

Decision No. 31628

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations 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 Chapter 226, Statutes of 1935, as amended, for the transportation, for compensation or hire, of any and all commodities.

Case No. 4246.

BY THE COMMISSION:

FIRST SUPPLEMENTAL OPINION

An adjourned hearing was held in this proceeding before Examiner Howard G. Freas at San Francisco on January 5, 1939, for the purpose of affording a hearing to highway carriers who had not previously had an opportunity to be heard respecting the establishment of minimum rates, rules and regulations for transportation of property over the public highways. It now appears that all those carriers holding radial highway common carrier and highway contract carrier permits, and all common carriers, have received due service and notice of hearing and been afforded opportunity to be heard concerning the matters herein involved.

The Commission's Assistant Rate Expert introduced into the record, in exhibit form, a copy of Decision No. 31606, issued December 27, 1938, in this proceeding, which decision establishes minimum rates, statewide in application, for the transportation of property by all common carriers, radial highway common carriers and highway contract carriers.

The witness explained the nature, scope and effect of the rates, rules and regulations provided in said decision and the other provisions of the order therein, and recommended that they be made applicable to all highway carriers within this state, excepting only those specifically exempted by Finding 14 thereof.¹ He based this proposal principally upon the fact that the cost studies and other evidence of record related to conditions ordinarily encountered in average operations of reasonably efficient carriers, rather than to the operations of any particular carriers who may have appeared or testified at the original hearings. He stated that a careful study of the record was convincing that the rates, rules and regulations provided by said Decision No. 31606 would be just, reasonable and nondiscriminatory for all of the carriers whose operations he proposed be made subject thereto.

There was no cross-examination of this witness nor was any additional evidence introduced.

As stated by the witness, the evidence upon which Decision No. 31606 is based relates to average conditions encountered in a wide range of operations. Rates, charges, accessorial charges, ratings, rules and regulations developed from that evidence were found in that decision to be just, reasonable and nondiscriminatory for all radial highway common carriers and highway contract carriers, as well as for the other carriers involved in the proceeding, and were established therein as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges

¹ Finding No. 14 of Decision No. 31606 exempts certain specified carriers found to be engaging exclusively in specialized types of transportation.

to be assessed, charged and collected, and rules and regulations to be observed by any and all such carriers. The opinion, findings and order in Decision No. 31606 appear equally proper and just, reasonable and nondiscriminatory for the carriers for whom the hearing herein referred to was provided. The same is true with respect to the other findings and provisions of the order in said decision.

O R D E R

Good cause appearing,

IT IS HEREBY ORDERED that the opinion, findings and order in Decision No. 31606, issued December 27, 1938, in the above entitled proceeding, a copy of which is attached hereto and hereby referred to and made a part hereof, be and they are hereby adopted as the opinion, findings and order herein.

Dated at San Francisco, California, this 6th day of January, 1939.

Raymond W. Riley
Frank A. Wilson
Ray L. Riley

Commissioners.

Decision No. 31606

BEFORE THE
RAILROAD COMMISSION
OF THE
STATE OF CALIFORNIA

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations 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 Chapter 223, Statutes of 1935, as amended, for the transportation, for compensation or hire, of any and all commodities.

Case No. 4246

rail and vessel, and in having at the same time a stable and known minimum rate structure which will be reasonable and nondiscriminatory, foster industry and promote the unimpeded flow of traffic, is largely dependent upon our conclusions herein.

It may be well at the outset to point out that the record in this proceeding convincingly shows that California is suffering from an overabundance of transportation. In addition to the many thousands of proprietary operators and the common carriers subject to the Public Utilities Act, more than 8,000 radial highway common, highway contract and city carriers hold permits to perform for-hire transportation. These permitted carriers operate at least 30,000 vehicular units. Equipment is seldom used to capacity and load factors of 50 per cent or less are the rule. Relatively few carriers operate at a profit and approximately 500 discontinue operations each month. This, however, does not reduce the number of carriers, for while these drop out approximately the same number regularly enters the field. The result of this situation is that few of the carriers are able to make full and economic use of their equipment and hence experience abnormally high unit costs.

Although under the Public Utilities Act certificates of public convenience and necessity are required before any common carrier services may be inaugurated, permits for radial highway common and highway contract carrier operations must, upon compliance with the insurance requirements and other provisions of the Highway Carriers' Act, issue as a matter of course. The ease with which truck equipment can be purchased and an operating permit obtained attracts unwarranted numbers of new operators into fields of transportation already adequately served, and the available traffic must be shared with these new operators. Finding insufficient tonnage in the fields in which they first intend to serve, these carriers are wont to invade other fields of transportation for which they are often not economically fitted, and thus to jeopardize the earnings and service of the carriers already in that field.

As long as the situation just described exists the public cannot be given the advantage of rates nearly as low as they could enjoy were the carriers able to obtain full use of their equipment and thus reduce their unit costs. The only satisfactory means through which this end can be obtained appears to be through the enactment of new legislation requiring persons seeking to enter the for-hire transportation field, and to use the public highways for private gain, to establish, before a permit is issued, that their entry will be in the public interest.

The size and complexity of the record upon which this decision is based makes it impracticable to recite in any detail the testimony of

the many witnesses or to describe the exhibits which they introduced.* A clear understanding of the issues and problems involved and of the conclusions reached thereon may best be conveyed by outlining the conclusions and findings recommended by the examiners, stating the exceptions taken and the arguments advanced relative thereto, and then explaining wherein our conclusions and findings differ from or agree with those in the proposed report. Careful consideration has been given to all of the evidence and exceptions of record and the failure to particularize upon individual portions of such evidence or upon individual exceptions should not be taken as an indication that any of such evidence or exceptions have been disregarded.

Before consideration was given to the specific problems at hand, the transportation conditions obtaining in the state during recent years, as well as the orders heretofore issued by this Commission pursuant to its rate stabilization program, were reviewed briefly in the proposed report. It was pointed out that during the period in which rail and vessel carriers handled virtually all of the intercommunity transportation business within this state this Commission was chiefly concerned with seeing that common carrier rates were definite, known and open for public inspection, that the exaction by common carriers of exorbitant charges was prevented and that discriminations were prevented or removed. It was pointed out, further, that the subsequent advent of unregulated motor trucks into the for-hire transportation field brought about a period of destructive rate cutting which caused the rate structures of common carriers to become disrupted and distorted and impaired the ability of all the transportation agencies to afford adequate service. As a result of this change in transportation conditions, it was explained, the 1935 Legislature enacted the Highway Carriers' Act and added Sections 13 $\frac{1}{2}$ and 32 $\frac{1}{2}$ to the Public Utilities Act, directing the Commission to assume jurisdiction over the operations and rates of "radial highway common carriers" and "highway contract carriers," and to stabilize the transportation industry by providing a basis for equalizing competitive conditions between truck, rail and vessel carriers. The progress already made by the Commission in carrying out the legislative mandate was outlined, the many commodities and territories for which minimum rates are now in effect were enumerated, and it was explained that the purpose of the instant proceeding is to provide an initial rate structure for those commodities and territories for which rates have not yet been established and to determine, in view of the more extensive record here made, what modifi-

* Fifty days of public hearing have been held in this proceeding to date, more than 100 witnesses have testified and more than 200 exhibits have been received. In general, the evidence consists of expressions of the conflicting and often diametrically opposed views of truck carriers, rail carriers and shippers, together with cost data and other specific information relied upon as supporting the various positions assumed. The record also contains considerable cost and rate evidence presented by members of the Commission's staff.

cations, if any, are required in the rates previously established. The opinion was expressed that the integration, revision and extension of outstanding rate orders and the development of new rates for transportation not affected by previous orders will be an important and beneficial step in rate stabilization.

Following the review of the historical background of this proceeding and the legislation upon which it is based, the various elements necessary to be considered in developing reasonable and nondiscriminatory minimum rates and in equalizing competitive conditions between the several forms of for-hire transport were discussed. It was asserted that in addition to the "cost of performing the service," "value of the facility reasonably necessary to perform the service," and "value of the commodity" (the rate-making elements specified in Section 10 of the Highway Carriers' Act), consideration must be given to other factors ordinarily entering into rate making, including "value of the service," "market competition," "what the traffic will bear" (see footnote 16 hereof) and "proprietary competition" (competition from shipper-operated trucks), and the manner in and the extent to which each of these elements is to be applied in developing minimum rates was indicated. Having discussed the principles entering into rate reasonableness, and having outlined a basis for developing minimum rates for each form of for-hire carrier, it was asserted that the logical basis for equalizing competitive conditions between the different forms of transportation is to determine which is the rate-making type of carrier in each field of transportation, to fix minimum rates for carriers of that type, and then to permit competitive forms of transport to meet on equal terms the "going" rates set by such rate-making type of carrier.

Appended to the proposed report was a comprehensive schedule, in tariff form, containing rates, rules, regulations and charges for accessorial services which were recommended for adoption as minimum for radial highway common and highway contract carriers throughout the state. The more important features of the proposed tariff will be described later in this opinion. Suffice it to say at this point that with but minor exceptions such tariff is statewide in application and covers all commodities other than those concerning which evidence was excluded at the initial hearings and certain commodities of minor importance for which requests for temporary exemption were concluded to have been justified. It contains rates for transportation of shipments of all weights, and provides rules and regulations to govern their application.

*For a more detailed description of conditions and events leading up to the enactment of the legislation under which this proceeding is conceived, and of the action taken by this Commission pursuant thereto, reference is made to that portion of the proposed report reproduced as Appendix "B" hereof.

Various adjustments in the rates of common carriers for the purpose of bringing such rates to a compensatory level, equalizing competitive conditions, removing discriminations and giving recognition to the economies inherent in the different classes of carriers were also recommended. In this connection, it was proposed that with minor exceptions the rates, rules and regulations suggested for radial highway common and highway contract carriers be adopted as minimum for shipments of property by all common carriers, other than rail or vessel common carriers, and that the less-truckload rates provided for highway carriers be adopted as minimum for less-carload transportation by rail or vessel. It was recommended that rail and vessel carload rates be not ordered changed for the present (although as hereinafter explained it was urged that rail carriers undertake voluntarily to remove maladjustments indicated as being existent in the carload rail rate structure) and a rule was suggested permitting the proposed highway carrier rates to alternate with existing carload rates of rail and vessel carriers.

We will now consider in greater detail the more important phases of the proposed report and discuss the objections advanced thereto.

Form of Promulgating Minimum Rates

The reasons motivating the suggestion that minimum rates be promulgated in tariff form were set forth in the following language: "It is believed that the more closely minimum rate schedules can be made to conform to established practices in tariff compilation, the more readily they can be understood and applied. Some misunderstanding concerning minimum rate orders has been attributed to the manner in which amendments to the original appendices have been made. Accordingly, it is suggested that the rates, rules and regulations finally adopted in this proceeding be promulgated in the size and form of an ordinary loose-leaf tariff and that amendments be made by appending corrected pages to supplemental orders." This proposal met with hearty commendation and no dissent. It will be adopted.

Rate Making Elements Considered

Certain express and highway carriers contended that weight should not be attached to any rate making elements other than the cost of performing the service, the value of the facility reasonably necessary to perform the transportation and the value of the commodity transported (the elements specifically mentioned in Section 10 of the Highway Carriers' Act).⁵ They objected particularly to consideration being

⁵Section 10 of the Highway Carriers' Act provides that in establishing minimum rates for highway carriers "the commission shall take into account and give due and reasonable consideration to the cost of all the transportation services performed, including length of haul, any additional transportation service performed, or to be performed, to, from, or beyond the regularly established termini of common carriers or of any accessorial service and the value of the commodity transported and the value of the facility reasonably necessary to perform such transportation service."

given to proprietary competition or to other factors having a tendency to reduce rates below a full cost level.

If the public is to be assured of having an adequate, dependable and financially sound system of transportation the "going" rates of efficient carriers must, of course, produce compensatory over-all operations. However, the basing either of "going" rates or minimum rates for all transportation strictly upon the full cost of performing each individual haul would seriously impede the movement of traffic and would reduce materially the tonnage available to for-hire carriers. For example, when two manufacturers located at different points compete at a given market the sum of the production and transportation costs of the one located nearest to market ordinarily determines the selling price. The difference between the production cost and this selling price represents the "value of the service" to the more distant manufacturer as his product cannot compete in the given market unless he is accorded a rate equivalent to or less than that difference. If the value of the service be greater than the out-of-pocket cost of performing the transportation, the carriers will obviously benefit by transporting the traffic at rates based upon such value, even though it be less than the full cost of performing the service. (It is assumed, of course, that such carriers have other traffic which can bear the overhead costs.) Full cost rates would, moreover, exceed in some instances the cost to shippers of performing the same transportation themselves, yet the precluding of for-hire carriers from maintaining rates sufficiently low to prevent a loss of their traffic to proprietary carriage would be economically unsound and improper (assuming again that something more than out-of-pocket costs can be obtained and that overhead expenses can be allocated to other traffic).

It will be noted that Section 10 of the Highway Carriers' Act does not state that rates shall be based exclusively upon the cost of performing the service, the value of the facility, and the value of the commodity. It merely directs that "due and reasonable consideration" be given those elements. Nor does it state that the cost to be considered is necessarily and in all cases the full cost, including a proportionate allocation of overhead charges. In view of these facts, of the impediments against the free flow of commerce which would result from the disregard of rate making elements not specifically mentioned in that section, and of the diversion of traffic from for-hire carriers which would be caused by a strict adherence to the full cost basis, it is concluded that all of the recognized elements of rate making should be considered in developing reasonable and nondiscriminatory minimum rates for highway carriers but that particular

consideration should be given to those elements specifically mentioned in Section 10 of the Act.

