

Decision No. 4293

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment
of maximum and minimum, or maximum
or minimum rates, rules and regula-
tions of all common carriers, as
defined in the Public Utilities Act
of the State of California, as
amended, and all highway carriers,
as defined in Statutes 1935, Chapter
223, as amended, for the transporta-
tion, for compensation or hire, of
any and all agricultural products.

Case No. 4293

ORIGINAL

Additional Appearances

McCutchen, Olney, Mannon & Greene, by F. W. Mielke, for
The River Lines.
R. F. Walker, for Spreckels Sugar Company.
Robert C. Neill, for California Fruit Growers Exchange.
Clifton E. Brooks, for Food Research Council of California.
J. A. Carver, for Rice Growers Association of California.
W. G. Stone, for Sacramento Chamber of Commerce.
F. C. Fitzgibbon, for Mutual Orange Distributors.
J. C. Simpson, for Wholesale Fruit & Produce Association
of San Francisco.
John E. McCurdy, for Poultry Producers Association of
Central California.
H. E. Cole, for California Growers & Shippers Protective
League.
J. L. Stewart, for Armour & Company.
H. A. Lincoln, for Fibreboard Products, Inc.
James E. Lyons and R. E. Wedekind, for Southern Pacific
Company; San Diego & Arizona Eastern Railway; North-
western Pacific Railroad Company; Visalia Electric
Railway; Petaluma & Santa Rosa Railroad Company; Santa
Maria Valley Railroad Company; Pacific Motor Transport
Company; and Pacific Motor Trucking Company.
Don Petty, for Hay Haulers Association.
Charles Wilcox, for J. D. Maynard Company.
L. L. Foley, for Swift & Company.
Leo E. Andrus, for Andrus & Teichert Trucking Company.

BY THE COMMISSION:

SECOND SUPPLEMENTAL OPINION AND ORDER

This proceeding was instituted by the Commission pursuant to
the provisions of the Highway Carriers' and Public Utilities acts for

the purpose, among other things, of establishing just, reasonable and non-discriminatory minimum rates for the transportation of products of agriculture, including live stock, by common carriers, radial highway¹ common carriers and highway contract carriers.

An adjourned hearing was had before Examiner Howard G. Freas on April 20, 1938, at San Francisco, at which time and place evidence was received with respect to the transportation of hay, as well as certain other commodities with which this opinion and order does not deal. The case was adjourned to May 18, 1938, at San Francisco, with the understanding that during the interim the Commission would consider the record thus far made with a view to issuing an order establishing minimum rates, rules and regulations for the transportation of hay.

Minimum rates, rules and regulations for the transportation by highway carriers of hay and certain related articles have been established by the Commission and are now in effect from the Imperial and Coachella valleys to San Diego, Los Angeles and other destinations in southern California.² The problem confronting the Commission here, therefore, is one of establishing minimum rates, rules and regulations for the movement of hay throughout the balance of the state and correlating such rates, rules and regulations with those already prescribed.

The record contains evidence relating (1) to the cost of

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The order instituting investigation also provides that the proceeding was instituted for the purpose of establishing or approving maximum and minimum or maximum or minimum rates, charges, classifications, rules and regulations and for the purpose of establishing charges for accessorial services incident to such transportation. The initial hearing was held in Los Angeles on March 17, 1938, following which the Commission, by Decision No. 30737, dated March 28, 1938, established minimum rates for the transportation of fresh fruits, fresh or green vegetables and edible nuts in quantities of 18,000 pounds or less.

² Decision No. 30025, dated August 9, 1937, in Case No. 4088, Part "R" (unreported).

transporting hay by motor truck, (2) to the level of the "going rates" of highway carriers and (3) to some extent the production and marketing of hay. No evidence was offered with respect to the level of rail rates.

Fred H. Chesnut, senior engineer in the Transportation Department of the Commission, introduced a study of the cost of transporting hay between points in California by motor truck. While the cost estimates contained in this study are slightly higher than those developed by the same witness in Case No. 4088, Part "R", supra, the principal difference in the two studies appears to lie in the amounts allocated to the item of labor. If due allowance be made for the difference in this item, the estimates contained in the two studies are approximately the same.

