 268 | 0 | 269 | 0 | 270 | 0 |
| 271 | 0 | 272 | 0 | 273 | 0 | 274 | 0 | 275 | 0 | 276 | 0 | 277 | 0 | 278 | 0 | 279 | 0 |
| 280 | 0 | 281 | 0 | 282 | 0 | 283 | 0 | 284 | 0 | 285 | 0 | 286 | 0 | 287 | 0 | 288 | 0 |
| 289 | 0 | 290 | 0 | 291 | 0 | 292 | 0 | 293 | 0 | 294 | 0 | 295 | 0 | 296 | 0 | 297 | 0 |
| 298 | 0 | 299 | 0 | 300 | 0 | 301 | 0 | 302 | 0 | 303 | 0 | 304 | 0 | 305 | 0 | 306 | 0 |
| 307 | 0 | 308 | 0 | 309 | 0 | 310 | 0 | 311 | 0 | 312 | 0 | 313 | 0 | 314 | 0 | 315 | 0 |
| 316 | 0 | 317 | 0 | 318 | 0 | 319 | 0 | 320 | 0 | 321 | 0 | 322 | 0 | 323 | 0 | 324 | 0 |
| 325 | 0 | 326 | 0 | 327 | 0 | 328 | 0 | 329 | 0 | 330 | 0 | 331 | 0 | 332 | 0 | 333 | 0 |
| 334 | 0 | 335 | 0 | 336 | 0 | 337 | 0 | 338 | 0 | 339 | 0 | 340 | 0 | 341 | 0 | 342 | 0 |
| 343 | 0 | 344 | 0 | 345 | 0 | 346 | 0 | 347 | 0 | 348 | 0 | 349 | 0 | 350 | 0 | 351 | 0 |
| 352 | 0 | 353 | 0 | 354 | 0 | 355 | 0 | 356 | 0 | 357 | 0 | 358 | 0 | 359 | 0 | 360 | 0 |
| 361 | 0 | 362 | 0 | 363 | 0 | 364 | 0 | 365 | 0 | 366 | 0 | 367 | 0 | 368 | 0 | 369 | 0 |
| 370 | 0 | 371 | 0 | 372 | 0 | 373 | 0 | 374 | 0 | 375 | 0 | 376 | 0 | 377 | 0 | 378 | 0 |
| 379 | 0 | 380 | 0 | 381 | 0 | 382 | 0 | 383 | 0 | 384 | 0 | 385 | 0 | 386 | 0 | 387 | 0 |
| 388 | 0 | 389 | 0 | 390 | 0 | 391 | 0 | 392 | 0 | 393 | 0 | 394 | 0 | 395 | 0 | 396 | 0 |
| 397 | 0 | 398 | 0 | 399 | 0 | 400 | 0 | 401 | 0 | 402 | 0 | 403 | 0 | 404 | 0 | 405 | 0 |
| 406 | 0 | 407 | 0 | 408 | 0 | 409 | 0 | 410 | 0 | 411 | 0 | 412 | 0 | 413 | 0 | 414 | 0 |
| 415 | 0 | 416 | 0 | 417 | 0 | 418 | 0 | 419 | 0 | 420 | 0 | 421 | 0 | 422 | 0 | 423 | 0 |
| 424 | 0 | 425 | 0 | 426 | 0 | 427 | 0 | 428 | 0 | 429 | 0 | 430 | 0 | 431 | 0 | 432 | 0 |
| 433 | 0 | 434 | 0 | 435 | 0 | 436 | 0 | 437 | 0 | 438 | 0 | 439 | 0 | 440 | 0 | 441 | 0 |
| 442 | 0 | 443 | 0 | 444 | 0 | 445 | 0 | 446 | 0 | 447 | 0 | 448 | 0 | 449 | 0 | 450 | 0 |
| 451 | 0 | 452 | 0 | 453 | 0 | 454 | 0 | 455 | 0 | 456 | 0 | 457 | 0 | 458 | 0 | 459 | 0 |