The Rate Scales:

The proposed rates are set forth in the form of mileage scales and rates are provided for ten classes (1st, 2nd, 3rd, 4th, 5th, A, B, C, D, and E). Rates for the first four classes are graduated under five weight brackets ("any quantity," 2,000 pounds, 4,000 pounds, 10,000 pounds and 20,000 pounds). Rates in the 2,000 pound bracket are graded into the "any quantity" rates at 100 miles. Only one bracket of rates is provided for the last six classes (5 to E, inclusive). It is intended that in the 20,000 pound weight bracket rates for these six classes will be subject only to carload ratings and carload minimum weights (not to exceed 36,000 pounds) contained in the Western Classification and Exception Sheet.⁶ Otherwise, rates in each weight bracket are intended to be subject to any quantity or less carload ratings and to carload ratings and carload minimum weights (not to exceed 36,000 pounds).

The percentage relationship used in relating rates for the first four classes is 100, 90, 80 and 70 per cent, respectively. For classes 5 to E, inclusive, the percentage relationship to the first class rate in the 20,000 pound weight bracket is 60, 65, 55, 50, 45 and 40 per cent, respectively.⁷

The proposed less-truckload rates are, in general, lower than either the rates established for transportation within southern California by Decision No. 29480, as amended, in Case No. 4088, Part "M", and Case No. 4145, Part "B" (hereinafter referred to as the "M" scale of rates) or the rates established for transportation within central and northern California, by Decision No. 30370, as amended, in Case No. 4088, Parts "U" and "V", and Case No. 4145, Parts "F" and "G".

⁶ The terms Western Classification and Exception Sheet refer to Western Classification No. 67, C.R.C. No. 6 of J. P. Haynes, Agent, and Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 (L. F. Potter series), supplements thereto and successive issues thereof.

⁷ In justification of the percentage spread suggested, the examiner said: "It will be observed that the percentage spread employed is somewhat narrower than the spreads used in the past by this Commission and by the Interstate Commerce Commission in prescribing maximum class rates for rail transportation. The reason for this should become clear when it is remembered that the Commission is here concerned with establishing minimum rates and that in such connection the cost of performing the service assumes extreme importance. In developing maximum rates for rail transportation the factors of the value of the commodity, value of the service, and what the traffic will bear have greater force and often lead to higher rates on some commodities and lower rates on others than does the cost factor standing alone. This being true, the spread used in relating commodities according to differences from a cost standpoint must necessarily be narrower than when factors entering into maximum reasonableness are considered. Another consideration indicating that a spread as narrow as that employed is justified, is that the first class rates from which the truckload scales were computed are the rates for minimum quantities of 20,000 pounds. In the past, carload rail rates have ordinarily been computed from the 'any quantity' first class rate. It is reasonable to expect that when rates lower than the 'any quantity' first class rates are used as a base, the spread will be narrowed accordingly."

(hereinafter referred to as the "UV" scale of rates).⁸ As the Commission has not heretofore established truckload rate scales of general application for highway carriers, it is not possible to compare the proposed truckload class rates with any Commission-established rates for similar transportation. However, the proposed truckload class rates were said to compare favorably with the rates already established by the Commission for the transportation of specific commodities.

The proposed rate scales were not projected mathematically from any cost study introduced during the hearings but were developed after consideration of all the evidence and of the several elements of rate construction previously mentioned.⁹ Particular emphasis was placed upon the importance of having the rate structure sufficiently low to prevent a marked diversion of traffic to proprietary carriage and to promote favorable load and use factors.¹⁰

Numerous exceptions were taken both as to the form and as to the volume of the proposed rates. The strongest exception to the form was taken by certain highway and express common carriers whose operations are largely concentrated in Part "M" territory in southern California and who handle general merchandise traffic in shipments averaging less than 500 pounds in weight. These carriers insisted strenuously that a greater number of weight brackets should be provided. They argued that the most effective way to cope with proprietary competition is by providing a large number of weight brackets.

⁸ Decision No. 29480, supra, as amended, established a scale of rates for application between points within the territory bounded generally by Burbank and San Fernando on the north, Redlands, Yucaipa, Hemet Valley and Escondido on the east, the Mexican border on the south, and the Pacific Ocean on the west, in connection with shipments of less than 15,000 pounds, and fixed the charge for 15,000 pounds as minimum for heavier shipments. Decision No. 30270, supra, as amended, established a scale of rates for transportation of shipments weighing 20,000 pounds or less (a) between points in the general territory lying north of Gaviota Pass and the Tehachapi Mountains and (b) between Part "M" territory on the one hand and points lying north thereof but south of the counties of Madera and Monterey on the other hand and fixed the charge for 20,000 pounds as minimum for heavier shipments.

⁹ It was pointed out in this connection that "no formula has yet been devised by which reasonable and nondiscriminatory minimum rates can be determined with mathematical exactitude. Rate-making is largely a matter of ascertaining all the circumstances and conditions attending the transportation to be affected and of weighing a number of individual factors in the light of past experience and by the employment of trained judgment."

¹⁰ The examiners suggested that the carriers be admonished to hold up their rate structures where rates higher than the minimum rates could be successfully maintained. In this connection, they said:

"The record seems persuasive that the carriers need additional revenue if they are to continue to afford adequate service. On the other hand, it was quite clear that the establishment of less-truckload rates on the level which some of the cost studies indicated as necessary to a compensatory operation, would inevitably divert an appreciable portion of the available tonnage to proprietary carriage. It appears that the best chance of enabling the carriers to improve their net earnings lies in holding the minimum rate level sufficiently low to afford them a reasonable opportunity to meet existing and stem potential proprietary competition. It seems that their right to exercise managerial discretion in the fixation of those rates that would promote the free movement of traffic and thus tend to reduce their unit cost of operations and improve their net earnings, would be best recognized and preserved to them by following such a course. It is expected that the carriers will exercise their managerial discretion in adjusting their rates to the end that their net earning position may be improved, rather than to follow heedlessly the course of announcing the minimum rates as 'going rates' and thus needlessly dissipate their revenue."

thus achieving rates which will be closely comparable to the cost of performing the service within each particular bracket. They contended, moreover, that when only a few weight brackets are used, the spread between rates is necessarily substantial and encourages shippers to hold tonnage until they have enough to take advantage of the quantity rates. On the other hand, a representative of numerous northern California shippers, as well as the rail lines,¹¹ urged that the number of weight brackets be reduced claiming that, otherwise, small shippers who do not have sufficient tonnage to take advantage of the quantity rates will be prejudiced. One northern California carrier asserted that the shippers' practice of accumulating tonnage was not detrimental to the carriers' interests, in that quantity lots promote efficient use of equipment and, hence, should be encouraged rather than discouraged.

Another exception taken to the form of the proposed rate scales was that carload ratings were employed for truckload quantities. The rail lines claimed that less-carload ratings (Classes 1st to 5th, inclusive) should be used exclusively for shipments of all weights and that a weight bracket for 30,000 pounds should be added to give recognition to the added economy of handling heavy shipments.

The exceptions taken to the volume of the proposed rates were extremely varied and inconsistent. The most strenuous objections came from the same highway and express common carriers whose objections to the form of the proposed rates have just been outlined. These carriers contended (1) that undue weight had been given to testimony of shippers that proprietary operations would be resorted to unless rates were held at a low level, (2) that as a result, the proposed rates had been depressed below the cost of performing the service as developed in the cost studies of record, (3) that even though the rates established would be minimum in application, common carriers could not maintain higher rates and compete effectively with radial highway common and highway contract carriers whose rates are not published, (4) that based on a check of one week's business the proposed rates would reduce substantially the revenue of these particular carriers¹² and (5) that the inevitable result of the adoption of the proposed rates would be the bankrupting of the major southern California carriers and the discontinuance of service by them. These carriers advocated retention of the "M" scale and its extension throughout Riverside and Imperial

¹¹The excepting rail lines were: The Atchafalaya, Topeka and Santa Fe Railway Company, Delta Finance Company, Delta Terminal Railway Company, Northwestern Pacific Railroad Company, Pacific Electric Railway Company, Pacific Motor Trucking Company, Petaluma and Santa Rosa Railroad Company, Sacramento Northern Railway Company, San Diego & Arizona Eastern Railway Company, Santa Fe Transportation Company, Southern Pacific Company, Tidewater Southern Railway Company, Union Pacific Railroad Company, Visalia Electric Railroad Company, and Western Pacific Railroad Company.

¹²The estimated reduction in gross revenue for Pacific Freight Lines and Keystone Express Company was 8.51 per cent and for Southern California Freight Lines was 11.12 per cent.

counties. They stated that while the "M" scale might be objectionable in some respects, it was more desirable to them than was the proposed scale.

Counsel for the Motor Truck Association of Southern California stated that his organization is composed of several types of carriers, each of which specializes in particular classes of traffic and kinds of hauling and that, as a result, the views of its membership as to the reasonableness of the proposed rates were quite diversified.¹² He expressed the opinion that, in general, the suggested scales would be satisfactory to the majority of the carriers in the Association if the rates for distances of 30 miles and less and the rates in the 10,000 and 20,000 pound weight brackets were increased somewhat. Counsel explained that many of the members of his organization are engaged in the transportation of small shipments within a radius of 50 miles of Los Angeles, that the traffic congestion encountered in that territory results in unusually high operating costs, and that these carriers have no other traffic upon which they can depend to offset operations below full costs in the Los Angeles district. In connection with the 10,000 pound bracket he pointed out that the examiners' proposed rates are substantially below the "M" 10,000 pound rates. While he considered the "M" rates to be excessive in that bracket, this counsel thought that the reduction to the full extent suggested was not warranted.

Truck Owners Association of California objected to the rates proposed for distances beyond 50 miles. Its counsel contended that the level of the proposed rates was evidently influenced strongly by the testimony of shippers that higher rates would cause them to commence proprietary operations. He asserted, however, that proprietary operations were seldom practicable for distances in excess of 50 miles and argued that beyond such distances cost evidence should have been given greater weight. He urged the retention of the present "UV" rates for distances beyond 50 miles, using the proposed rates for shorter distances.¹⁴

Several other individual carriers urged that the proposed rate level be increased, claiming that it would result in revenue reductions which could ill be afforded.

The secretary of The Truck and Warehouse Association of San Diego and Imperial Counties stated that the membership of his

¹²This counsel stated that the rate problems of the common carriers included in the membership of his association are essentially different from those of the radial highway common and highway contract carriers, due to the differences in their modes of operation. He asserted that the common carriers render a high class service with frequent schedules and, as a result, experience higher operating costs than do carriers who are able to select their traffic and adjust their schedules so as to obtain maximum load and use factors.

¹⁴This association's counsel said that as between the uncertainty of losing traffic to proprietary carriage and the certainty of suffering losses of revenue due to operation at noncompensatory rates, his principals favored the former alternative.

organization was satisfied with the "M" scale for shipments weighing less than 10,000 pounds and did not consider the proposed reductions warranted in the any quantity, 2,000 pound and 4,000 pound weight brackets. He stated further, however, that his membership did feel that the proposed reduction in the 10,000 pound and higher weight brackets was proper and that even greater reductions should be made in some instances.

Contrary to the foregoing opinions, a representative of the Automotive Council of Orange County (an association composed of approximately thirty radial highway common carriers) expressed the opinion that the proposed scale was, in general, too high rather than too low and that any upward adjustment thereof would produce rates in excess of the cost of performing the service either by for-hire or shipper-owned trucks.

The rail lines, excepted to the proposed scale principally on the ground that the volume of spread between the any-quantity rates and quantity lot rates would influence shippers to hold and consolidate small shipments to obtain the benefit of the lower rates offered in the quantity lot brackets. The effect of this, they said, would serve to depress their revenue through a diversion of traffic from the higher any-quantity rates. They also argued that the spread employed would prefer large shippers to the prejudice of smaller shippers who are unable to accumulate sufficient tonnage to take advantage of the lower rates offered in the quantity lot brackets.

An inland water carrier operating in "UV" territory requested that the proposed "any quantity" rates be increased for distances over 50 miles. It claimed that for distances in excess of 50 miles proprietary competition on small shipments is not severe and that rates for the smaller shipments could accordingly be increased without resulting in a diversion of that class of traffic.

Shippers and shippers' organizations generally, as well as some individual carriers, were in accord with the proposed rates and urged that they be adopted without material change at least for a trial period.¹⁰ They stated that the suggested rates were more satisfactory than either the "M" or "UV" scales and asserted that higher rates would result in a considerably greater amount of proprietary carriage than currently exists. They also claimed that in many instances higher rates would exceed the value of the service and would force shippers to withdraw from certain of the markets in which they now compete.

¹⁰ Stockton shipper interests asked that the rates be lowered for distances up to 50 miles, alleging the existence of proprietary trucking from Stockton into San Joaquin Valley points, and several shippers asked for various miscellaneous downward adjustments.

As pointed out by the southern California carriers, the unit cost of transportation decreases as the weight of the shipment increases, until the capacity of the carriers' equipment is equalled. How many weight brackets should be employed in order to give recognition to this fact is highly debatable and no absolute rule for the determination of the question can be laid down. Against the advantage of having a rate structure closely related to the cost of transporting individual shipments must be weighed the disadvantages of a complex rate structure and the difficulty of measuring the difference in the cost occasioned by small weight variations. On the whole, we are of the opinion that the six weight brackets proposed by the examiners and hereinafter adopted give adequate recognition to differences in unit costs of transportation arising from differences in weights of shipments, will not create rate spreads between brackets of such a volume as to encourage accumulations of tonnage to any great extent and, at the same time, will enable the promulgation of a rate schedule which can be applied with comparative ease.