J. H. Morrison, employed in the Commission's Rate Division, presented two exhibits showing the "going" rates being charged by radial highway common and highway contract carriers for transportation from points of origin other than those for which rates have already been established by the Commission. These rates are both higher and lower than the cost estimates in the record. The following tabulation contains a comparison of representative "going" rates with witness Chesnut's cost figures:

From	To	Highway Miles	Going Rates	Chesnut's Costs
Sacramento	Napa	67.5	12 $\frac{1}{2}$	9 $\frac{1}{2}$
Stockton	Santa Rosa	126.5	17 $\frac{1}{2}$	14 $\frac{1}{2}$
Merced	San Jose	124.0	15	14 $\frac{1}{2}$
Fresno	Santa Rosa	250.0	22 $\frac{1}{2}$	25 $\frac{1}{2}$
Corcoran	Petaluma	295.5	27 $\frac{1}{2}$	29 $\frac{1}{2}$
Bakersfield	Petaluma	350.0	30	34 $\frac{1}{2}$
Bakersfield	Healdsburg	376.5	32 $\frac{1}{2}$	37
Bakersfield	Compton	154.5	14	17
Lancaster	Compton	98.0	10	12

Morrison also testified that, due principally to fewer

itinerant operators (truckers who buy the hay at the point of growth, transport it to market and there sell it), competitive conditions in northern California are less severe than in the southern part of the state. This situation, according to the witness, has enabled highway carriers operating in the north to adhere rather closely to rates voluntarily established by such carriers.

Arlo Turner of the Grange Company, Modesto, testified on behalf of shippers and dealers in hay, that hay is generally produced in fairly well-defined districts and that large blankets of origin and destination points are desirable in order to enable each hay producing section to reach its natural market. While hay is transported for distances in excess of 500 miles, Turner testified that the bulk of the movement is for distances of less than 300 miles.

J. J. Deuel of the California Farm Bureau Federation concurred in Turner's statement that fairly large origin and destination blankets are desirable, although he did not suggest what the boundaries of such blanket territories should be. This witness urged the scale of rates established in Case No. 4088, Part "R", supra, be extended as a statewide basic distance scale. He expressed the opinion, however, that the free time allowed for display or sale of loads of hay is too short, particularly in the Hynes marketing area.³ He stated that the

³ The witness had reference to Rule No. 80, Appendix "A" of Decision No. 30025, reading in part as follows:

"When, upon order of the consignee or consignor, a truck is stopped and held in transit prior to the start of the physical discharge of its load, for purposes of display or sale of such load, or other cause, a charge of \$1.50 per hour, but not to exceed \$15.00 per period of 24 hours, shall be assessed for the time so consumed in excess of 4 hours."

By Decision No. 30147 the time for display, sale, etc., was changed to 30 hours for a period of 120 days from September 20, 1937. That period has now expired and the rule again applies as provided in the original order.

problem of demurrage or delays to trucks at destinations in northern California was not as acute as in the Hynes district.

The Hay Haulers Association concurred in the views expressed by witness Deuel and submitted a motion that the Commission consider by reference the record made in Case No. 4088, Part "R", supra.

The scale of distance rates established in Decision No. 30025, supra (henceforth called the "R" scale), has been recommended for general application throughout the state. While the "R" scale was made to meet the needs in southern California, both shippers and carriers favor its extension, and it is not inconsistent with the cost study in the present record. With but slight modifications, hereinafter discussed, it will be adopted here.

The record is persuasive that beyond 200 miles rates may well be stated in 25-mile blocks in order to create reasonably large blankets of origin and destination points. In addition, the "R" scale, extending only to 240 miles, must be extended for greater distances. Hay produced in the Lancaster and Bakersfield districts competes at the Hynes market with Coachella and Imperial Valley grown hay. For this reason, rates from the Lancaster and Bakersfield districts will each be blanketed, allowing the distance rates, where lower, to alternate with such blanket rates. The stopping in transit rule for display or sales purposes will also be modified to provide for a greater "free time" allowance at the stopping point.

Upon consideration of all the facts of record the Commission is of the opinion and finds that the rates, rules and regulations provided in Appendix "A-1", attached to and made a part of the order herein, are just, reasonable and non-discriminatory and should be established as the minimum rates, rules and regulations for transportation by radial highway common carriers and highway contract carriers (as defined in the Highway Carriers' Act), and as the reasonable and sufficient rates for truck transportation by common carriers (as defined in the Public Utilities Act), of the commodities and between the points

for which rates are provided in said Appendix "A-1." This finding is based upon existing conditions as developed in the record thus far made and is without prejudice to any other or different conclusions that may be reached upon a further and more extensive record in this proceeding.

O R D E R

Based upon the evidence of record and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that the rates, rules and regulations provided in Appendix "A-1" attached hereto and hereby made a part hereof, be and they are hereby approved and established, to become effective twenty (20) days from the effective date of this order, as the just, reasonable and non-discriminatory minimum rates, rules and regulations to be charged, collected and observed by all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) for the transportation of the commodities and between the points for which rates are provided in said Appendix "A-1".