| 460 | 0 | 461 | 0 | 462 | 0 | 463 | 0 | 464 | 0 | 465 | 0 | 466 | 0 | 467 | 0 | 468 | 0 |
| 469 | 0 | 470 | 0 | 471 | 0 | 472 | 0 | 473 | 0 | 474 | 0 | 475 | 0 | 476 | 0 | 477 | 0 |
| 478 | 0 | 479 | 0 | 480 | 0 | 481 | 0 | 482 | 0 | 483 | 0 | 484 | 0 | 485 | 0 | 486 | 0 |
| 487 | 0 | 488 | 0 | 489 | 0 | 490 | 0 | 491 | 0 | 492 | 0 | 493 | 0 | 494 | 0 | 495 | 0 |
| 496 | 0 | 497 | 0 | 498 | 0 | 499 | 0 | 500 | 0 | 501 | 0 | 502 | 0 | 503 | 0 | 504 | 0 |
| 505 | 0 | 506 | 0 | 507 | 0 | 508 | 0 | 509 | 0 | 510 | 0 | 511 | 0 | 512 | 0 | 513 | 0 |
| 514 | 0 | 515 | 0 | 516 | 0 | 517 | 0 | 518 | 0 | 519 | 0 | 520 | 0 | 521 | 0 | 522 | 0 |
| 523 | 0 | 524 | 0 | 525 | 0 | 526 | 0 | 527 | 0 | 528 | 0 | 529 | 0 | 530 | 0 | 531 | 0 |
| 532 | 0 | 533 | 0 | 534 | 0 | 535 | 0 | 536 | 0 | 537 | 0 | 538 | 0 | 539 | 0 | 540 | 0 |
| 541 | 0 | 542 | 0 | 543 | 0 | 544 | 0 | 545 | 0 | 546 | 0 | 547 | 0 | 548 | 0 | 549 | 0 |
| 550 | 0 | 551 | 0 | 552 | 0 | 553 | 0 | 554 | 0 | 555 | 0 | 556 | 0 | 557 | 0 | 558 | 0 |
| 559 | 0 | 560 | 0 | 561 | 0 | 562 | 0 | 563 | 0 | 564 | 0 | 565 | 0 | 566 | 0 | 567 | 0 |
| 568 | 0 | 569 | 0 | 570 | 0 | 571 | 0 | 572 | 0 | 573 | 0 | 574 | 0 | 575 | 0 | 576 | 0 |
| 577 | 0 | 578 | 0 | 579 | 0 | 580 | 0 | 581 | 0 | 582 | 0 | 583 | 0 | 584 | 0 | 585 | 0 |
| 586 | 0 | 587 | 0 | 588 | 0 | 589 | 0 | 590 | 0 | 591 | 0 | 592 | 0 | 593 | 0 | 594 | 0 |
| 595 | 0 | 596 | 0 | 597 | 0 | 598 | 0 | 599 | 0 | 600 | 0 | 601 | 0 | 602 | 0 | 603 | 0 |
| 604 | 0 | 605 | 0 | 606 | 0 | 607 | 0 | 608 | 0 | 609 | 0 | 610 | 0 | 611 | 0 | 612 | 0 |
| 613 | 0 | 614 | 0 | 615 | 0 | 616 | 0 | 617 | 0 | 618 | 0 | 619 | 0 | 620 | 0 | 621 | 0 |
| 622 | 0 | 623 | 0 | 624 | 0 | 625 | 0 | 626 | 0 | 627 | 0 | 628 | 0 | 629 | 0 | 630 | 0 |
| 631 | 0 | 632 | 0 | 633 | 0 | 634 | 0 | 635 | 0 | 636 | 0 | 637 | 0 | 638 | 0 | 639 | 0 |
| 640 | 0 | 641 | 0 | 642 | 0 | 643 | 0 | 644 | 0 | 645 | 0 | 646 | 0 | 647 | 0 | 648 | 0 |
| 649 | 0 | 650 | 0 | 651 | 0 | 652 | 0 | 653 | 0 | 654 | 0 | 655 | 0 | 656 | 0 | 657 | 0 |