Except to the extent that truck carriers have been observing rail rates, the proposal to use carload ratings in computing rates for heavy shipments is without precedent in this state insofar as truck transportation is concerned. However, it is evident that transportation characteristics which may be controlling in determining ratings for shipments in small quantities may become relatively unimportant when heavy shipments requiring full use of the carriers' equipment are involved. This is evidenced by the fact that in numerous instances the Western Classification names identical ratings for carload quantities of given commodities but provides widely differing ratings for less-carload quantities of the same commodities or vice versa. The use of carload ratings appears to be essential if recognition is to be given to differences in the importance of particular transportation characteristics. It is imperative also, if effect is to be given, without undue confusion, to that portion of Section 10 of the Highway Carriers' Act requiring that minimum rates for highway carriers shall not exceed the current rates of common carriers.

In considering the merits of the exceptions taken to the volume of the proposed rates, it must be borne in mind that the legislation under which this proceeding was brought contemplates only that minimum and maximum rates will be established. The legislative intention that the carriers should retain the right and duty to exercise managerial discretion in adjusting rates within the intermediate zone is apparent both in the Highway Carriers' Act and in the coordinating provisions of the Public Utilities Act, the only exception being that

such adjustments must be shown to be justified by transportation conditions when resulting in rates lower than the rates of competing carriers or the cost of other means of transportation. Manifestly, different elements enter into the fixation of minimum or maximum rates than are considered in arriving at "going" rates. In the first instance the cost of performing the service, value of the service and competitive conditions requiring a depression of rates below the cost level are the primary considerations. In the second instance the value of the commodities and the ability of different commodities and types of hauls to contribute toward the aggregate transportation burden become of considerable importance. In the third instance all of the foregoing, as well as the intensity of the competition of other carriers and the desirability of one carrier's service above that of competing carriers, must be considered. In addition, the factor of "what the traffic will bear" is entitled to great weight. This is a factor which can be applied most intelligently by the carriers themselves.¹⁶

Assuming that the exact cost to efficient truck carriers of performing each individual haul were known and minimum rates for each haul were predicated strictly upon such costs with the provision that truck carriers could assess the rail rates for the same transportation if lower charges resulted, all truck carriers who observed such a basis rigidly would manifestly not enjoy compensatory operations. If because of the competition of proprietary carriage or of more efficient types of carriers any large amount of traffic is carried below cost, some other traffic must make up the deficiency if the carrier hopes to realize his full costs. The danger to the carriers' revenues of adhering strictly to the minimum rates is emphasized when minimum rates are predicated upon averages of conditions encountered throughout wide territories or in connection with varied types of transportation, for the reason that such rates will not be compensatory for hauls in which transportation conditions are unusually adverse. If the minimum rates are observed without deviation, the carriers will lose whenever they go below cost to meet the rates of more economical forms of transport, and whenever they perform transportation the cost of which is above the average. This being true, it is evident that if compensatory operations are to be attained each carrier must analyze its

¹⁶ A Commission witness testified as follows:
"The matter of adjusting rates so that the amount of traffic which will produce the greatest net return will be attracted is often referred to as making rates according to 'what the traffic will bear.' Contrary to the import of the phrase it has no reference to the greatest amount which the public can be made to pay. The theory is that the lower the rate the greater the volume of tonnage which will be attracted but the smaller will be the profit per ton. Hence a happy medium is sought between rates and tonnage, so that the carrier will be able to realize the greatest net return. This theory plays an important part in influencing managerial rate making policies as to fluctuations between minimum and maximum reasonable rates."

particular operations with the view of determining what part of its traffic is able to bear the portion of overhead costs which that traffic being handled below full costs for competitive reasons, or to meet the needs of commerce, would normally bear.¹⁷ In addition, each carrier must be sure that traffic which is unusually expensive to handle is paying its proper share.

The cost studies of record here contemplated "average" operations of efficient carriers. The projection of such costs into class rates presupposed that the average carrier would receive over a period of time the same mixture of tonnage as was used in developing the formula by which the cost projection was made. As a matter of fact, however, certain carriers specialize in high classed traffic whereas others concentrate on the movement of low classed traffic. Some enjoy advantageous load factors whereas the load factors of others are below average. Some haul in territories where costs are high; others where costs are low. The formula itself, while based on the best figures available, may not be entirely accurate. It must be apparent, therefore, that rates based strictly upon such cost studies and projection formula would inevitably be excessive for some operations and too low for others.

If we were to assume that minimum rates were to become the going rates in every instance, it would be necessary to establish class rates at a level sufficiently high to be compensatory for high class, dependable and expensive common carrier service where transportation conditions were adverse. Numerous special point-to-point rates and special commodity rates would then have to be provided for less expensive hauls. In addition, separate bases would have to be provided for carriers offering inferior services but having lower operating costs, and hence requiring a rate differential to compete effectively. The impracticability of such a plan is at once apparent.¹⁸ We limit ourselves to the task contemplated by the Highway Carriers' Act, i. e., the fixation of a

¹⁷ Ordinarily this will be traffic as to which proprietary operations are not practicable, or as to which the carrier renders more desirable service than is offered by competing carriers.

¹⁸ The Commission does not have before it at this time sufficient information from which could be ascertained the volume of rates necessary to provide compensatory operations for carriers performing high class and expensive service, which carriers under the first assumption would set the class rate level. Neither is there before us anything to show what movements would need special commodity rates because of more favorable operating conditions or because the cost rates would exceed the value of the service, or to show what carriers require a rate differential in order to offset inferiorities in service. Were the higher basis to be established for all carriers, there would elapse a considerable period of time before the necessary individual downward adjustments could be made, during which period certain carriers would be required to charge rates substantially higher than the cost to them of performing the service. This situation would seriously impede the movement of traffic and would undoubtedly divert an immense volume of tonnage to proprietary operations before adjustments could be made. In addition, the high rate level would attract to the field great numbers of new operators with whom the available tonnage would have to be shared. The result would be extremely detrimental both to the commerce of California and to the for-hire transportation industry and would be entirely inconsistent with the duty of the Commission to preserve for the public the full use and benefit of the highway consistent with the needs of commerce.

bottom level for rates so as to end destructive rate cutting practices, and where necessary, the fixation of a ceiling so as to prevent excessive rates, thus generally leaving to the carriers a bargaining zone within which they can adjust particular rates to meet their own transportation conditions, as well as the commercial needs of the shippers whom they serve.

There is before us here adequate evidence from which to determine the rate level below which no carrier should under ordinary circumstances be permitted to go in competing with other carriers. Certainly, stabilization of rates on this basis will have a salutary effect. We may then look into individual situations and determine whether upward adjustments should be made in particular rates in order to offset higher operating costs in the transportation affected thereby, or in order to compensate for differences in the desirability of the service offered by different classes of carriers, where it appears that the carriers are not able to maintain proper rate adjustments otherwise.

The conclusion that the carriers should hold their rates above the minimum level when transportation conditions warrant does not mean that the absence of competition justifies the exaction of unreasonably high rates. It means simply that the determination of what proportion of overhead charges is to be paid by given traffic shall be dependent upon the competitive conditions and the ability of that traffic to contribute toward the over-all cost of performing the service. The zone for fluctuation must be confined within the limits of minimum and maximum reasonableness, hence, contrary to the claims of certain carriers, the public will be in nowise prejudiced by allocating to one class of traffic that portion of overhead costs which other traffic cannot bear due to competitive or commercial conditions.

In one of the early decisions issued under the Highway Carriers' Act (Decision No. 28324 of November 4, 1935, in Case No. 3981) it was said: "In fixing such minimum rates there must be recognized the tendency for minimum rates to become going rates. Hence, if they are placed at too low a level the private carriers will, in practical effect, be forced to operate without a profit, or perhaps at a loss." However, the matter there involved was the fixation of minimum rates for the transportation of cement, a heavy moving commodity readily adaptable to contract carriage and as to which the rate charged, rather than the speed, frequency or dependability of the service afforded is the factor which influences the selection of carriers. The statement cannot be taken as a concession that minimum rates will or should become the going rates in connection with the movement of small shipments of general merchandise, for example, as to which common carriage is

peculiarly well suited and as to which the rate charged is often secondary to the service afforded.

Applying the foregoing conclusions to the problems of those carriers who have urged a substantial increase above the minimum rate level proposed, it seems clear that the principal objecting carriers offer relatively high class services with frequent schedules, for which the proposed rates would not be adequate in all instances. Nevertheless, the same fields of transportation are served by contract, radial highway common, and perhaps a few common carriers, who specialize as to commodities handled and types of hauls performed and who do not offer the same frequency of schedules and convenience of service. For the latter carriers, at least, the proposed rates appear adequate. In the same fields of transportation actual or potential proprietary operations are also present and rates higher than those proposed would undoubtedly further intensify the competition to for-hire carriers of this form of transport. Under these circumstances, the fixation of minimum rates of the general level set forth in the proposed tariff appears to be eminently justified. The assertedly disastrous effect which this action would have on the revenues of the objecting carriers need not follow if such carriers meet the minimum rates only in connection with movements in which contract or proprietary operations are practical and hold the balance of their rates sufficiently above the minimum level to give recognition to the added desirability of their services.¹⁹ The rate scales proposed by the examiners will be adopted.

It is believed that the volume of the rates herein established will have the beneficial tendency of discouraging to some extent the unwarranted entry of new carriers into the transportation field. However, as previously pointed out, the only means by which the public may be given the full advantage of low rates appears to be through limiting by legislation the transportation facilities in this state to that amount which will enable the carriers to obtain the lowest costs consistent with the rendition of adequate service.

Minimum Charges

General merchandise rates in both the "M" and "UV" territories are subject to a sliding scale of minimum charges ranging from 40 to 75 cents per shipment depending upon the weight of the shipment. An exception is provided in both rules that shipments having point of origin or point of destination on steamship wharves or docks at Los Angeles Harbor or Long Beach Harbor will be subject to a

¹⁹Transportation of shipments averaging less than 500 pounds, in which the objecting southern California carriers specialize, are manifestly not susceptible to transportation to any great extent by highway contract carriers, inasmuch as full loads could seldom be obtained under a limited number of contracts. While some such shipments may be transported by radial highway common carriers the fact that most shippers have regular movements to given points generally renders the employment of such irregular route carriers impracticable.

minimum charge of \$1.00 per shipment, regardless of weight. The tariff appended to the proposed report contains a somewhat different minimum charge rule. It provides in general that the minimum charge per shipment shall be the charge provided for a shipment weighing 100 pounds at the applicable class rate, but not less than the charge contained in a sliding scale similar to that in effect in "M" and "UV" territories. The \$1.00 minimum for movements to and from Los Angeles Harbor docks is retained.

Southern California carriers objected to the adoption of the charge for 100 pounds at the class rate as the basis for computing the minimum charge. They pointed out that in some instances it would produce higher charges than those now in effect and asserted that it would cause a diversion of small shipments to the United States Parcel Post or to carriers not bound by the order herein. Other carriers contended that the proposed sliding scale of minimum charges was itself excessive, even if it were applied independently of whether or not the charge for 100 pounds at the class rate were higher. They claimed that Railway Express Agency or other carriers whom the examiners proposed to exempt for shipments of less than 100 pounds will be able to garner the traffic unless the minimum charge of competing carriers is kept relatively low. In addition, the Truck Owners Association asked that the \$1.00 minimum be extended to cover movements into and out of San Francisco Bay ports.

While the principle of varying the minimum charge according to the volume of the class rate is no doubt sound in the absence of competition from carriers publishing charges for shipments of less than 100 pounds in the form of sliding scales, the giving of full effect to such principle here would, according to the evidence, prejudice for-hire carriers to some extent in competing with exempted carriers and with the United States Parcel Post. Rules providing for alternative application of rates of exempted carriers would relieve this situation in part, but the tariff difficulties encountered in publishing minimum charges equivalent to those maintained by the Railway Express Agency, Inc., for example, would preclude common carriers from taking full advantage thereof. In any event, such rules would not provide a competitive equality with the United States Parcel Post. The suggested use of the applicable class rate in determining the minimum charge will not be adopted but, instead, the sliding scale of charges employed in the "UV" scale will be substituted.

The minimum charge of \$1.00 proposed for movements into and out of Los Angeles Harbor docks was carried forward from the Part "M" order, it having been included there on the basis of a specific

showing of traffic congestion, delays and other factors causing increased costs to the carriers. However, there is nothing in this record to indicate that similar conditions exist at other ports and, therefore, the application of the \$1.00 minimum charge will not be extended.

Point-to-Point Rates

Relying principally upon the facts (1) that railroads and other common carriers have long maintained rates for transportation between San Francisco Bay territory and the Los Angeles metropolitan area relatively lower than rates maintained for equivalent distances between other points in the state, (2) that an unusually heavy volume of tonnage moves between the territories mentioned, enabling the carriers to experience favorable use factors, and (3) that such tonnage is distributed rather evenly as between northbound and southbound movements, making possible the obtaining of relatively high load factors, the examiners proposed the establishment of point-to-point rates, lower than the mileage rates which would otherwise be applicable. The point-to-point rates are identical with the rates in the 280-200 mile mileage bracket of the general scales. Under this plan, San Francisco, Sacramento and Los Angeles territories would be bounded, and the special rates would be published to apply from and to all points within the described boundaries.²⁰ In addition, it was suggested that when lower charges resulted, the point-to-point rates be applied from and to intermediate points along certain designated highway routes which, roughly, cover the normal routes from San Francisco to Los Angeles through the San Joaquin Valley and via the Coast, as well as the normal routes from Sacramento through Stockton and the San Joaquin Valley. No route from Sacramento to Los Angeles via the Coast was proposed.

No one denied that the conditions peculiar to transportation between San Francisco Bay and Los Angeles territories justified the establishment of point-to-point rates. However, certain carriers urged that such rates be restricted to apply from and to the points named only, allowing the mileage rates to apply from and to intermediate points. On the other hand, certain shipper interests asked that the intermediate application of the point-to-point rates be not only retained but extended to include additional routes.