IT IS HEREBY FURTHER ORDERED that all common carriers as defined in the Public Utilities Act, to the extent that they participate in truck transportation of the commodities and between the points for which rates are provided in said Appendix "A-1", be and they are hereby ordered and directed to establish on or before twenty (20) days from the effective date of this order, on not less than three (3) days' notice to the Commission and to the public, rates, rules and regulations for said transportation by truck no lower in volume or effect than those provided as minimum for radial highway common carriers and highway contract carriers in said Appendix "A-1".

IT IS HEREBY FURTHER ORDERED that except as otherwise speci-

fically authorized in this order, all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act and all common carriers as defined in the Public Utilities Act be and they are hereby ordered to cease and desist twenty (20) days from the effective date of this order, and thereafter abstain from charging, collecting or observing rates, rules or regulations for transportation by truck lower in volume or effect than those provided in said Appendix "A-1".

IT IS HEREBY FURTHER ORDERED that, effective twenty (20) days from the effective date of this order, this order shall cancel and supersede Decision No. 30025 of August 20, 1937, as amended, in Part "R" of Case No. 4088 and Part "E" of Case No. 4145; and that to the extent the rates, rules and regulations herein established are different from those heretofore established for the same transportation in other proceedings, the rates, rules and regulations herein established shall apply.

IT IS HEREBY FURTHER ORDERED that every radial highway common carrier and highway contract carrier shall issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "B" attached hereto and hereby made a part hereof, but may include in said freight bill, in addition to the provisions appearing in said form, such other reasonable and lawful provisions as may be deemed proper, and shall retain and preserve for reference, subject to the inspection of the Commission, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

IT IS HEREBY FURTHER ORDERED that the Commission shall have and it does hereby retain jurisdiction of these proceedings for the purpose of establishing or approving the just, reasonable and non-discriminatory maximum or minimum or maximum and minimum rates, charges, classifications, rules and regulations to be charged, collected and

observed by radial highway common carriers and highway contract carriers both for transportation service hereinabove described and for such other transportation and accessorial service as may from time to time appear proper in the light of other or further evidence received herein and for the purpose of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of the articles and commodities here involved between all competing agencies of transportation.

This order shall become effective twenty-five (25) days from the date hereof.

Dated at San Francisco, California, this 9th day of May, 1938.

Mallory
Leon
Granada
Rogers
Chase
Commissioners

APPENDIX "A-1"

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE TRANSPORTATION

OF

HAY AND RELATED COMMODITIES

AS DESCRIBED HEREIN

BETWEEN POINTS IN CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

Item No.	RULES AND REGULATIONS
5	<p data-bbox="624 468 1181 498" style="text-align: center;">EXPLANATION OF TECENICAL TERMS</p> <ol style="list-style-type: none"> <li data-bbox="351 518 1462 647">1. The term POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation, except as provided in Item No. 45. <li data-bbox="351 667 1445 760">2. The term POINT OF DESTINATION means the precise location at which property is physically delivered into the custody of the consignee or his agent. <li data-bbox="351 779 1462 909">3. The term SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. <li data-bbox="351 929 1478 1084">4. The term RAILHEAD means a point at which property is usually and ordinarily loaded into or unloaded from rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point. <li data-bbox="351 1103 1478 1258">5. The term COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers as defined in the Public Utilities Act, lawfully in effect at time of shipment, together with the minimum weights, rules and regulations which govern such rate or rates. <li data-bbox="351 1278 1462 1333">6. The term RATE includes minimum weight, rules, regulations and classification governing. <li data-bbox="351 1353 1445 1482">7. The term SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment. <li data-bbox="351 1502 1412 1632">8. The term 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. <li data-bbox="351 1652 1445 1731">9. The term TAILGATE LOADING means loading of the shipment into carrier's equipment from a point not more than 25 feet distant from said equipment. <li data-bbox="351 1751 1462 1844">10. The term TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment. <li data-bbox="351 1864 1478 2018">11. The term TEAM TRACK means a point at which the public generally may load and unload rail cars. It also includes wharves, docks and landings at which the public generally may tender and receive shipments of property to and from common carriers by vessel. <li data-bbox="351 2038 1462 2130">12. The term ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by the carrier for the receipt and delivery of shipments. <li data-bbox="351 2150 1445 2230">13. The term JACK-RABBIT HAY means baled hay which is picked up from scattered points in the field.