| 658 | 0 | 659 | 0 | 660 | 0 | 661 | 0 | 662 | 0 | 663 | 0 | 664 | 0 | 665 | 0 | 666 | 0 |
| 667 | 0 | 668 | 0 | 669 | 0 | 670 | 0 | 671 | 0 | 672 | 0 | 673 | 0 | 674 | 0 | 675 | 0 |
| 676 | 0 | 677 | 0 | 678 | 0 | 679 | 0 | 680 | 0 | 681 | 0 | 682 | 0 | 683 | 0 | 684 | 0 |
| 685 | 0 | 686 | 0 | 687 | 0 | 688 | 0 | 689 | 0 | 690 | 0 | 691 | 0 | 692 | 0 | 693 | 0 |
| 694 | 0 | 695 | 0 | 696 | 0 | 697 | 0 | 698 | 0 | 699 | 0 | 700 | 0 | 701 | 0 | 702 | 0 |
| 703 | 0 | 704 | 0 | 705 | 0 | 706 | 0 | 707 | 0 | 708 | 0 | 709 | 0 | 710 | 0 | 711 | 0 |
| 712 | 0 | 713 | 0 | 714 | 0 | 715 | 0 | 716 | 0 | 717 | 0 | 718 | 0 | 719 | 0 | 720 | 0 |
| 721 | 0 | 722 | 0 | 723 | 0 | 724 | 0 | 725 | 0 | 726 | 0 | 727 | 0 | 728 | 0 | 729 | 0 |
| 730 | 0 | 731 | 0 | 732 | 0 | 733 | 0 | 734 | 0 | 735 | 0 | 736 | 0 | 737 | 0 | 738 | 0 |
| 739 | 0 | 740 | 0 | 741 | 0 | 742 | 0 | 743 | 0 | 744 | 0 | 745 | 0 | 746 | 0 | 747 | 0 |
| 748 | 0 | 749 | 0 | 750 | 0 | 751 | 0 | 752 | 0 | 753 | 0 | 754 | 0 | 755 | 0 | 756 | 0 |
| 757 | 0 | 758 | 0 | 759 | 0 | 760 | 0 | 761 | 0 | 762 | 0 | 763 | 0 | 764 | 0 | 765 | 0 |
| 766 | 0 | 767 | 0 | 768 | 0 | 769 | 0 | 770 | 0 | 771 | 0 | 772 | 0 | 773 | 0 | 774 | 0 |
| 775 | 0 | 776 | 0 | 777 | 0 | 778 | 0 | 779 | 0 | 780 | 0 | 781 | 0 | 782 | 0 | 783 | 0 |
| 784 | 0 | 785 | 0 | 786 | 0 | 787 | 0 | 788 | 0 | 789 | 0 | 790 | 0 | 791 | 0 | 792 | 0 |
| 793 | 0 | 794 | 0 | 795 | 0 | 796 | 0 | 797 | 0 | 798 | 0 | 799 | 0 | 800 | 0 | 801 | 0 |
| 802 | 0 | 803 | 0 | 804 | 0 | 805 | 0 | 806 | 0 | 807 | 0 | 808 | 0 | 809 | 0 | 810 | 0 |
| 811 | 0 | 812 | 0 | 813 | 0 | 814 | 0 | 815 | 0 | 816 | 0 | 817 | 0 | 818 | 0 | 819 | 0 |
| 820 | 0 | 821 | 0 | 822 | 0 | 823 | 0 | 824 | 0 | 825 | 0 | 826 | 0 | 827 | 0 | 828 | 0 |
| 829 | 0 | 830 | 0 | 831 | 0 | 832 | 0 | 833 | 0 | 834 | 0 | 835 | 0 | 836 | 0 | 837 | 0 |
| 838 | 0 | 839 | 0 | 840 | 0 | 841 | 0 | 842 | 0 | 843 | 0 | 844 | 0 | 845 | 0 | 846 | 0 |
| 847 | 0 | 848 | 0 | 849 | 0 | 850 | 0 | 851 | 0 | 852 | 0 | 853 | 0 | 854 | 0 | 855 | 0 |