The principal carriers seeking restriction of the application of the point-to-point rates were the rail lines. They pointed out that non-intermediate rates had long been maintained between the territories involved but asserted that the conditions justifying the lower rates

²⁰The suggested San Francisco territory embraced roughly the territory between San Francisco on the north, San Jose on the south, the Pacific Ocean on the west and Richmond on the east. The suggested Sacramento territory includes only Sacramento and points located within one mile of the city limits thereof. The suggested Los Angeles territory embraced roughly San Fernando on the north, Pasadena on the east, the Pacific Ocean on the west and Seal Beach on the south.

between the termini were not attendant in connection with intermediate transportation. The depressing of the intermediate rates, they contended, would result in an unnecessary and unwarranted loss of revenue. They conceded, at the same time, that water competition, the factor upon which such nonintermediate rates were originally predicated, had since disappeared. The rails asked that in the event the rates finally established were made to apply from and to intermediate points, points located on the normal rail routes, as well as those located on the specified highway routes, be considered as being intermediate.

Shipper organizations in Sacramento and Stockton contended that the point-to-point rates should apply between those cities, on the one hand, and the Los Angeles Basin area on the other hand, via highway routes through San Jose and Santa Barbara. They argued that under the proposed application San Francisco Bay district shippers would be able to serve cities in the area adjacent to Santa Barbara and Ventura at the lower scale of point-to-point rates, whereas shippers in their respective cities would be forced to pay the higher scale of distance rates, although the distance traversed would, in each instance, be approximately the same. This situation, they asserted, would unduly advantage San Francisco Bay industries to the disadvantage of Sacramento and Stockton industries.

Two shippers who operate plants at White Hills and Lincoln, both of which are points located outside the areas from and to which the rates were proposed to apply, asked that the point-to-point rates be made available to their traffic. These shippers asserted that certain industries with which they compete are located within the areas between which the point-to-point rates were proposed to apply and would secure the benefit of the lower point-to-point rates. The Lincoln shipper asked that Lincoln be included specifically as an origin and destination point; the White Hills shipper asked that White Hills be considered as an intermediate point on the Coast Route. Also, on the grounds that certain condiments requiring low rates were shipped in quantities from Vacaville, a request was made for inclusion of that point as an origin from which the point-to-point rates would apply.

The heavy volume of tonnage moving between the territories under consideration, and the even distribution of such tonnage as between northbound and southbound movements, undoubtedly permits the obtaining of favorable load and use factors in connection with transportation between those territories. The lower costs resulting from these more favorable load and use factors and a consideration of the rates now in effect lead us to conclude that the proposed minimum point-to-point rates are reasonable and nondiscriminatory.

Considering that the load and use factors encountered in transportation between the termini are probably improved by the inclusion of intermediate traffic and that in any event it costs no more to pick up or deliver freight at such intermediate points moving the equipment partially loaded and partially empty than to transport a full load the entire distance, the terminal rates should clearly be made to apply at directly intermediate points. But it is different when departures are made from normal routes. Under such circumstances the load or use factors are ordinarily decreased and the distance traversed is increased. Between Stockton and Los Angeles, for example, the normal route is through the San Joaquin Valley, the route via the Coast being 138 constructive miles longer.²¹ Obviously, carriers transporting from Stockton to Coast points, or in the reverse direction, will not traverse equivalent mileage, encounter similar transportation conditions or experience as favorable load and use factors as will those carriers operating directly through the San Joaquin Valley and serving only the terminal points or points directly intermediate thereto. On this record an alternate route from Sacramento and Stockton via the Coast is not justified.

Nor should the competitive situations of the Lincoln and White Hills shippers be taken care of by the extension of the point-to-point rates to cover broader territories or to apply from and to points which are not in fact intermediate. While it may be said that the inclusion of Lincoln in the Sacramento group, or the authorization of a departure from the normal route to serve White Hills, would not increase the distance over which the point-to-point rates apply to any great extent, those rates are sensitive to several factors other than distance. If distance were to be taken as the sole guide, and gradual extensions such as those here sought were granted, eventually only the state boundaries would limit the distance for which application of the point-to-point rates would be sought. Where circumstances surrounding particular transportation justify lower rates, relief should be accorded through the establishment of commodity rates. This is also true in the case of the Vacaville shipper. These matters will be discussed further under the heading "Commodity Rates."

The extension of the point-to-point rates to include points located off the normal highway routes but on main-line rail routes is not justified. In the first place, the economies experienced by rail lines in having a heavy volume and even distribution of tonnage between terminal points are lost if many intermediate stops must be made enroute. In the second place, the normal route of one rail line operat-

²¹ The constructive highway mileage from Stockton to Los Angeles via the San Joaquin Valley is 274 miles and via the Coast is 512 miles.

ing between San Francisco and Los Angeles (The Atchison, Topeka and Santa Fe Railway Company) is so circuitous that its authorization for use in applying the point-to-point rates would extend the application of those rates to points as far east of Los Angeles as San Bernardino. Rail carriers must be permitted to apply the point-to-point rates from and to points located on the highway route, in order that they will have a competitive equality with highway carriers. Similar competitive conditions do not obtain at other intermediate rail points; hence a further extension of the point-to-point rates is not justified. Intermediate application of the point-to-point rates at rail points not located on normal highway routes will not be authorized.

One-Terminal and Two-Terminal Rates

The proposed tariff provides that rates for shipments weighing less than 10,000 pounds originating at or destined to carriers' established depots (one-terminal rates) will be 5 cents²² less than the store-door to store-door rates for the same distances, and that rates for such shipments moving between carriers' established depots (two-terminal rates), will be 10 cents less than the corresponding store-door to store-door rates. This proposal was predicated mainly upon a cost study introduced by the Commission's engineer, which study indicated that highway carriers experience a saving in terminal costs on shipments of less than 10,000 pounds handled to or from their depots by shippers and consignees, but that on shipments in excess of that amount no substantial saving under the cost of picking up and delivering the shipments at store-doors is realized.

The rail lines agreed that there should be a differential of 5 cents per 100 pounds between store-door and terminal rates but contended that such a differential should be permitted for shipments of all weights. They asserted that at numerous stations the amount of traffic handled is insufficient to warrant the maintenance of pickup and delivery equipment and that, consequently, rail patrons must necessarily call for freight at and deliver it to the rail depots. The rails pointed out that truck carriers ordinarily render store-door service at such points and contended that, therefore, the latter class of carriers would have an advantage over the rail lines unless the rails were able to offer a rate differential equivalent to the cost to the shipper of bringing the property to the rail depot and the cost to the consignee of carrying it from the rail depot to his place of business.

A southern California highway carrier suggested that a graduated differential be provided in lieu of the flat 5 cent differential proposed, contending that the unit saving to the carriers in having shipments

²² Rates herein are stated in cents per 100 pounds, unless otherwise specified.

brought to or taken from their depots by shippers or consignees diminishes as the weight of the shipment increases. As an alternative, this carrier suggested that a single line of rates be established, with no differentiation between classes of services being made.

Certain warehousing interests in Los Angeles asked the establishment of a differential of 3 cents, with a minimum net rate of 7 cents per 100 pounds, between store-door and one-terminal rates, in connection with shipments weighing 10,000 pounds or more. In justification, they stated that, assuming the suggested rate scales were adopted by the Commission, the 3 cent differential would produce one-terminal rates of approximately the same volume as are now produced by making the presently authorized 5 cent deduction from the "M" scale now applicable in their territory. They asserted that a differential of 3 cents would not unduly encourage shippers and consignees to use their own equipment in hauling to and from depots in lieu of the carrier's pickup and delivery equipment. They claimed, in addition, that the inbound movement into storage warehouses is the equivalent of a pickup for which the carrier receives compensation and that outbound movements should therefore be accorded the equivalent of a terminal rate. The warehouse interests stated that their business depends largely upon their ability to compete with other means of distribution, and expressed the fear that shippers would employ other distribution channels unless accorded a differential under the store-door rates in connection with outbound movements from warehouses. One warehouseman took the opposite position, claiming that the examiners were correct in proposing that no terminal differential should be provided in connection with shipments weighing more than 10,000 pounds.

The practice of according a lower rate for the performance, by shippers or consignees of pickup and delivery has, in the past, been predicated to some extent upon the belief that it results in saving the carriers the cost of performing the services themselves. The cost studies of record here show that this is not the fact insofar as shipments of 10,000 pounds or more transported by highway carriers are concerned and, if costs were the only consideration, the examiners' proposal would be sound. However, consideration must also be given to the attributes of each class of carrier in order that the rates established will permit each to compete for traffic on equal terms.

Pickup and delivery service is not an attribute inherent in rail transportation. Rather, it is an auxiliary service which rail carriers have found necessary to offer in order to compete effectively with truck carriage, in which store-door service has been rendered from its inception. Consequently, in the absence of a showing of discrimination, the rails should not be compelled to provide pickup and delivery service at

points where they do not desire to do so. Moreover, they must be permitted to maintain rates for the depot-to-depot service which they do offer sufficiently low to place themselves on a competitive equality with the store-door service of highway carriers. However, it is apparent that the inability of the rails to compete with highway carriers is present only at those points where a pickup and delivery service is not maintained and does not obtain in the cities and communities where such services are offered. The rail carriers will be permitted by an appropriate rule to construct one and two-terminal rates for shipments of 10,000 pounds or more 5 cents and 10 cents less, respectively, than the corresponding one and two-terminal rates, subject, however, to the provision that each allowance or deduction shall not exceed the minimum rate herein established for transportation of a like kind and quantity of property for distances of not more than 3 miles and subject also to application only at those stations where pickup and delivery service is not rendered by them. Vessel carriers or other carriers offering only depot service will be accorded similar authority for like reasons.

The proposal of the warehouse interests for a differential in connection with warehouse traffic finds little support in the record. The rates suggested for quantities in excess of 10,000 pounds closely approximate the cost of performing either store-door or terminal service, as shown by the cost studies of record, and the authorization of a deduction therefrom would manifestly produce noncompensatory rates. In the absence of a showing that transportation of shipments weighing more than 10,000 pounds moving out of warehouses can be performed profitably at rates lower than those herein established, or that competitive conditions require that such transportation be performed at rates below full cost, no reason for providing the differential sought appears. While it is appreciated that traffic which has moved into a warehouse has already been subjected to a transportation charge, this alone does not justify the performance of the outbound transportation at noncompensatory rates.

Commodity Rates

The establishment of any new commodity rates was not recommended in the proposed report. However, it was suggested that several decisions in which minimum rates had been already established for the transportation of certain specific commodities be cancelled and the rates incorporated in the tariff to be issued as a result of this proceeding. This proposal was prompted by the fact that it would reduce the number of outstanding rate orders and thus serve to facilitate the task of determining the applicable rate. No recommendations were made as to what changes, if any, should be made in the previously

established commodity rates but it was proposed that the rules and regulations by which those rates were formerly governed be altered to reflect minor changes shown to be desirable by evidence received on later and more extensive records and to promote consistency with the rules and regulations governing the class rates. Accordingly, the rules and regulations proposed to govern the application of the commodity rates were similar to those proposed to govern the application of the class rates, except in instances where the character of the commodity involved, or of its transportation, required the retention of special rules.

No exceptions were taken to the proposal to carry forward the previously established commodity rates into the tariff to be issued as a result of this proceeding or to the making of the suggested minor changes in rules and regulations. However, several shippers took exception to the failure to include in the tariff, or to otherwise provide for, a continuance of commodity and special contract rates which those shippers were using in the distribution of their products. The failure to continue these rates would, they said, disadvantage them in competing with other manufacturers of similar commodities who were in a position to use carload rates, or who were more advantageously located to consuming markets.²³

The Truck Owners Association of California and the Sacramento Chamber of Commerce requested that commodity rates be established for the transportation of an extensive list of commodities handled by wholesale grocers. They suggested that the fourth and fifth class rates proposed by the examiners for shipments of 20,000 pounds be established to apply on shipments of groceries weighing 20,000 pounds and 30,000 pounds, respectively. Also, the General Food Corporation requested that truckload commodity rates be established on certain food products moving from Los Angeles to Sacramento, San Francisco and intermediate points. In support of these proposals it was asserted that groceries and food products are necessities of life which move in heavy and consistent volume and should therefore be accorded the benefit of low rates. It was argued that food products are highly susceptible to proprietary carriage, and that the tendency of shippers to divert this traffic to that form of transportation has gained considerable momentum since establishment of the "TTV" scale of class rates.

²³ More particularly, Armstrong Cork Company, an eastern manufacturer which distributes linoleum and felt-base floor coverings from San Francisco, asked that a rate of 66 cents (in lieu of the 90 cent class rate) be provided for the transportation of these commodities from San Francisco to Los Angeles, that being the rate presently paid for such transportation. In justification, the company's traffic manager stated that his firm competes in the Los Angeles market with one located in Emeryville. The latter firm manufactures roofing and building materials as well as floor coverings, and ships in carload quantities into the Los Angeles market at a rate of 24 cents. Armstrong Cork Company now absorbs the difference in freight charges in order to be competitive in the Los Angeles market, but, assertedly, cannot continue to do so if the rate under which it ships is increased.

These carrier and shipper representatives claimed that the only possibility of retaining and recapturing the food products traffic for for-hire transportation lies in the establishment of specific commodity rates.

The Sacramento Chamber of Commerce also requested that onion powder, garlic powder, onion chips and garlic chips be added to the commodity description of canned goods, and, as we have previously indicated, that Vacaville be included as a point of origin and destination in the application of the special canned goods rates. It urged that these commodities were comparable to condiments already included in the canned goods description and that a manufacturer of these commodities at Vacaville requires low rates to market his products.