Item No.	RULES AND REGULATIONS (Continued)
10	<p style="text-align: center;">APPLICATION OF RATES - COMMODITIES</p> <p>Rates provided in this appendix apply for transportation of the following commodities:</p> <p>Fodder, bean, cane, corn or pea (See Note 1) Hay Leaves, cactus, dried (See Note 1) Straw (See Note 1)</p> <p>NOTE 1.- Rates provided in this appendix for the transportation of commodities subject to this note apply only within the territory described in Item No. 15.</p>
15	<p style="text-align: center;">DESCRIPTION OF TERRITORY IN WHICH RATES ON COMMODITIES SUBJECT TO NOTE 1 IN ITEM NO. 10 APPLY</p> <p>Rates provided in this appendix for the transportation of commodities subject to Note 1 in Item No. 10 apply only from points of origin located within the Coachella Valley Territory, the Salton Sea Territory, or the Imperial Valley Territory, as described in Item No. 60, to destination points located within the Los Angeles-Hynes Territory or the San Diego Territory as described in said item; also from any point of origin within any of said origin territories to any point of destination not more than 240 miles distant from said point of origin.</p>
20	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply.</p>
25	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>(a) Mileages to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route computed in accordance with the method provided in Decision No. 30000 of August 9, 1937, as amended, in Case No. 4088, Part "N", subject to the following exceptions:</p> <p>1. Distances from or to points located within any incorporated city, other than cities wholly or partially within a pick-up and delivery zone provided in Item No. 30, shall be computed from or to the point within the incorporated city limits designated by a triangle and circle as shown on the map appended to Decision No. 30000, as amended.</p> <p style="text-align: center;">(Continued)</p>

Item No.	RULES AND REGULATIONS (Continued)
25 (Con- clu- ded)	COMPUTATION OF DISTANCES (Concluded)
	<p>2. Distances from or to points located within a pick-up and delivery zone provided in Item No. 30 shall be computed from or to the point within such zone designated by a triangle and circle as shown on the map appended to Decision No. 30000, as amended, except that distances from or to points located within a zone for which a Mileage Point is designated in said Item No. 30 shall be computed from or to such Mileage Point.</p>
	<p>3. Distances from or to points not located within a pick-up and delivery zone provided in Item No. 30, but located within a city which is partially within such a zone, shall be computed from or to the point within the incorporated city limits designated by a triangle and circle as shown on the map appended to Decision No. 30000, as amended, except that distance from or to points located within the city limits of Los Angeles but located outside of the Los Angeles pick-up and delivery zone shall be computed from or to point of origin or point of destination, as the case may be, in accordance with said Decision No. 30000, as amended.</p>
	<p>4. From points of origin or to points of destination more than 70 miles distant from the Oakland pick-up and delivery zone (computed in accordance with the method hereinabove provided), distances to or from points located within the San Francisco pick-up and delivery zone or located within the Oakland pick-up and delivery zone shall be the average of the distances to or from the San Francisco pick-up and delivery zone and the Oakland pick-up and delivery zone (computed in accordance with the methods hereinabove provided). In the event the distance computed from and to the San Francisco pick-up and delivery zone and the Oakland pick-up and delivery zone in accordance with this paragraph is less than the distance computed from and to an intermediate point via the shortest constructive route, such lesser mileage shall apply from and to such intermediate point.</p>
	<p>5. Distances from or to points located in unincorporated territory within a radius of one mile from an established railroad depot, or, if there be no such depot, then within a radius of one mile from a post office, shall be computed from or to such depot or post office.</p> <p>(b) In computing mileages, fractional parts of a mile shall be disposed of as follows:</p> <p style="padding-left: 40px;">Decimals of .5 or over shall be computed as 1 mile.</p> <p style="padding-left: 40px;">Decimals of less than .5 shall be dropped.</p> <p style="padding-left: 40px;">In computing mileages made up by use of two or more factors, or in constructively increasing actual mileages, all decimals shall be retained until the final result and then disposed of in accordance with the foregoing.</p>