CORRECTION NO. 72

-2-A-1-

SANTA FE SPRINGS, CA 90670

ISSUED BY: ASHAWN DUKE, PRESIDENT
12435 MCCANN DRIVE

ISSUED: December 29, 2003

EFFECTIVE: January 1, 2004

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

1/ Except as noted, provisions appearing hereon for 'Collect on Delivery (COD) Shipments' transferred from item 65, CWTB No. 300.

▲ Item No. 563, formerly appearing hereon, transferred to Original Page 2-A-3, without change.

(Continued on next page)

- (I) The amount of COD bill for collect on delivery shipment must be collected at the time such shipment is delivered to the consignee.
- (H) Intoxicating beverages may be handled COD only under the provisions provided by state laws of the state in which the point of destination is located (see Section 389 of Title 18 of the United States Code Annotated).
- (G) COD shipments will not be accepted for transportation subject to inspection or trial by the consignee, or when bearing instructions to make partial delivery. Carrier is responsible to deliver the shipment in accordance with the bill of lading contract. If, for any reason, upon presentation for delivery, COD payment is refused by the consignee, carrier is responsible for the disposition of the shipment only in accordance with the bill of lading contract and tariff provisions as applicable. Carrier is not responsible, in such circumstances, to seek or remit the COD amount to the consignee or owner of goods.
- (F) COD shipments will not be accepted or receipted for when billed to one firm or person, with instructions to collect the charges from another firm or person.
- (E) If the consignee desires to forward invoice or collection papers, they must be securely attached to the shipping order copy of the bill of lading and the shipping order must show the following information:
'Attached invoice (or invoices) to accompany shipment to destination'
- (D) COD packages will not be accepted on the same bill of lading with packages other than COD and only packages covered by one COD bill may be tendered on one bill of lading.
- (C) Each package must be plainly marked, labeled, or tagged by consignee showing letters COD, and the name and address of consignee and consignee.
- (B) Only one COD amount may be shown and the amount may not be subject to change dependent upon time or conditions of payment. The name and street and post office address of consignee and consignee must be shown on the bill of lading and shipping order. On straight bills of lading - Short form - there must be shown in the space provided for this purpose or in the lower left-hand corner of space provided for 'description of articles, special marks and exceptions,' the following information:
Collect on Delivery, \$ _____ and remit to: _____
Street _____ City _____ State _____ Zip _____
COD charge to be paid by: _____
Shipper [] Consignee []
- (A) The letters "COD" must be stamped, typed or written on all bills of lading and shipping orders either immediately before the name of the consignee, or "COD" in red letters at least one inch in height with thickness of stroke 1/4 inch thick or greater must be stamped or printed across the face of all bills of lading and shipping orders.
- (B) Only one COD amount may be shown and the amount may not be subject to change dependent upon time or conditions of payment. The name and street and post office address of consignee and consignee must be shown on the bill of lading and shipping order. On straight bills of lading - Short form - there must be shown in the space provided for this purpose or in the lower left-hand corner of space provided for 'description of articles, special marks and exceptions,' the following information:
Collect on Delivery, \$ _____ and remit to: _____
Street _____ City _____ State _____ Zip _____
COD charge to be paid by: _____
Shipper [] Consignee []

Carrier shall accept collect on delivery (COD) shipments subject to the following provisions:

COLLECT ON DELIVERY (COD) SHIPMENTS
(Exception to item No. 65, CWTB No. 300)

RULES AND REGULATIONS

SECTION 1

ITEM NO.

LOCAL FREIGHT TARIFF NO. 1

1st Revised Page 2-A-1
Cancels
Original Page 2-A-1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

Original Page 2-A-2

LOCAL FREIGHT TARIFF NO. 1

| | | |
|-----------|-----------------------|----------|
| SECTION 1 | RULES AND REGULATIONS | ITEM NO. |
|-----------|-----------------------|----------|

COLLECT ON DELIVERY (COD) SHIPMENTS
(Exception to Item No. 65, CMTB No. 300)

- (J) Only the following forms of payment will be accepted in payment of COD amounts:
(1) Cash, up to a maximum of \$250.00, except the maximum will not apply when COD shipments are picked up by the consignee, or his agent, at the carrier's terminal;
(2) Bank cashier's or bank certified check;
(3) Money order; or
(4) Personal check of the consignee when so authorized in writing or by endorsement on the bill of lading or shipping order by the consignee.

All checks and money orders shall be made payable to the consignee, or such other party as may be designated by the consignee. The carrier will accept checks and money orders only as the agent of the consignee and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to the consignee, or such other party as may be designated by the consignee as the payee.

- (K) The charge for collecting and remitting COD amounts will be collected from the consignee, except that such charge may be prepaid by the shipper, providing notation to that effect is made by the shipper on the bill of lading and shipping order. Collection or remitting charges for freight or other lawful charges due the carrier shall be paid to the carrier and must not be included in the checks or money orders made payable to the consignee.

- (L) Upon collection of a COD bill, the carrier shall remit each COD collection directly to the consignee or other person designated by the consignee as payee, promptly within fifteen (15) days after delivery of the COD shipment to the consignee. If the COD shipment moved in interstate service, the delivering carrier shall, at the time of remittance of the COD collection to the consignee or payee, notify the originating carrier of such remittance.