In addition, the Sacramento Chamber of Commerce suggested that a rule be established to provide that the applicable rate on shipments of groceries involving split deliveries to points on "loop" routes be determined by using the distance from point of origin to the furthest point of destination, rather than to use the distance to the last point of destination. The El Rey Products Co. of Los Angeles requested the establishment of a similar rule for split delivery shipments of roofing materials and composition shingles. Such a rule was said to be essential as shippers frequently route their trucks by "loop" routes in order to avoid non-productive mileage and thus to reflect economical operations. It was stated that, therefore, if for-hire trucks are to meet proprietary competition in this respect the rates must be kept low enough to approximate the actual cost of operating shipper-owned trucks.

Requests were also received to provide an estimated weight for redwood lumber of not more than 2,500 pounds per 1,000 board feet, in lieu of the present estimated weight of 2,300 pounds, and to apply "Lumber and Forest Products" rates on asphalt composition shingles, asphalt and asbestos siding, and roll-roofing. As pointed out under the heading of "Point-to-Point Rates," a shipper at Lincoln sought special rates for the transportation of clay and clay products from Lincoln to Los Angeles territory and a shipper at White Hills sought a special rate for the transportation of infusorial earth from that point to San Francisco.

The request that commodity rates be provided for the transportation of groceries and food products appears justified insofar as those items which have a relatively high density and which possess reasonably favorable transportation characteristics are concerned. The steady flow of tonnage from central distributing points makes proprietary operations peculiarly practicable in this field and recognition of this fact should be given in the established minimum rates. How-

ever, it does not appear that a commodity group as extensive as that heretofore used by common carriers should be employed. Distinctions in transportation characteristics of different commodities should be reflected in the rate structure to the fullest extent possible and the threat of proprietary competition would seem to be given adequate recognition if a limited grocery group excluding those commodities which are not items of food or drink be provided for minimum weights of 20,000 pounds and 30,000 pounds, such group to be rated at 4th and 5th classes, respectively.*

The class rates herein established are no higher than the cost of performing the service as shown in the record. Consequently, a further depression of such rates for the purpose of equalizing marketing conditions should only be made upon a record which establishes clearly the need therefor. In the instance of Armstrong Cork Company it is true that this company will be required to pay more for transportation of its product from San Francisco to Los Angeles in less-carload quantities than will its competitor for transportation from Emeryville to Los Angeles in carload quantities. This is natural in view of the difference in the sizes of the shipments made and the cost of handling. Whether or not the difference in rates would foreclose this shipper from the Los Angeles market depends upon his comparative inbound transportation and manufacturing costs, the volume of which have not been shown. In the instance of the Lincoln shipper, the record is similarly devoid of specific evidence as to the extent of the commercial competition which must be met and as to the conditions relied upon as showing that rates lower than full costs are necessary. Nor has the Vacaville shipper shown that his products cannot bear rates based upon the cost of performing the service.

The White Hills shipper of infusorial earth has shown his competitive disadvantage in greater detail. He has made it evident that a competitor ships the same commodity from Torrance to the San Francisco territory in truckload or carload lots (quantities similar to the quantities which the White Hills shipper ships) and, under the proposed basis, will enjoy a lower rate in some instances. Assuming that production costs of these competing shippers will not differ materially, the transportation costs of the Torrance shipper will represent the value of the service to the White Hills shipper. A special commodity rate, equal in volume to the Torrance rate, will be established for the transportation of infusorial earth from White Hills

* In past orders it has been felt that reductions in ratings caused by the use of liberalized packing rules would obviate the need for commodity rates of this nature. However, for the reasons hereinafter set forth, modified packing requirements are being provided and the need for a "grocery" group thus becomes more pressing.

to the San Francisco territory, applicable also to points directly intermediate thereto via the normal route.

No sufficient reason for adding other commodities to the "Lumber and Forest Products" description has been shown. However, an estimated weight of 2500 pounds will be added for seasoned redwood lumber.

Onion powder, onion chips, garlic powder and garlic chips will be added to the "Canned Goods" commodity group as requested, a grocery group will be provided, commodity rates applying on infusorial earth will be named from White Hills to the San Francisco territory, and the rates established by Decision No. 31208 in this proceeding for the transportation of sugar from San Francisco and Crockett to Los Angeles will be added in the tariff.²⁵ Otherwise, no further commodity rates will be established at this time.

The problem of providing a special rule for the performance of split deliveries over a "loop" route does not appear to be peculiar to the transportation of groceries or roofing materials and will therefore be considered later under the heading of "Split Pickup and Split Delivery."

Classification of Commodities

As hereinbefore indicated, it was proposed that articles be classified according to less-carload or carload ratings (depending upon weight of the shipment) contained in the Western Classification and Exception Sheet. This proposal carried certain exceptions, the principal of which were (1) that special ratings should be provided for beverages, canned goods, empty carriers returning, fresh cut flowers, dried fruit, fruit pits, salt, sugar and domestic wine, (2) that various rules of said publications would not be applicable, (3) that articles would not be subject to the packing requirements of said publications, (4) that if two or more ratings are provided in said publications for an article in the form in which it is shipped, subject to different packing requirements, the lowest of such ratings would apply, and (5) that when the carload minimum weight provided in connection with carload ratings in said publications exceeds 36,000 pounds, it would be considered as being 36,000 pounds.

Some contentions were made in the exceptions to the proposed report and at the oral argument that ratings contained in the Western Classification and Exception Sheet were developed to reflect the characteristics of rail movement and were not related to the character-

²⁵ Upon representations that competitive conditions required the establishment of rates for the transportation of sugar in truckloads from San Francisco and Crockett to Los Angeles, hearings were held independently of the hearings in the general phase of this proceeding and said Decision No. 31208 was issued in advance of the issuance of the present order.

istics of truck transportation. For the most part these contentions were based on the claim that such ratings were developed during a period in which the rail lines enjoyed a virtual monopoly in the transportation field and that, hence, they gave greater recognition to the value of the commodity and other considerations of that nature, than they gave to density and other characteristics affecting the cost of transportation. While it was conceded that the reduced spread between class rates, as proposed, gave partial consideration to the added importance of cost in a minimum rate structure for truck transportation, it was argued that this treatment merely lessened the effect of the deficiencies of the Western Classification and Exception Sheet and did not serve to correct them. It was urged that a new classification of commodities be developed, based upon density studies which were said to be readily available. Also, as pointed out under the rate scale discussion, the opinion was expressed by one carrier that only less-carload ratings should be used.

In general, however, shippers and carriers were in accord that the Western Classification and Exception Sheet ratings, both less-carload and carload, should be adopted. Only two objections were made to the commodity exceptions suggested by the examiners. Railway Express Agency, Inc., supported by numerous of its shippers, asked that the double first class rating proposed for cut flowers be changed to first class. It stated that cut flowers had moved under a first class express rate since 1914, that a large volume of business had been developed as a result of that rate, that the sale of this commodity is highly competitive and that a double first class rating would curtail movements of all but the high priced varieties. Sacramento Chamber of Commerce asked that the rating for ice cream be reduced from first to second class, claiming the commodity could not bear higher than a second class rate and that proprietary operations would be compelled if the reduction were not made.

The rail lines also objected to exclusion of certain of the classification and exception sheet rules and to the proposal that a minimum weight of 26,000 pounds be substituted for any higher weight minima specified in connection with classification or exception sheet ratings.

Most strenuous objections were directed by the rail lines and by certain highway carriers to the proposal that packing requirements be disregarded in rating commodities. It was argued that adequate packing requirements are essential if the carriers are to be protected against excessive loss and damage payments and that observance of Western Classification and Exception Sheet packing requirements should not prove unduly arduous to shippers. It was contended, moreover, that

methods of packing have a strong influence on ratings and that incongruous and discriminatory ratings would result from the proposed disregard of packing requirements.

While the Western Classification and Exception Sheet ratings were designed principally for rail transportation, they appear to give reasonable recognition to characteristics affecting truck transportation and to provide the most suitable and comprehensive means of classification presently available. By providing distinctions between less-carload and carload ratings, these publications give effect to the different importance to which density and other characteristics are entitled as between large and small shipments. The proposal in this regard will be adopted. Also, the sought reduced ratings for cut flowers and ice cream will be granted.

A careful consideration of the rules which the rail lines urged be retained fails to disclose any which may be adopted on this record. It is conceivable that certain of them may later prove necessary or desirable, but in general they relate to operating practices or to restrictions which are not appropriate for a minimum rate order.

The objection to the substitution of a minimum weight of 36,000 pounds for all higher weight minima was apparently made without due consideration being given to the fact that such substitution is only proposed when classification and exception sheet ratings are being used in connection with the proposed minimum truck rates. It is not proposed to be applicable when truck carriers assess rail carload rates under provisions authorizing alternative use of common carrier rates. Classification and exception sheet minimum weights were designed to promote efficient loading of rail cars, the weight-carrying capacity of which exceeds that of ordinary truck equipment by a substantial amount. A maximum weight much in excess of 36,000 pounds would often compel truck carriers to furnish more than one unit of equipment for a single shipment and would tend towards inefficiency rather than efficiency in loading. In that field of transportation in which the truck is the rate-making carrier the truck is entitled to set the going rate (within the bounds of minimum and maximum reasonableness) and to use a minimum weight which will promote efficient loading of truck equipment.

There is considerable merit in the contention of rail and highway carriers that disregard of classification and exception sheet packing requirements results in anomalous ratings. On the other hand, the classification and exception sheet requirements are extremely stringent and it is at least doubtful that they are necessary without deviation in connection with truck transportation. The rule proposing that packing requirements be disregarded is identical with the packing rule by which

both the "M" and "UV" scales are governed. The latter rule was predicated upon the conclusion that classification and exception sheet ratings were not appropriate for truck transportation and upon the fact that information from which necessary modifications of such requirements could be made was not available in the "M" and "UV" records. The present record similarly lacks sufficient evidence from which can be determined what modifications of classification and exception sheet packing requirements are necessary to make them appropriate for truck transportation and the adoption of those packing requirements without change for use in applying minimum rates would manifestly be improper. The rule in effect in "M" and "UV" territories will be carried forward here. (See Decision No. 31607 of December 27, 1938, in Cases Nos. 4088 and 4145 relative to the interpretation of this rule.)

Use of Gross Weights

Consistent with the usual practice of highway carriers, a rule was included in the proposed tariff providing that charges should be based on gross weights, no allowance being made for the weight of containers. Railway Express Agency, Inc., supported by California baling and fishing interests, asked that bread, cake and fresh fish (including shell fish) be permitted to move under net weights. As to bread and cake it was stated that the shippers use different means of packing (cartons, boxes, crates, baskets or tins) and that the net weight basis places the shippers on a competitive equality. As to fresh fish it was represented that ice or some other refrigerant must be placed in the container but that the weight thereof varies materially according to climatic conditions. It was asserted that unless transportation charges be computed on the basis of net weights, consignees would not be able to compute them in advance of arrival of the shipment and, therefore, could not compute a proper selling price. As to all of these commodities, it was stated that the net weight basis has been applied by Railway Express Agency, Inc., for many years, both on interstate and intrastate traffic; that a considerable volume of traffic has been developed through the use of that basis; that the commodities involved are essential food items on which the value is low and the margin of profit small; and that carriers other than Railway Express Agency, Inc., do not engage in this transportation to any large extent.

Ordinarily, the logical basis for computing transportation charges is through the use of gross weights, for the reason that the weight of a given quantity of freight and also the amount of space which it will displace varies considerably according to the type of containers in which it is packed. Weight and density of the commodities transported are, of course, important elements in determining load factors and in

reducing vehicle costs to a unit cost or rate. However, it appears that the discarding of the net weight basis for bread, cake and fresh fish would disrupt long-established trade practices without providing any great compensating benefit and would interfere with the free movement of this traffic.²⁰ The net weight basis will be authorized in connection with the transportation of these commodities.

Mileage

The basis proposed to be adopted for constructively increasing highway mileages to offset grades, traffic congestion and other adverse operation conditions was that prescribed by the Commission in Decision No. 30000, as amended, in Part "N" of Case No. 4088, subject to the exceptions: (1) that rates to and from all points within the limits of a single incorporated city (other than Los Angeles) or within any of the designated pickup and delivery zones shall be computed from and to a specified mileage point, (2) that distances from or to points within the Los Angeles pickup and delivery zone shall be computed from and to the mileage point designated for such zone and that distances from and to points within the Los Angeles city limits, but outside of such pickup and delivery zone, shall be computed from or to the precise point of origin or destination (as the case may be), (3) that distances from or to Wilmington, San Pedro, East San Pedro and Long Beach will be computed from or to Wilmington, (4) that distances from or to points in unincorporated communities within a one mile radius of the rail depot or post office shall be computed from or to such rail depot or postoffice, and (5) that mileages from or to points within the Oakland and San Francisco pickup and delivery zones on the one hand, and points located more than 70 miles distant from the Oakland pickup and delivery zone on the other hand, shall be based on the average distance from or to the Oakland and San Francisco pickup and delivery zones.

By a decision issued this day in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246, the Commission has prescribed a new basis for constructively increasing highway mileages and has obviated thereby the need for the special provisions regarding the computation of distances from and to Los Angeles. It will still be necessary to provide for the grouping of Los Angeles Harbor points

²⁰In *Oak Grove Dairy Creamery vs. Adams Express Co.*, 19 I.C.C. 454, the Interstate Commerce Commission required the use of net weights in assessing charges on cake. Effective February 1, 1914, a complete readjustment in express rates was made and both bread and cake were subjected to the net weight basis. In *Express Classification 1920*, 59 I.C.C. 265, and again in *Express Rates on Cake*, 74 I.C.C. 234, the propriety of the net weight basis for bread and cake moving in interstate traffic was reaffirmed. According to the record, these commodities move both in intrastate and interstate commerce, hence the maintenance of different bases would manifestly result in considerable complexity and confusion, and in some instances would disadvantage California shippers engaged in competing with interstate shippers in the sale of these commodities within this state.

and of San Francisco and East Bay points. The San Francisco Chamber of Commerce asked an exception that the latter grouping be made effective as to all points within 40 miles of either the Oakland or the San Francisco zone, in place of 70 miles from the Oakland zone as proposed by the examiners. It claimed that the 70 miles was an arbitrary distance whereas 40 miles would give effect to certain natural boundaries. Oakland Chamber of Commerce objected to this proposal, claiming that it would deprive East Bay shippers of the advantage of their geographical location.