Item No.	RULES AND REGULATIONS (Continued)
30	<p>PICK-UP AND DELIVERY ZONES</p>
	<p>Pick-up and delivery zones include both sides of streets, boulevards, roads, avenues or highways named. See Item No. 25 for application of mileages to pick-up and delivery zones in these and other incorporated cities.</p> <p>LOS ANGELES: Mileage Point, First and Main Streets. Territory bounded as follows:</p>
	<p>Commencing at the intersection of North Broadway and Mission Road, thence westerly on North Broadway to Daly Street, northerly on Daly Street to Pasadena Avenue, northerly on Pasadena Avenue to North Figueroa Street, southwesterly on North Figueroa Street to Avenue 26, northwesterly on Avenue 26 to San Fernando Road, northwesterly on San Fernando Road to Elm Street, northeasterly on Elm Street to Isabel Street, southwesterly on Elm Street to San Fernando Road, northwesterly on San Fernando Road to Fletcher Drive, northeasterly on Fletcher Drive to Avenue 32, southwesterly on Fletcher Drive to San Fernando Road, northwesterly on San Fernando Road to Tyburn Street, southeasterly on San Fernando Road to Fletcher Drive, southwesterly on Fletcher Drive to Glendale Boulevard, northwesterly on Glendale Boulevard to Rowena Avenue, westerly on Rowena Avenue to Hyperion Avenue, southerly on Hyperion Avenue to Fountain Avenue, westerly on Fountain Avenue to Sunset Boulevard, northwesterly on Sunset Boulevard to Hollywood Boulevard, westerly on Hollywood Boulevard to La Brea Avenue, southerly on La Brea Avenue to Wilshire Boulevard, easterly on Wilshire Boulevard to Crenshaw Boulevard, southerly on Crenshaw Boulevard to Slauson Avenue, easterly on Slauson Avenue to Van Ness Avenue, southerly on Van Ness Avenue to Manchester Avenue, easterly on Manchester Avenue and Firestone Boulevard to Alameda Street, southerly on Alameda Street to Century Boulevard, easterly on Century Boulevard to Santa Fe Avenue, northerly on Santa Fe Avenue to Tweedy Boulevard, westerly on Tweedy Boulevard to Alameda Street, northerly on Alameda Street to Firestone Boulevard, easterly on Firestone Boulevard to the Los Angeles River, northerly along the west bank of the Los Angeles River to Randolph Street, easterly on Randolph Street to Garfield Avenue, northeasterly on Garfield Avenue to Anaheim-Telegraph Road, northwesterly on Anaheim-Telegraph Road to Ferguson Drive, easterly on Ferguson Drive to Gearhart Street, northerly on Gearhart Street to 9th Street, westerly on 9th Street to Indiana Street, northerly on Indiana Street to Ramona Boulevard, northerly and easterly on Ramona Boulevard to Miller Avenue, northerly on Miller Avenue to Valley Boulevard (Alhambra Avenue), westerly on Valley Boulevard to Mission Road, northeasterly on Mission Road to point of beginning.</p> <p>(Continued)</p>

Item No.	RULES AND REGULATIONS (Continued)
30 (Continued)	<p>PICK-UP AND DELIVERY ZONES (Continued)</p>
	<p>OAKLAND: Mileage Point, 14th and Broadway, Oakland. Including all of the City of Emeryville, also those parts of Albany, Alameda, Berkeley, Oakland and Piedmont bounded by the following:</p>
	<p>Commencing at the intersection of San Francisco Bay and the Alameda-Contra Costa County Line, easterly along County Line to Curtis Street, southerly on Curtis Street to Solano Avenue, easterly on Solano Avenue to Tulare Avenue, southerly on Tulare Avenue to Sonoma Avenue, westerly on Sonoma Avenue to Samuel Street, southerly on Samuel Street to Posen Avenue, westerly on Posen Avenue to Ordway Street, southerly on Ordway Street to Hopkins Street, northeasterly on Hopkins Street to Grove Street, southerly on Grove Street to Rose Street, easterly on Rose Street to Oxford Street, southerly on Oxford Street to Hearst Avenue, easterly on Hearst Avenue and its prolongation to the Berkeley-Oakland City Boundary Line, southerly along Berkeley-Oakland City Boundary Line to Dwight Way, southwesterly and westerly on Dwight Way to College Avenue, southerly on College Avenue to Broadway, southwesterly on Broadway to Ridgeway Avenue, southeasterly on Ridgeway Avenue to Piedmont Avenue, southwesterly on Piedmont Avenue to Linda Avenue, southeasterly on Linda Avenue to Grand Avenue, southerly on Grand Avenue to El Embarcadero, southeasterly on El Embarcadero to Lakeshore Avenue, southerly on Lakeshore Avenue to Foothill Boulevard, southeasterly on Foothill Boulevard to the Oakland-San Leandro Boundary Line, westerly along the Oakland-San Leandro Boundary Line to the Southern Pacific Railroad right of way, northwesterly along the Southern Pacific right of way to 50th Avenue, southwesterly on 50th Avenue to San Leandro Bay, westerly along the shore line of San Leandro Bay to the Oakland Estuary, northerly along the east bank of the Oakland Estuary to High Street, southwesterly on High Street to San Jose Avenue, northwesterly on San Jose Avenue to Park Street, northeasterly on Park Street to Encinal Avenue, northwesterly on Encinal Avenue to Central Avenue, westerly on Central Avenue to Webster Street, northerly on Webster Street to the Oakland Estuary, westerly along the south bank of the Oakland Estuary to San Francisco Bay, northerly along the shore line of San Francisco Bay to point of beginning.</p> <p>SACRAMENTO: City Limits, also within radius of one mile of city limits of Sacramento.</p> <p>(Continued)</p>