- (M) COD shipments of explosives designated as 'Class A and dangerous explosives' or 'Class B less dangerous explosives' referred to in the Hazardous Materials Tariff (HMT) will not be accepted.

- (N) Except as prohibited by paragraph (8) of this item, carrier will, upon written request from the consignee, change the status of a COD shipment by increasing, reducing, or cancelling the amount of the COD, subject to the following provisions:
(1) The request must be received by the delivering carrier in time to accomplish the change requested prior to effecting delivery of the shipment.
(2) A charge of \$25.00 per shipment will be made for increasing, reducing or cancelling the COD amount. Such charge will be in addition to the COD collection fee, if any, and must be guaranteed by the consignee in writing.

- (O) Carrier will, upon written authorization from consignee, change the form of payment of COD amounts to accept consignee's personal check when such form of payment was not originally authorized. If request is received after the shipment has been tendered for delivery and refused by consignee, the shipment will also be assessed the applicable redelivery charge as provided in this tariff. Consignee must guarantee payment of the charge for changing the form of payment and the redelivery charge, if any.

- (P) The charge for collecting and remitting the COD amount for each bill consigned as a COD shipment shall be 2% of the COD amount collected, subject to a minimum charge of \$25.00 per COD bill.

T/ Except as noted, provisions appearing hereon for 'Collect on Delivery (COD) Shipments' transferred from Item 65, CMTB No. 300.

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

ISSUED: December 29, 2003

EFFECTIVE: January 1, 2004

ISSUED BY: SHAWN DUKE, PRESIDENT

12435 MCCANN DRIVE

SANTA FE SPRINGS, CA 90670

CORRECTION NO. 73

-2-A-2-

SECTION 1

RULES AND REGULATIONS

FUEL SURCHARGE INCREASE IN RATES AND CHARGES

ITEM NO.

1/ 563

(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

(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.

1/ Item No. 563, appearing hereon, transferred from Original Page 2-A-1, without change.

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

ISSUED: December 29, 2003

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ISSUED BY: ASHAWN DUKE, PRESIDENT

12435 MCCANN DRIVE

SANTA FE SPRINGS, CA 90670

CORRECTION NO. 74

-2-A-3-

ISSUED: December 29, 2003

EFFECTIVE: January 1, 2004

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

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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

27th Revised Page 1
Cancels
26th Revised Page 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

CORRECTION NO. 72

-2-A-1-

ISSUED BY: ASHAWN DUKE, PRESIDENT
 ▲12435 MCCANN DRIVE
 SANTA FE SPRINGS, CA 90670

EFFECTIVE: January 1, 2004

ISSUED: December 29, 2003

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

1/ Except as noted, provisions appearing hereon for 'Collect On Delivery (COD) Shipments' transferred from Item 65, CWTB No. 300.
 ▲ Item No. 563, formerly appearing hereon, transferred to Original Page 2-A-3, without change.

(Continued on next page)

- (1) The amount of COD bill for collect on delivery shipment must be collected at the time such shipment is delivered to the consignee.
- (H) Intoxicating beverages may be handled COD only under the provisions provided by state laws of the state in which the point of destination is located (see Section 389 of Title 18 of the United States Code Annotated).
- (G) COD shipments will not be accepted for transportation subject to inspection or trial by the consignee, or when bearing instructions to make partial delivery. Carrier is responsible to deliver the shipment in accordance with the bill of lading contract. If, for any reason, upon presentation for delivery, COD payment is refused by the consignee, carrier is responsible for the disposition of the shipment only in accordance with the bill of lading contract and tariff provisions as applicable. Carrier is not responsible, in such circumstances, to seek or remit the COD amount to the consignee or owner of goods.
- (F) COD shipments will not be accepted or receipted for when billed to one firm or person, with instructions to collect the charges from another firm or person.
- (E) If the consignee desires to forward invoice or collection papers, they must be securely attached to the shipping order copy of the bill of lading and the shipping order must show the following information:
 Attached invoice (or invoices) to accompany shipment to destination
- (D) COD packages will not be accepted on the same bill of lading with packages other than COD and only packages covered by one COD bill may be tendered on one bill of lading.
- (C) Each package must be plainly marked, labeled, or tagged by consignee showing letters COD, and the name and address of consignee and consignee.