No reduction below the 70 mile distance proposed appears justified. The use of average mileages generally produces rates from and to the Oakland zone higher than would otherwise be applicable and while this is undoubtedly justified by transportation and commercial conditions as to the longer hauls, the extending of the average mileage basis to hauls of only 40 miles would increase the rates otherwise applicable by an unwarranted amount. It does appear, however, that such 70 mile distance should be computed either from the Oakland or San Francisco zone, whichever results in the shorter mileage, in order to preserve to each city the full advantage of its geographical location as to nearby points.

Split Pickup and Split Delivery

In "M" territory the split pickup and split delivery rules now in effect provide that these services may be performed in connection with composite shipments weighing 4,000 pounds or more, subject to an additional charge of 1 cent per 100 pounds, minimum charge 25 cents per split. Under these rules, charges are computed at the rate applicable to the composite shipment from the highest rated point of origin to point of destination, or from point of origin to the highest rated point of destination, as the case may be. In "UV" territory the rules differ in some respects. There, the services may only be performed as to shipments weighing 10,000 pounds or more, subject to an additional charge of 85 cents per delivery in excess of one. Charges are computed according to the shortest constructive mileage via the several pickup or delivery points. The rules in the tariff accompanying the proposed report differ in some respects from either of the foregoing bases. Under them, split pickup or split delivery could be performed only in connection with shipments weighing 10,000 pounds or more, subject to additional charges ranging from \$1.50 for two component parts to 25 cents per component part for eleven or more. As under the "UV" scale, charges are computed according to the shortest constructive mileage via the several pickup or delivery points.

Generally speaking, the theory that additional charges should vary according to the number of splits met with approval, although the rail carriers did object to these services being authorized to any extent whatsoever and other parties claimed that the "M" basis was preferable. However, strenuous objections were made to the proposal that the rendition of split pickup and split delivery be limited to shipments weighing 10,000 pounds or more. Certain carriers and shippers urged that the weight limitation be reduced to 2,000 pounds for distances of 100 miles or less and to 4,000 pounds thereafter; others asked only that it be reduced to 4,000 pounds for all distances. In support it was claimed (1) that the limitation of 10,000 pounds would preclude many shippers from taking advantage of the rules due to their not having sufficient tonnage, (2) that proprietary competition was intense as to shipments between 2,000 and 10,000 pounds for short distances and between 4,000 and 10,000 pounds for greater distances, and (3) that the spread between the 4,000 pound and 10,000 pound rates was so great as to encourage shippers who could do so to accumulate tonnage and ship under the 10,000 pound weight bracket, thus reducing the carriers' revenues.

While split pickup and split delivery services are an innovation peculiar to highway transportation, the need for these services as an aid to for-hire carriers in coping with proprietary competition has been well demonstrated. It is clear, moreover, that the charges assessed for the performance of these services should compensate the carriers as nearly as possible for the extra service required and should also be representative of the value of the service to the shipper. The unit cost of performing the service, as well as the unit value of the service to the shipper, manifestly decreases as the number of splits increases. For this reason, we are of the opinion that the proposed sliding scale of additional charges is proper.

The apparent purpose in providing the weight limitation of 10,000 pounds was to restrict the rendition of split pickup and split delivery services to movements as to which proprietary competition was believed to be most intense. While these movements were indicated on the original record as being generally in quantities exceeding 10,000 pounds, the representations made in the exceptions and at the oral argument show that proprietary operations are proving a serious threat as to smaller shipments as well. In view of the expressed desire on the part of carriers as well as of shippers, and of the fact that a weight limitation of only 4,000 pounds is already in effect in "M" territory, the rules herein established will be made applicable to shipments weighing 4,000 pounds or more.

On exception representative of the Sacramento Chamber of Commerce and also an individual shipper called to the Commission's attention a form of split-delivery operation concerning which little, if any, direct evidence was presented during the hearings but which appears to require a special rule. They asserted that some shippers, particularly those engaged in the distribution of groceries and roofing products, are able to so arrange their split-delivery shipments that a "loop" route will be traversed by the truck, the last component part being delivered close to the point of origin of the composite shipment. They claimed that under this method of operation a very high load factor is obtained whereas the ordinary split-delivery basis contemplates that considerable unproductive mileage will be traveled on the return trip. They suggested, therefore, that instead of the rate for the composite shipment being determined according to the distance via the several points of delivery, it be computed according to the distance from point of origin to the farthest destination of any component part.

It is evident that the distance from point of origin and return, via the several intervening delivery points, may well be considerably more than double the distance from point of origin to the delivery point farthest therefrom. Hence, the proposal outlined would produce rates which were but remotely related to the cost of performing the service. The proper remedy would appear to be through a rule authorizing rates to be based upon one-half of the shortest round-trip constructive highway distance via the several delivery points, where such mileage is lower than the one-way mileage computed in accordance with the split-pickup and split-delivery rules otherwise applicable. A rule to this effect will be provided.

Pickup and Delivery Zones

The proposed tariff contains specific descriptions of pickup and delivery zones for Los Angeles, Oakland, Sacramento, San Francisco and Stockton. A mileage point is provided for each such zone, the rates from or to all points within each given zone being based on the mileage from or to the mileage point specified for that zone. The pickup and delivery limits of other cities are proposed to extend to all points within the corporate limits, and common carriers are proposed to be permitted to maintain their existing zoning bases.

On exception it was urged (1) that the Richmond pickup and delivery zone (which was proposed by the examiners to include only points within the Richmond city limits) be extended to include certain contiguous industries which, it was said, have long been accorded Richmond rates, and (2) that the Pittsburg zone be extended to include contiguous industries, for a like reason.

The proposed extensions of the Richmond and Pittsburg zones give recognition to past practices and to the asserted fact that the contiguous industries are actually component parts of the industrial areas of the respective cities. The boundaries of the zones will be changed accordingly. The mileage order, *supra*, makes provision for the Los Angeles pickup and delivery zone, hence no special provision in this regard has been made in the tariff adopted herein.

C. O. D. Charges

The charges proposed to be assessed on C.O.D. (collect on delivery) shipments are those presently maintained by the rail lines. They are 10 per cent higher than those in effect prior to April 15, 1938, having been increased on that date pursuant to the general increase authority granted to the rail lines by Decision No. 30784 in Application No. 21603. A provision is included that C.O.D. charges shall be remitted by the carrier promptly and, in no event, later than ten days after delivery of the shipment to the consignee. Railway Express Agency, Inc., took exception to the proposed charges, claiming, first, that the 10 per cent increase was added voluntarily by the rail lines as a revenue measure and not as a result of a finding by the Commission that the former rates were unreasonably low and, second, that the C.O.D. charges proposed were higher than those assessed by the United States Parcel Post and would divert small express shipments to that transportation agency. In addition, one shipper asserted that the maximum period for remitting C.O.D. collections should be reduced from ten to seven days.

In view of the fact that the increase in rail C.O.D. charges was authorized in a revenue proceeding and not on a specific finding of reasonableness, and of the showing that the resulting charges will prejudice carriers in competing with parcel post service, minimum C.O.D. charges will be established at the level of those in effect prior to the general increase. The sought reduction in the maximum remittance period is not warranted, the requirements for prompt remittance appearing to be sufficient to protect the shippers' interests.

Commodity Exemptions

As previously explained, evidence relative to the establishment of rates on certain commodities was excluded from the initial hearings herein. Accordingly, these commodities were exempted from the proposed initial order. Additionally, it was recommended that the order exclude transportation of cement; cement clinker; sugar, in quantities of more than 10,000 pounds (with the provision that the charge for more than 10,000 pounds shall not be less than the charge established for 10,000 pounds); returning empty carriers (where rates have not

been established on the out-bound commodity); certain classes of dairy products; poultry; eggs; margarine; motion picture film and accessories; newspapers in retail distribution; telephone directories; and refined petroleum products in packages, moving in quantities of more than 20,000 pounds (with the provision that the charge for such shipments shall not be less than the charge established for shipments weighing 20,000 pounds).²⁷

Requests were subsequently received to add fruit pits, brewers' rice, rice screenings and unmanufactured and unprocessed dried fruit to the list of exempted commodities; to exempt by name all unmanufactured products of agriculture; to limit more specifically the transportation contemplated by the phrase "commodities transported in dump trucks;" to designate "motion picture accessories" by name; to provide that rates for the transportation of refined petroleum products in packages, in shipments weighing more than 20,000 pounds, would alternate with carload rail rates for the same transportation; and to exempt or provide a separate scale of rates for the transportation of sugar in quantities of less than 10,000 pounds.²⁸

The rail lines objected to the exemption of empty carriers returning from outbound movements for which minimum rates were not established, pointing out that a different rate would be applicable to identical empty containers, depending upon the nature of the commodities with which they were filled on the outbound movement. No other objections to the proposed exemptions were made.

Those commodities as to which evidence was excluded should, of course, be exempted from the application of this order. The exemption of the additional commodities listed in the suggested tariff also appears justified due to peculiarities attending the transportation thereof. Fruit pits, brewers' rice, rice screenings, unmanufactured and unprocessed dried fruit and other unmanufactured products of agriculture which can be named specifically from the information available,²⁹ will be exempted from the application of the orders herein for the reason that the establishment of rates for those commodities is being considered by the Commission in a separate investigation proceeding (Case No. 4293).

²⁷ A separate hearing has been scheduled for the purpose of receiving evidence relative to the fixation of rates for the transportation of petroleum products in packages, moving in shipments weighing more than 20,000 pounds.

²⁸ The sugar interests indicated that they were not particularly interested in rates for quantities of less than 10,000 pounds but pointed out that under the proposed basis the rate for 10,000 pounds would be affected by the rates for smaller quantities. Holly Sugar Company suggested as an alternative to exemption that rates for quantities of less than 10,000 pounds be based on 75 per cent of the costs developed by witness Chestnut, modified in several respects.

²⁹ No suggested commodity list was submitted with the request for exemption by name of all unmanufactured products of agriculture, hence it is impossible to determine definitely what commodities were sought to be excluded by the proponent of this request.

The showing made by the sugar interests indicates that the proposed requirement that the rate for a shipment of sugar weighing 10,000 pounds shall be the minimum rate for greater quantities of that commodity, will result in excessive rates for shipments weighing in excess of 10,000 pounds moving from the refineries to the larger consuming and distributing centers. On the other hand, the record shows that the proposed rates will be proper for lesser quantities. The suggestion that a scale of sugar rates be based on 75 per cent of Chestnut's costs is highly arbitrary, and exemption of the commodity would not only result in confusion in rating mixed shipments, but would endanger carrier revenues unnecessarily. Under these circumstances, it is concluded that for a temporary period sugar should be exempted from the application of the class rates as to shipments weighing more than 5,000 pounds, the charge for heavier shipments to be not less than the charge for 5,000 pounds. This will produce a charge for 10,000 pound shipments not substantially in excess of the basis proposed by the sugar interests. However, a hearing will be scheduled immediately for the purpose of receiving evidence relative to the fixation of minimum rates for the transportation of sugar in shipments of all weights and rates established as a result of such hearing will then be added to the tariff herein.

Territorial Exemptions

The examiners proposed that the rates to be established in this proceeding be not applied on shipments transported between Alameda, Berkeley, Emeryville, Oakland or Piedmont; between San Francisco and South San Francisco; between San Diego, Chula Vista, Coronado or National City; within the Los Angeles drayage area;³⁰ or between Sacramento, North Sacramento and defined unincorporated territory contiguous thereto. The exclusion of these areas was predicated on the fact that they constitute metropolitan communities which are divided into separate cities only by political boundaries. It was said that the problems of inter-city and intra-city carriers operating within these areas are inextricably interwoven and should be considered in local drayage proceedings involving both classes of carriers.

The Draymen's Association of San Francisco, Draymen's Association of Alameda County, Truck Owners Association of California and Pacific Motor Tariff Bureau asked that shipments moving between the cities of Albany, El Cerrito, Richmond, Berkeley, Emeryville, Oakland, Piedmont, San Leandro, Hayward and Alameda on the one hand, and San Francisco and South San Francisco, on the other hand, be excluded

³⁰The Los Angeles drayage area contains portions of Los Angeles County generally south and west of the northern and eastern boundaries of the City of Los Angeles, including portions of the City of Los Angeles, Huntington Park, Southgate, Vernon and Maywood, and is more particularly described in Rule 29 of Decision No. 31473 in Case No. 4121.

from the rates established in this proceeding. They further requested that a separate investigation be instituted for the purpose of establishing rates for transportation between these cities, and that pending such investigation the "UV" scale of rates be permitted to apply.²¹ In addition, the Sutter-Yuba and Sacramento chambers of commerce asserted that transportation between Marysville and Yuba City and between those cities and the plant of the Harter Packing Company, is similar to local drayage, in that the territory comprises a single metropolitan area separated only by political boundaries, and asked for exemption of such transportation from the rates to be established herein. In the former instance it was contended that the proposed rates are too low and in the latter instance that they are too high.

There is no doubt but that operating costs in the San Francisco and East Bay areas are higher than those in rural areas and that the rates herein established may not be entirely adequate for such transportation. However, the considerations respecting the use of minimum rates as "going rates" pointed out in the rate scale discussion apply with equal force here, it being evident from the record that higher rates would prejudice for-hire carriers in meeting proprietary competition and that higher rates would exceed the cost of performing the service in many instances where the volume of tonnage is favorable and where schedules are arranged so as to obtain maximum load and use factors. As in southern California, carriers operating between San Francisco and the East Bay have the right and duty to adjust their rate schedules above the minimum level when necessary to produce compensatory operations.