Item No.	RULES AND REGULATIONS (Continued)
30 (Concluded)	<p style="text-align: center;">PICK-UP AND DELIVERY ZONES (Concluded)</p> <p>SAN FRANCISCO: Mileage Point, 10th and Market Streets, San Francisco. Including all of the City of San Francisco, also the territory bounded as follows:</p> <p>Commencing at the point of intersection of the southern boundary line of the City of South San Francisco and the shore line of San Francisco Bay, westerly along said line to the western side of the Southern Pacific's main line right of way, northerly along the western side of said right of way to Tanforan Avenue, along Tanforan Avenue to the western side of the Southern Pacific's Valencia Street line right of way, along the western side of said right of way to Orange Avenue, along Orange Avenue to Railroad Avenue, easterly along Railroad Avenue to Bay Shore Highway, northerly along Bay Shore Highway to Main Street, westerly along Main Street to Schwerin Street, northerly along Schwerin Street to Partridge Street, westerly along Partridge Street to the easterly boundary of the Grand National Exposition Live Stock property of Agricultural District No. 1-A of the State of California, southerly, westerly and northerly along the boundaries of said property across Geneva Avenue to the city limits of San Francisco at Santos Street, easterly along said boundary line to the shore line of San Francisco Bay, southerly along the shore line of San Francisco Bay to the point of beginning.</p> <p>STOCKTON: City Limits, also within radius of one mile of city limits of Stockton.</p>
35	<p style="text-align: center;">ACCESSORIAL SERVICES INCLUDED IN RATES</p> <p>Rates include tailgate loading from stack at point of origin (or picking up jack-rabbit hay from several points in the field subject to the additional charge provided in Item No. 45), and tailgate unloading to stack at point of destination.</p> <p>On truck movements to or from rail cars, rates include, respectively, the loading and unloading of such cars.</p>
40	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of \$1.00 per man per hour shall be made for stacking, sorting, helpers for loading or unloading, or any other accessorial service which is not included in the rates and for which a charge is not otherwise provided.</p> <p>(See Item No. 45 for charge for loading jack-rabbit hay.)</p>

Item No.	RULES AND REGULATIONS (Continued)
45	<p style="text-align: center;">JACK-RABBIT HAY</p> <p>When baled hay or other commodities named in Item No. 10 are picked up from several points in a single field, the point of origin of the composite shipment shall be deemed to be the point of pickup most distant from point of destination.</p> <p>An additional charge of $1\frac{1}{2}$ cents per 100 pounds shall be assessed for the service of picking up and loading jack-rabbit hay.</p>
50	<p style="text-align: center;">DEMURRAGE CHARGES</p> <p>When the time consumed at point of origin or at point of destination in performing loading, unloading or accessorial services in connection therewith exceeds 20 minutes per ton (or 20 minutes when the shipment weighs less than one ton), a charge of \$2.00 per hour shall be assessed for the additional time consumed in excess of 20 minutes per ton. Minimum additional charge \$.50.</p>
55	<p style="text-align: center;">STOPPING FOR DISPLAY OR SALE IN TRANSIT</p> <p>When upon order of the consignee or consignor, a truck is stopped and held in transit prior to the start of the physical discharge of its load, for purposes of display or sale of such load, or other cause, a charge of \$1.50 per hour but not to exceed \$15.00 per period of 24 hours shall be assessed for time so consumed in excess of 4 hours. (See Note.)</p> <p>NOTE.- When arrival at point where load is held is made after 1:00 P.M., free time will be computed from 7:00 A.M. of the day following such arrival.</p>
60	<p style="text-align: center;">DESCRIPTION OF TERRITORIES</p> <p>1. <u>Imperial Valley Territory</u> includes that area bounded on the south by the International Boundary Line; on the east by the East High Line Canal to the point at which it intersects the main line of the Southern Pacific four miles east of Niland; on the north by the main line (transcontinental route) of Southern Pacific Company; and on the west by a series of imaginary lines drawn from Southern Pacific station of Wister to Kane Springs on U. S. Highway No. 99; thence south to Plaster City on U. S. Highway No. 80; thence south to the International Boundary Line.</p> <p style="text-align: center;">(Continued)</p>