Shipper []
 COD Charge to be paid by:
 State _____
 City _____
 Street _____
 and remit to:
 Collect on Delivery, \$ _____
 Consignee []

- (B) Only one COD amount may be shown and the amount may not be subject to change dependent upon time or conditions of payment. The name and street and post office address of consignee and consignee must be shown on the bill of lading and shipping order. On Straight Bill of Lading - Short Form - there must be shown in the space provided for this purpose or in the lower left-hand corner of space provided for 'description of articles, special marks and exceptions,' the following information:
- (A) The letters "COD" must be stamped, typed or written on all bills of lading and shipping orders either immediately before the name of the consignee, or "COD" in red letters at least one inch in height with thickness of stroke 1/4 inch thick or greater must be stamped or printed across the face of all bills of lading and shipping orders.

Carrier shall accept collect on delivery (COD) shipments subject to the following provisions:

(Exception to Item No. 65, CWTB No. 300)
 COLLECT ON DELIVERY (COD) SHIPMENTS

RULES AND REGULATIONS

SECTION 1

LOCAL FREIGHT TARIFF NO. 1

1st Revised Page 2-A-1
 Cancels
 Original Page 2-A-1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

*1/430

CORRECTION NO. 73 -2-A-2- SANTA FE SPRINGS, CA 90670

ISSUED BY: SHAUN DUKE, PRESIDENT
12435 MCCANN DRIVE

EFFECTIVE: January 1, 2004

ISSUED: December 29, 2003

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

1/ Except as noted, provisions appearing hereon for 'Collect On Delivery (COD) Shipments' transferred from Item 65, CWTB No. 300.

- (J) Only the following forms of payment will be accepted in payment of COD amounts:
(1) Cash, up to a maximum of \$250.00, except the maximum will not apply when COD shipments are picked up by the Consignee, or his agent, at the Carrier's terminal;
(2) Bank cashier's or bank certified check;
(3) Money order; or
(4) Personal check of the Consignee when so authorized in writing or by endorsement on the bill of lading or shipping order by the Consignor.
- All checks and money orders shall be made payable to the Consignor, or such other party as may be designated by the Consignor. The Carrier will accept checks and money orders only as the agent of the Consignor and the Carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to the Consignor, or such other party as may be designated by the Consignor as the payee.
- (K) The charge for collecting and remitting COD amounts will be collected from the Consignee, except that such charge may be prepaid by the Shipper, providing notation to that effect is made by the Shipper on the bill of lading and shipping order. Collection or remitting charges for freight or other lawful charges due the Carrier shall be paid to the Carrier and must not be included in the checks or money orders made payable to the Consignor.
- (L) Upon collection of a COD bill, the Carrier shall remit each COD collection directly to the Consignor or other person designated by the Consignor as payee, promptly within fifteen (15) days after delivery of the COD shipment to the Consignee. If the COD shipment moved in interstate service, the delivering carrier shall, at the time of remittance of the COD collection to the Consignor or payee, notify the originating carrier of such remittance.
- (M) COD shipments of explosives designated as 'Class A and dangerous explosives' or 'Class B less dangerous explosives' referred to in the Hazardous Materials Tariff (HMT) will not be accepted.
- (N) Except as prohibited by paragraph (B) of this Item, Carrier will, upon written request from the Consignor, change the status of a COD shipment by increasing, reducing, or cancelling the amount of the COD, subject to the following provisions:
(1) The request must be received by the delivering Carrier in time to accomplish the change requested prior to effecting delivery of the shipment.
(2) A charge of \$25.00 per shipment will be made for increasing, reducing or cancelling the COD amount. Such charge will be in addition to the COD collection fee, if any, and must be guaranteed by the Consignor in writing.
- (O) Carrier will, upon written authorization from Consignor, change the form of payment of COD amounts to accept Consignee's personal check when such form of payment was not originally authorized. If request is received after the shipment has been tendered for delivery and refused by Consignee, the shipment will also be assessed the applicable redelivery charge as provided in this Tariff. Consignor must guarantee payment of the charge for changing the form of payment and the redelivery charge, if any.
- (P) The charge for collecting and remitting the COD amount for each bill consigned as a COD shipment shall be 2% of the COD amount collected, subject to a minimum charge of \$25.00 per COD bill.

*1/
430
(Con-
clu-
ded)(Exception to Item No. 65, CWTB No. 300)
COLLECT ON DELIVERY (COD) SHIPMENTS

RULES AND REGULATIONS

SECTION 1

ITEM
NO.