Transportation between Marysville and Yuba City, and between these cities and the plant of the Harter Packing Company, will be excluded from the application of this order. No other territorial exclusions in addition to those recommended by the examiners will be made at this time.

Carrier Exemptions

Certain carriers rendering services of a peculiar nature were proposed to be exempted from the order herein. In general, these were (1) express and parcel delivery carriers offering highly specialized services in competition with the United States Parcel Post, (2) carriers engaged primarily in passenger stage operations but transporting ship-

²¹ The request was based on the assertion that (1) labor costs within this area are highest within the state and rates should reflect such costs, (2) the proposed scale of rates is based on costs contemplating line-haul operation over country highways, (3) services are performed within a single metropolitan area, (4) the proposed rates for shipments of 4,000 pounds or more are less than cost of operation, and the loss becomes greater as the weight of the shipment increases, (5) the Commission in establishing rates for transportation within the Los Angeles drayage area has recognized the need for excluding local drayage areas, and the existence of similar conditions between the cities and communities mentioned warrants their exclusion.

ments weighing 100 pounds or less in connection therewith, and (3) inland water carriers transporting vehicles, or property on vehicles, and (4) highway common carriers performing non-competitive services in rural areas.

Certain other carriers sought similar exemptions subsequent to the issuance of the proposed report. In addition, certain inland vessel carriers offering dock-to-dock service on San Francisco and Humboldt Bays, as well as store-door to store-door service between San Francisco on the one hand and East Bay cities on the other hand, asked that their dock-to-dock operations be exempted, asserting vessel transportation could be performed profitably at lower rates and that the basis proposed would prejudice them in competing with rail and truck carriers.

The exemption of carriers performing peculiar types of transportation services, as recommended, appears justified, particularly where alternative application rules are provided to permit nonexempted carriers to meet the rates of the exempted carriers.

The dock-to-dock service of the transbay vessel carriers will be exempted for the reasons hereinafter set forth under the heading "Adjustments of Rates of Common Carriers." However, their store-door service is in direct competition with that of truck and rail carriers and no justification for its exemption appears.

Carriers Heretofore Granted Section 11 Authority

It was recommended that carriers who have been authorized under the provisions of Section 11 of the Highway Carriers' Act to perform transportation services at less than the "M" or "UV" rates be permitted to continue such services under the conditions and for the period of time authorized, but not to exceed one year from the effective date of the order herein. This recommendation will be adopted and will be extended to include Section 11 authorities involving rates other than the "M" or "UV" rates, ordered changed by this decision.

Use of Carload Rail or Vessel Rates in Combination with Minimum Rates of Highway Carriers

Most of the minimum rate orders heretofore issued have carried a provision that through rates for highway carrier transportation might be constructed by combining the mileage rates (based on the distance to or from railheads) with carload rail or vessel rates, where such basis produces a lower aggregate charge than would accrue under the through mileage rate. These orders provide further that rates established under the City Carriers' Act, where lower than the mileage rates of highway carriers, may also be used in making such combinations with rail or vessel rates. This basis was carried forward

into the proposed tariff without material change and, also, an additional rule was proposed authorizing the use of rail and vessel carload rates in connection with shipments accorded split pickup or split delivery service at points beyond the railheads.

A representative of certain northern California highway carriers urged that a rate of 5 cents per 100 pounds be established to apply in constructing combinations over railheads when the point of origin or points of destination is within a city or town for which city drayage rates have not been established. He asserted that in the majority of cities and towns within the state local draymen haul shipments of all sizes from and to rail depots at a rate of not to exceed 5 cents per 100 pounds. He claimed that the use of higher rates would disadvantage highway carriers by making a lower through charge available via the physical truck-rail route than is produced by the truck-rail combination rate.

That the examiners had in mind the fact that intracity movements to and from railheads would not be governed by the minimum rates herein established and that, consequently, the rate used in constructing combinations with rail and vessel rates should be kept reasonably close to the "going" drayage rates is evident from the fact that a mileage bracket of from 0-3 miles was provided, whereas the first mileage bracket in the "M" scale is 0-10 miles, and in the "UV" scale is 0-5 miles. With the exception of rates for 1st and 2nd classes, all of the proposed rates in the 20,000 pound weight bracket for distances up to and including 3 miles are 5 cents per 100 pounds or less. While it is true that the rates proposed for shipments weighing less than 20,000 pounds exceed 5 cents per 100 pounds, such rates are not higher, at least, than the cost, as shown on this record, of performing transportation outside incorporated cities. Ordinarily, transportation within the drayage areas would be expected to be as costly as transportation for equivalent distances outside such areas and it follows, therefore, that 5 cents per 100 pounds would not be compensatory for intracity transportation of shipments of all weights. In fact, it is so much below what the record shows to be a compensatory basis that unsupported statements that 5 cents per 100 pounds represents the "going" drayage rates cannot be accepted.

The proposal for establishment of a 5 cents per 100 pounds proportional rate for use in constructing combinations with rail and vessel rates will not be adopted at this time; however, instances in which city carriers are transporting property to and from railheads at rates less than those established as minimum for hauls of equivalent distances by highway carriers, should be brought to the Commission's attention. In the event highway carriers are found to be disadvan-

of the property and commodities and between the points for which rates and charges are provided in said tariff designated as Appendix "D" hereto, and for accessorial services rendered incident thereto, except as provided in ordering paragraphs Nos. 4 and 5.

2. That the ratings, rules and regulations contained in Western Classification No. 67, C.R.C. No. 6 of J. P. Haynes, Agent, and Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 (L. F. Potter series) of J. P. Haynes, Agent, and in supplements to and reissues of said publications when approved by the Commission, except as said ratings, rules or regulations are qualified by or are inconsistent with the provisions of said tariff designated as Appendix "D" hereto, be and they are hereby adopted, established and approved as the just, reasonable and nondiscriminatory ratings, rules and regulations to govern the rates set forth in said tariff designated as Appendix "D" hereto.

3. That subject to the exceptions and modifications provided in said tariff designated as Appendix "D" hereto, the basis for constructively increasing highway mileages, prescribed by the Commission in Decision No. 31605 of December 27, 1928, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246, be and it is hereby adopted, established and approved as the just, reasonable and nondiscriminatory basis for computing mileages for use in applying mileage rates set forth in said tariff.

4. That all radial highway common carriers and highway contract carriers be and they are hereby authorized to assess, collect and charge common carrier rates and accessorial charges, to construct combinations therewith, and to observe common carrier rules and regulations, lawfully on file with the Commission and in effect on the date of movement, subject to the terms and conditions and in the manner explained in Finding No. 4 of the preceding opinion and in Items Nos. 200 to 240, inclusive, of said tariff designated as Appendix "D" hereto.

5. That all radial highway common carriers and highway contract carriers heretofore authorized on the effective date of the rates herein established, under the provisions of Section 11 of the Highway Carriers' Act, to transport property at lesser rates or charges than those established as minimum by outstanding orders of the Commission, which rates are changed, modified or carried forward by this order, be and they are hereby authorized to continue such transportation under the conditions and for the duration of the periods of time specified in the orders granting such authorities, but in no event for a period in excess of one (1) year from the effective date of the order herein.

6. That all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act, (other than those carriers named in Finding No. 14 of the preceding opinion to the extent they engage in the transportation therein described) be and they are hereby ordered and directed to cease and desist ninety (90) days after the effective date of this order, and thereafter abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those

set forth or referred to in said tariff designated as Appendix "D" hereto, and from observing ratings, rules or regulations lower in volume or effect than those set forth or referred to therein, except as provided in ordering paragraph No. 5.

7. That all radial highway common carriers and highway contract carriers be and they are hereby ordered and directed to cease and desist ninety (90) days after the effective date of this order and thereafter abstain from quoting, assessing, charging, collecting rates or accessorial charges based upon a unit of measurement different from that in which the rates and charges herein established as minimum are stated.

8. That all common carriers maintaining ratings, rates, charges, rules or regulations found by Finding No. 7 in the preceding opinion to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, be and they are hereby ordered and directed to cancel said ratings, rates, charges, rules and regulations on or before ninety (90) days after the effective date of this order on not less than fifteen (15) days' notice to the Commission and to the public, and to establish in their stead ratings, rates, charges, rules and regulations no lower in volume or effect than those found reasonable or sufficient, or justified by Findings Nos. 7 to 10 inclusive, and Findings Nos. 15 to 17, inclusive, in the opinion preceding this order.

9. That all common carriers, as defined in the Public Utilities Act, be and they are hereby ordered and directed to cease and desist ninety (90) days after the effective date of this order and thereafter abstain from publishing or maintaining in their tariffs rates, charges, accessorial charges, rules or regulations lower in volume or effect than those found reasonable and sufficient, or justified, by Findings Nos. 7 to 10, inclusive, and Findings Nos. 15 to 17, inclusive, in the opinion preceding this order.

10. That effective ninety (90) days after the effective date of this order, this order shall cancel and supersede all decisions and orders enumerated or referred to in Finding No. 18 in the preceding opinion.

11. That all common carriers, radial highway common carriers and highway contract carriers be and they are hereby ordered and directed to abstain from applying terminal rates named in the tariff designated as Appendix "D" hereto from or to terminals or depots located on the premises of any person, company or corporation other than said carrier, unless the approval of the Commission shall first have been obtained; provided, however, that terminals or depots so located on the effective date of this order may be considered as being "established depots" during the pendency of applications seeking the Commission's approval of the continued maintenance of such established depots thereafter.

12. That all carriers who may be deemed to be transportation companies, as that term is employed in Article XII, Section 21 of the Constitution of California, other than carriers subject to the Public Utilities Act, be and they are hereby authorized to charge

18. That the ratings, rates, charges, rules and regulations found reasonable and sufficient, or just, reasonable and nondiscriminatory in the preceding findings, will provide an equality of transportation rates between all competing agencies of transportation; and should cancel and supersede the rates, rules and regulations established or prescribed in and by the following proceedings and decisions, as amended:

Case No.	Decision No.	Dated
4088, Part "A"	28761	April 27, 1936
4088, Part "B"	28762	April 27, 1936
4088, Part "C"	29313	November 30, 1936
4088, Part "J"	29342	December 7, 1936
4088, Part "L" } 4145, Part "A" }	30404	December 13, 1937
4088, Part "M" } 4145, Part "B" }	29480	January 25, 1937
4088, Part "P" } 4145, Part "C" }	30738	March 28, 1938
4088, Part "Q" } 4145, Part "D" }	29915	July 1, 1937
4088, Part "S"	29554	February 19, 1937
4088, Part "T"	30010	August 9, 1937
4088, Parts "U" and "V" } 4145, Parts "F" and "G" }	30370	November 29, 1937
4088, Part "W" } 4145, Part "H" }	30410	December 13, 1937
4088, Part "Y" } 4145, Part "K" }	30746	April 4, 1938
4246	31208	August 15, 1938

19. That no carrier's terminal or depot located on the premises of any person or company having property for shipment should be considered as being an "established depot," as that term is defined in the tariff designated as Appendix "D" of the order herein, unless the approval of the Commission shall first have been obtained; provided however that carrier's terminals or depots so located on the effective date of the order herein may be considered as being an "established depot" during the pendency of applications seeking the Commission's approval of the continued maintenance of such established depots thereafter.

20. That every common carrier, radial highway common carrier and highway contract carrier should be required to issue a shipping document (either in individual or manifest form) for each shipment received for transportation, showing thereon the names of the shipper

and consignee; the point of origin and point of destination of the shipment; a description of the commodity shipped in the terms of the Western Classification and Pacific Freight Tariff Bureau Exception Sheet, a statement of the weight of the shipment (or other factor or measurement upon which charges are based) a statement of the rate assessed and the charges collected and a statement of such other information as may be necessary to an accurate determination of the minimum rate and charge applicable under the order herein; that a copy of such shipping document shall be retained and preserved by the carrier for reference and subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "C" of the order herein will be suitable and proper.

21. That no radial highway common carrier or highway contract carrier should be permitted to quote, assess, charge, collect, or observe rates, rules, regulations or accessorial charges in a unit of measurement different from that in which the rates provided as minimum for the same transportation are stated.

22. That to the extent carriers affected by this order, other than those subject to the Public Utilities Act, may be deemed to be "transportation companies" within the meaning of Article XII, Section 21 of the Constitution of California, they should be authorized to charge less for longer than for shorter distances, to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided in said tariff designated as Appendix "D" of the order herein.

ORDER

Public hearings having been held in the above entitled proceeding and based on the evidence received at the hearings and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED:

1. That the rates, charges, accessorial charges, rules and regulations set forth in the tariff designated as Appendix "D", which by this reference is incorporated in and made a part of this order, be and they are hereby established and approved effective ninety (90) days after the effective date hereof as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the rules and regulations to be observed by any and all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act, (other than those carriers named in Finding No. 14 in the preceding opinion) for the transportation

transportation conditions or otherwise unlawful and that, therefore, none of such rules should be required to be changed by the order herein.

14. That this record does not show to what extent, if at all, the following rates, rules and regulations are unreasonable, discriminatory, unjustified by transportation conditions, or otherwise unlawful, and that, therefore, none of such rates, rules or regulations should be required to be changed or established by the order herein.

Rates, rules and regulations of:

(a) California Delivery Service; Delivery Service Co.; Goodman Delivery Service, Inc.; V. Fred Jacobsen, doing business as Special Delivery Service Co.; Menlo Park and San Francisco Parcel Delivery; 20th Century Delivery Service, Inc.; United Parcel Service, Inc.; United Parcel Service Bay District; United Parcel Service of Los Angeles, Inc.; and Western Parcel Service.