Item No.	RULES AND REGULATIONS (Continued)
60 (Continued)	DESCRIPTION OF TERRITORIES (Continued)
	<p>2. <u>Coachella Valley Territory</u> includes that area lying between the Little San Bernardino Mountains and Cottonwood Mountains on the one hand, and the San Jacinto and Santa Rosa Mountains on the other; and bounded on the northwest by Edom on U. S. Highway No. 99 and Indian Wells on State Highway No. 111, and on the southeast by the Riverside-Imperial County Line on U. S. Highway No. 99 and Southern Pacific Company station of Mortmar on State Highway No. 111.</p> <p>3. <u>Salton Sea Territory</u> includes that area lying directly between the Coachella and Imperial valleys, as these latter are defined above.</p> <p>4. <u>Lancaster Territory</u> includes that area lying within the following boundaries: Commencing at a point 10 miles east of Mojave on U. S. Highway No. 466; thence southerly along an imaginary line paralleling State Highway No. 7, passing through Redman to Littlerock; northwesterly along State Highway No. 138 from Littlerock through Palmdale and Elizabeth Lake to its intersection with the Los Angeles Aqueduct, northeasterly along the Los Angeles Aqueduct to its intersection with U. S. Highway No. 466, thence southeasterly along U. S. Highway No. 466 to point of beginning.</p> <p>5. <u>Bakersfield Territory</u> includes that area lying within the following boundaries: Commencing at a point 10 miles east of U. S. Highway No. 99 on the Kern County-Tulare County Boundary Line; thence southeasterly along an imaginary line paralleling U. S. Highway No. 99 to its intersection with State Highway No. 178; thence southerly along said imaginary line to its intersection with U. S. Highway No. 466 and County Road 1.7 miles east of Edison; thence southerly along said County Road to its intersection with County Road north of Arvin; thence westerly along said County Road through Weedpatch to its junction with U. S. Highway No. 99; thence southerly along U. S. Highway No. 99 to its junction with State Highway No. 166; thence westerly along State Highway No. 166 to its junction with U. S. Highway No. 399 at Maricopa; thence northwesterly along U. S. Highway No. 399 to Taft; thence northwesterly along State Highway No. 33 to its intersection with U. S. Highway No. 466 at Blackwells Corner; thence easterly along U. S. Highway No. 466 to its junction with County Road 6.2 miles east of Lost Hills; thence northerly along said County Road to its intersection with the Kern County-Kings County Boundary Line; thence easterly along the Kern County Boundary Line to point of beginning.</p> <p style="text-align: center;">(Continued)</p>

Item No.	RULES AND REGULATIONS (Continued)
60 (Con- clu- ded)	<p style="text-align: center;">DESCRIPTION OF TERRITORIES (Concluded)</p> <p>6. <u>Los Angeles-Hynes Territory</u> includes that area embraced by the following: Commencing at the point where State Highway No. 27 (Topanga Canyon Road) meets the Pacific Ocean; thence northerly along said highway through Girard until it intersects Los Angeles City Boundary Line approximately two miles north of Chatsworth; thence north-easterly following said boundary line until it meets the southern boundary of the Angeles National Forest at a point approximately two miles west of Olive View Sanitarium; thence easterly following said Angeles National Forest boundary until it intersects State Highway No. 39 (San Gabriel Forest Highway) north of Azusa; thence southerly on said Highway No. 39 (variously called Azusa Avenue, Glendora Avenue, La Habra Road, and Huntington Beach Boulevard) and passing through Puente and Buena Park to its meeting with the Pacific Ocean at Gamewell 1.6 miles southeast of Huntington Beach; thence north-westerly following the coast line to point of beginning.</p> <p>7. <u>San Diego Territory</u> includes that area embraced by the following imaginary line starting at the northerly junction of U. S. Highways 101E and 101W (4 miles north of La Jolla); thence easterly to Miramar on State Highway No. 395; thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U. S. Highway No. 80; thence southeasterly to Jamul on State Highway No. 94; thence due south to the International Boundary Line, west to the Pacific Ocean and north along the coast to point of beginning.</p>
65	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Rates provided in this appendix shall alternate with the lowest common carrier rates for the same transportation between the same points of origin and destination or between the same railheads.</p> <p>(b) When point of origin and point of destination are carrier's established depots, rates provided in this appendix shall also alternate with:</p> <p style="padding-left: 40px;">(1) the lowest team track to team track rates of common carriers by railroad between the same cities or unincorporated communities, and</p> <p style="padding-left: 40px;">(2) the lowest team track to team track rates of common carriers by vessel for transportation over the inland waters between the same cities or unincorporated communities.</p>