LOCAL FREIGHT TARIFF NO. 1

Original Page 2-A-2

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

CAL. P.U.C. NO. 1

Original Page 2-A-3

LOCAL FREIGHT TARIFF NO. 1

RULES AND REGULATIONS

SECTION 1

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 | 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 | HEIGHT IN POUNDS | CHARGE |
|------------------------------|------------------|-----------|
| 947 | 1350 | \$ 127.85 |
| | | 3.84 |
| | | \$ 131.69 |

(3% surcharge)

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.

T/ Item No. 563, appearing hereon, transferred from Original Page 2-A-1, without change.

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

ISSUED: December 29, 2003

EFFECTIVE: January 1, 2004

ISSUED BY: ASHAWN DUKE, PRESIDENT
 12435 MCCANN DRIVE
 SANTA FE SPRINGS, CA 90670

CORRECTION NO. 74

-2-A-3-

CORRECTION NO. 62

-14-

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.

AIR-MILE means a statute mile measured in a straight line without regard to terrain features or differences in elevation.

ANY QUANTITY OF AQ means any quantity of the same commodity or commodities less than the lowest of other stated minimum weights covered by the applicable class or commodity rates.

BUNKER ICING means placing ice in bunkers or compartments in Carrier's Equipment, separate or apart from the cargo area thereof, but not including the providing of mechanical means for distributing the cool air, such as fans.

CARRIER'S EQUIPMENT means any Motor Truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the Carrier.

CEMENT CARRIER means any corporation or person operating within California engaged as a common Carrier, other than a Highway Common Carrier, for compensation in the ownership, control, operation or management of any motor vehicle loaded substantially to capacity with lime or powdered limestone, in bulk or in packages over any public highway in California.

CHAIN FLOOR TRAILERS means an open top, rear door trailer with smooth floor, and power driven sprocket-mounted chains (right, left and center) extending the length of the trailer just above the floor, the chains have evenly spaced angular metal slats permanently affixed (ladder like in appearance) extending the width of the trailer. (This chain unit has the appearance of a conveyor, about 12 inches in height).

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

COMPONENT PART means any part of a shipment separately received by the Carrier whether or not such part is separately delivered by the Carrier, and any part of a shipment separately delivered by the Carrier whether or not such part is separately received by the Carrier.

CONSIGNEE means the person, firm or corporation shown on the Shipping Document as the party to whom the property is physically delivered by the Carrier.

CONSIGNOR means the person, firm or corporation shown on the Bill of Lading as the Shipper of the property received by the Carrier for transportation.

DEFINITION OF TECHNICAL TERMS
(Arranged Alphabetically)

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 14
Cancels
Original Page 14

CORRECTION NO. 63

-15-

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 definitions formerly appearing hereon, see 1st Revised Page 16.

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

IN BULK means not in bags, sacks, packages, or other containers, except bins, or except containers otherwise specified.

When a holiday falls on a Sunday, the following Monday shall be considered as a holiday. *The term "holiday" also means any full day designated as a holiday nationally by statute or by proclamation of such holidays as are designated by applicable collective bargaining agreements.

Labor Day (the first Monday in September)
The day after Thanksgiving
December 24
Christmas Day (December 25)

New Year's Day (January 1)
Washington's Birthday (the third Monday in February)
Memorial Day (the last Monday in May)
Fourth of July

HOLIDAYS mean:

*GOVERNING CLASSIFICATION means National Motor Freight Classification NMF 100-G including supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.

*EXCEPTION SHEET means Cal. P.U.C. No. 22, issued by Cal-West Tariff Bureau, Inc., Agent and *Exception Ratings Tariff 1, issued by the Commission.

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

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

END DUMP TRAILER means any Carrier's equipment which discharges its load by gravity through the back end of the equipment.

DISTANCE TABLE means the governing Distance Table as described in governing publications.

*DEBITOR means the person obligated to pay freight charges to the Carrier, whether Consignor, Consignee or other party.

*DANGEROUS ARTICLES means articles named in the Hazardous Materials Tariff.
CONTAINER ICING means placing ice within the package with the fruit or vegetable shipped.

DEFINITION OF TECHNICAL TERMS (continued)
(Arranged Alphabetically)

RULES AND REGULATIONS

ITEM NO.

(Continued)
80

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

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Cancels
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