Item No.	RULES AND REGULATIONS (Continued)
70	<p data-bbox="579 517 1306 580" style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="343 611 1471 708">Rates provided in this appendix may be used in combination with the lowest common carrier rates for the same transportation as follows:</p> <p data-bbox="343 733 1483 868">(a) When point of origin is located beyond railhead, add to the common carrier rate used the rate provided in this appendix for the distance from point of origin to the team track from which such common carrier rate applies. (See Note.)</p> <p data-bbox="343 894 1483 1047">(b) When point of destination is located beyond railhead, add to the common carrier rate used the rate provided in this appendix for the distance from the team track to which such common carrier rate applies to point of destination. (See Note.)</p> <p data-bbox="343 1080 1471 1302">(c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate used the rate provided in this appendix for the distance from point of origin to the team track from which such common carrier rate applies, plus the rate provided in this appendix for the distance from the team track to which such common carrier rate applies to point of destination. (See Note.)</p> <p data-bbox="343 1335 1455 1651">NOTE.- If the route from point of origin to the team track or from the team track to point of destination is within the corporate limits of a single incorporated city, the rates provided in this appendix for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or from team track to point of destination, as the case may be.</p>
75	<p data-bbox="579 1709 1252 1773" style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p data-bbox="343 1803 1483 1956">In the event under the provisions of Items Nos. 65 or 70, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added:</p> <p data-bbox="343 1989 1372 2053">(1) For tailgate loading or tailgate unloading - no additional charge.</p> <p data-bbox="343 2079 1471 2142">(2) For loading or unloading other than tailgate loading or tailgate unloading - 1 cent per 100 pounds.</p> <p data-bbox="343 2168 1356 2232">(3) For other accessorial services - an additional charge of \$1.00 per man per hour shall be assessed.</p>

Item No.	RULES AND REGULATIONS (Concluded)
80	<p style="text-align: center;">SHRINKAGE ADDITION WHEN RAIL RATE USED</p> <p>In determining the aggregate charge by common carrier by railroad, as provided in Item No. 65 or Item No. 70, there shall be added to the rail rate (or the combined rail and highway carrier rate) 25 cents per ton for shrinkage.</p>

Item No.	RATES (In cents per 100 pounds)				
85	MILEAGE RATES				
			Any Quantity	Minimum Weight 20,000 Pounds	
	Not over 3 miles		15	3	
	Over 3 but not over 5 miles		17	4½	
	" 5 "	10 "	19	5	
	" 10 "	20 "	22	5½	
	" 20 "	30 "	24	6	
	" 30 "	40 "	27	7	
	" 40 "	50 "	29	8	
	" 50 "	60 "	30	9	
	" 60 "	70 "	31	10	
	" 70 "	80 "	32	11	
	" 80 "	90 "	33	12	
	" 90 "	100 "	34	13	
	" 100 "	120 "	37	14½	
	" 120 "	140 "	39	16	
	" 140 "	160 "	41	17	
	" 160 "	180 "	43	18	
	" 180 "	200 "	45	18½	
	" 200 "	225 "	47	19	
	" 225 "	250 "	49	19½	
	" 250 "	275 "	51	21	
	" 275 "	300 "	54	22½	
	" 300 "	325 "	57	24	
	" 325 "	350 "	59	25½	
	" 350 "	375 "	62	26½	
	" 375 "	400 "	64	27½	
	" 400 "	425 "	66	29	
	" 425 "	450 "	69	30	
	" 450 "	475 "	72	31	
	" 475 "	500 "	74	32	
	Over 500		2 cents for each 25 miles or fraction thereof over 500 miles.	1 cent for each 25 miles or fraction thereof over 500 miles.	
90	GROUP COMMODITY RATES				
	(See Item No. 60 for description of territories)				
	F R O M	To Los Angeles-Hynes Territory		To San Diego Territory	
		Any Quantity	Minimum Weight 20,000 Pounds	Any Quantity	Minimum Weight 20,000 Pounds
	Coachella Valley Territory	39	15	47	18
	Salton Sea Territory	43	17	47	18
	Imperial Valley Territory	47	18½	41	16
	Lancaster Territory	34	13	-	-
	Bakersfield Territory	41	17	-	-

APPENDIX "B"

SHIPPING ORDER AND FREIGHT BILL					
Name of Carrier _____ (Name of Carrier must be same as shown on Permit)				Bill No. _____ Permit No. _____	
City _____		Date _____, 193 _____			
Shipper _____		Consignee _____			
Street Address _____		Street Address _____			
City _____		City _____			
Packages :	Kind :	Description of Commodities	***Weight :	Rate :	Charges
Shipper _____ By _____ (Show name in full) Received by Carrier in good condition except as noted: By _____ Driver (Show name in full) Received by Consignee in good condition except as noted: By _____ (Show name in full)			C.O.D. _____ C.O.D. Fee _____ *Advances _____ *Other Charges _____ Prepaid _____ Total to collect _____		

*Show each charge separately and what it represents.

** If other unit of charges, show per hour, box, crate, bundle, bag, head, etc.