(b) Monthly tonnage rates, rules and regulations for the transportation of express packages, not exceeding 50 pounds in weight each, published by Sausalito Mill Valley and San Francisco Express Co.

(c) Rates, rules and regulations for the transportation of shipments weighing 100 pounds or less maintained by Aetna and Pope Stage; Anchor Stages; Auburn and Foresthill Stage Line; Bakersfield-Wasco Stage Line; Belden-Chester Stage Line (Guy C. Coykendall, Owner); Blairden Stage Company; California Motor Express, Ltd.; California Nevada Stages, Inc.; Calaveras Transit Co., Ltd.; W. H. Caltoft, doing business as Sausalito, Stinson Beach and Bolinas Auto Line; Cloverdale-Geyers Stage Line; Consolidated Express Service; Earl C. Cook, doing business as Cook's Stages; Leland H. Doss, doing business as Alturas-Fort Bidwell Stage Line and Surprise Valley Stage Line; Gordon L. Doss, doing business as Cedarville-Eagleville Stage Line; Downieville Stage Company; Henry B. Elbert, doing business as The Arvin Line; Etna Fort Jones, Yreka Stage Line; Beverly Gibson, doing business as River Auto Stage; Home Stage Line; Inland Stages; Vinita A. Jones, doing business as Marysville-Nevada City Auto Stage; Willis M. Kleinenbroich, doing business as Modesto, Riverbank and Oakdale Stage Line; Laguna Beach-Santa Ana Stage Line; Lassen National Park Company; F. H. Lawson, doing business as St. Helena, Sanitarium & Pacific Union College Bus Line; Charles A. Lindsey (Randsburg Searles Stage); Lone Pine-Darwin Freight Line; N. B. Mackey; Martinez-Diablo Stage; Marysville-La Porte Stage Company; Joseph Miller, doing business as Bay Rapid Transit Co.; D. S. Mitchell, doing business as Mitchell's Stages; Motor Transit Company; Moyers Stages (D. Moyers, Owner); Mt. Hamilton Stage Line; Northwest Forwarders; Orange Belt Stages; Original

Stage Line, Inc.; Oroville-Lumpkin Auto Stage; Oroville-Woodleaf Auto Service; Pacific Greyhound Lines; Pacific Southland Stages, Incorporated; Pacific Stages Express; Pasadena-Ocean Park Stage Line, Inc.; Paso Robles-Annette Auto Stage Line; Peerless Stages, Inc.; W. H. Pimental, doing business as Pierce Arrow Stages and Sacramento-Fair Oaks Stage Line; Pioneer Auto Stage Lines; Railway Express Agency, Inc.; San Benito & Tres Pinos Stage Line (Joseph Tirado); San Jose-Agnew-Alviso Stages; John Smalley, doing business as Amador Stage Lines; Smith's Auto Stage Line (Bernard C. Tucker and Donald A. Parker); Tres Pinos and New Idria Stage Line; Western Stages Express; A. H. Weston and W. H. Curson, doing business as Weston & Curson Stage Line; A. H. Weston, doing business as Woodland-Rumsey Auto Stage.

15. That all common carriers should be authorized to construct one-terminal and two-terminal rates, subject to minimum weights of 10,000 pounds or greater, differentially less than the store-door to store-door rates provided in said tariff designated as Appendix "D" of the order herein by amounts not to exceed the rates provided in said tariff for distances not to exceed 3 miles for one-terminal rates, and double such rates for two-terminal rates, to apply only at points where pickup and delivery, or pickup or delivery service is not offered or afforded, and in no event by amounts exceeding 5 cents per 100 pounds for one-terminal rates and 10 cents per 100 pounds for two-terminal rates.

16. That common carriers, as defined in the Public Utilities Act, will not for the future be justified in charging, collecting or observing rates, charges, rules, regulations or accessorial charges lower in volume or effect than those found justified in the preceding findings, except that The Western Pacific Railroad Company should be authorized to maintain nonintermediate rates and charges between points in California on the one hand and Westwood, on the other hand no lower in volume or effect than rates and charges concurrently maintained by the Southern Pacific Company for the same transportation between the same points.

17. That common carriers by railroad should be authorized to maintain rates lower than those herein found reasonable and sufficient, in instances where such lower rates result from the establishment of rates from, to or between non-agency stations by rule providing in substance that the rates applicable from, to or between such non-agency stations shall be the rates applicable from, to or between the higher rated of the stations for which rates are specifically provided and between which such non-agency stations are located.

4. That, subject to the terms and conditions of Items Nos. 200 to 240, inclusive, of said tariff designated as Appendix "D" of the order herein, all radial highway common carriers and highway contract carriers should be authorized to assess, charge and collect rates, charges and accessorial charges of common carriers, lawfully on file with this Commission and in effect on the date of movement, to construct combinations therewith, and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges, or combinations therewith, applied subject to their governing ratings, rules and regulations, produce lower aggregate charges than would accrue for the same transportation under the ratings, rates, rules, regulations and accessorial charges found just, reasonable and nondiscriminatory in Findings Nos. 1, 2 and 3.

5. That all radial highway common carriers and highway contract carriers authorized on the effective date of the rates herein established, under the provisions of Section 11 of the Highway Carriers' Act, to transport property at lesser rates or charges than those established as minimum by outstanding orders of the Commission, which minimum rates are cancelled, changed or carried forward by the order herein, should be authorized to continue such transportation under the conditions and for the duration of the periods of time specified in the orders granting such authorities, but in no event for a period in excess of one (1) year from the effective date of the order herein.

6. That except as provided in Findings Nos. 4, 5 and 14, all radial highway common carriers and highway contract carriers should be required to assess, charge and collect, for the transportation or accessorial services to which said tariff designated as Appendix "D" of the order herein is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth or referred to in said tariff, and to observe ratings, rules and regulations no lower in volume or effect than those set forth or referred to therein.

7. That except as provided in Finding No. 8 and in Findings Nos. 11 to 17, inclusive, the existing ratings, rates, charges, rules, regulations and accessorial charges maintained by common carriers for intrastate transportation within California, and for accessorial services incidental thereto, are and will for the future be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, insofar as they are lower in volume or effect than those set forth in the tariff designated as Appendix "D" of the order herein for the performance of the same

transportation and the same accessorial services by radial highway common carriers and highway contract carriers.

8. That all common carriers should be authorized to assess, charge and collect rates, charges and accessorial charges maintained by carriers of the classes described in Finding No. 14, or other rates, charges and accessorial charges maintained by common carriers and not required to be changed by the order herein, to construct combinations therewith, and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charges used, in the same manner as herein found justified for radial highway common carriers and highway contract carriers in Finding No. 4, subject to the terms and conditions of Items Nos. 200 to 240, inclusive, of said tariff designated as Appendix "D" of the order herein.

9. That except as provided in Finding No. 8 and in Findings Nos. 11 to 17, inclusive, rates, charges, rules, regulations and accessorial charges no lower in volume or effect than those set forth in said tariff designated as Appendix "D" of the order herein will be "just, reasonable and sufficient" for common carriers, as those terms are employed in the Public Utilities Act.

10. That except as provided in Finding No. 8 and in Findings Nos. 11 to 17, inclusive, all common carriers should be required to cancel all ratings, rates, charges, rules, regulations or accessorial charges lower in volume or effect than those set forth in said tariff designated as Appendix "D" of the order herein, and to establish in their stead ratings, rates, charges, rules, regulations and accessorial charges no lower in volume or effect than those therein set forth.

11. That this record does not show to what extent, if at all, existing carload ratings, rates, charges, rules, regulations or accessorial charges of common carriers by railroad are unreasonable, discriminatory, unjustified by transportation conditions or otherwise unlawful and that, therefore, none of such ratings, rates, charges, rules, regulations or accessorial charges should be required to be changed by the order herein.

12. That this record does not show to what extent, if at all, existing ratings, rates, charges, rules, regulations or accessorial charges of common carriers by vessel for dock-to-dock transportation are unreasonable, discriminatory, unjustified by transportation conditions or otherwise unlawful and that, therefore, none of such ratings, rates, charges, rules, regulations or accessorial charges should be required to be changed by the order herein.

13. That this record does not show to what extent, if at all, existing rules maintained by common carriers to define and bound pickup and delivery zones are unreasonable, discriminatory, unjustified by

taged unduly at particular points, action may be taken to establish minimum drayage rates at those points or to provide proportional rates equivalent to what are shown actually to be the "going" drayage rates.

Loading and Unloading—Rail vs. Truck

Ordinarily, truck drivers load, or at least assist in the loading of, truckload shipments. Under ordinary circumstances, on the other hand, rail carriers merely spot cars on the public loading tracks or at the shippers' plant and the shipper must perform the loading, or have it performed, at his own expense. It is stated in the proposed report that in order to equalize competitive conditions, truck carriers should be required to assess an additional charge of 2 cents per 100 pounds in instances where a rail carload rate (or other common carrier rate not including loading service) was observed under the alternative application rule, and where the truck carrier loads the property from a point more than 25 feet distant from the truck equipment. A similar charge was proposed to be added when the truck carrier unloads the property and places it at a point more than 25 feet from the truck equipment. However, it was concluded that no addition to the rail carload rate was justified in instances where the loading or unloading was performed at the "tailgate," that is, within 25 feet of the truck carriers' equipment.

The rail carriers contended that the failure to require truck carriers to charge for the performance of tailgate loading and unloading would prejudice the rails inasmuch as they are not in a position to load or unload rail cars. In support of this position they relied upon exhibits purporting to show that at numerous loading points the cost to shippers of making freight available for truck loading was somewhat less than the cost of loading rail cars.

There is little doubt but that at certain plants and industries the truck loading facilities are so located that the truck equipment can be brought within 25 feet of the production line or storage stack. In such cases there is an apparent advantage to the shipper in having the truck carrier perform the loading. At other plants and industries, on the other hand, the truck loading facilities are so located that the shipper's employees must carry the goods from the production line or storage stack to the tailgate of the truck. In doing this they perform substantially the same service as if they had carried the goods into a rail car and the subsequent loading by the truck driver or his helper into the truck equipment does not reduce the shipper's costs materially below the cost of loading a rail car. Demurrage privileges granted by the rails also tend to minimize the cost to the shipper of loading a rail car. With the car being available for loading over a

48 hour period, it can be loaded by the shipper's employees during lulls in their other work, whereas property intended for truck movement must be stacked at the truck loading platform before the truck arrives.

The record shows clearly that the value to the shipper of having the carrier's employees load or unload (or assist in the performance of loading or unloading) truck equipment, fluctuates according to plant construction and the relative locations of rail and truck loading and unloading facilities, upon whether or not the shipper and consignee have employees available to perform the work, upon the nature of the commodity and upon numerous other similar considerations. It is not possible on this record to distinguish and define the instances in which tailgate truck loading and unloading service is of value to the shipper and to translate such values into cents per 100 pounds. The examiners' proposal will be adopted.

Adjustments of Rates of Common Carriers

It being concluded from the evidence that the truck is the rate making form of transport in the less-truckload or less-carload field, and that the truck, rail and vessel each excel in some field of truckload or carload transportation, the examiners proposed (1) that store-door rates (less-carload and carload) of all common carriers should be readjusted to a level no lower than the rates established as minimum for radial highway common and highway contract carriers, (2) that less-carload terminal rates of all common carriers (other than coastwise common carriers by vessel) should be no lower than the minimum rates established for radial highway common and highway contract carriers, (3) that coastwise vessel carriers should be permitted to maintain dock-to-dock less-carload rates less than the corresponding depot-to-depot minimum rates by amounts not to exceed those by which their previously effective rates were less than the prior rail depot-to-depot rates, and (4) that rail carload rates and vessel rates carrying a minimum weight of 20,000 pounds or more, should not be required to be disturbed. A proposal of the Pacific Coastwise Conference that specific rates be provided for coastwise vessel transportation (both carload and less-carload), such rates to be differentially less than the rates established for the same transportation by land carriers, was not adopted.⁸²

⁸² On less-carload traffic it was requested that water carriers be permitted to establish store-door rates at least 20 per cent less than store-door rates of land carriers, and to establish dock-to-dock rates lower than the pickup and delivery rates so made by an amount approximating the actual cost of pickup and delivery. On carload traffic it was asked that vessel rates be made differentially less than rates of competing land carriers by amounts of 14 cents per 100 pounds for movements between docks and 16 cents per 100 pounds for joint rail and vessel movements between docks and inland points.

On exception, the coastwise vessel carriers again asked that specific differentials be prescribed. They also pointed out that no basis was provided for computing differentials for ports not served by rail. In addition, as stated under the heading "*Carrier Exemptions*," certain carriers operating on San Francisco Bay or Humboldt Bay sought complete exemptions of their dock-to-dock and store-door vessel services, both as to less-carload and carload quantities.

Stockton interests urged that the field in which the rail is the rate making form of transport, be defined specifically and that reasonable and sufficient rail rates for transportation be prescribed. They claimed that the present rail rate structure discriminates against Stockton and that by failing to establish rail carload rates, these discriminations will be carried forward into the truck rate structure.

The evidence shows clearly that the truck is the rate making carrier in the less-truckload store-door field and also in the less-truckload terminal-to-terminal field, except between points where dock-to-dock vessel service is available, hence the requirement that forms of transportation other than vessel maintain rates no lower than the minimum truck rates is proper. Contrary to the position of the examiners, however, the record does not justify a finding that truck transportation is more economical than vessel transportation for quantities of less than 20,000 pounds moving from dock-to-dock, and that truck rates should be used as a basis for readjusting vessel rates.

Early in the hearings, a Commission witness introduced a study of comparative economics and advantages in truck, rail and vessel transportation, which reads in part as follows:

"As indicated in Part I of this study, it is possible that the vessel carriers may actually be able to perform dock-to-dock less-carload transportation at a lesser cost than that experienced by truck and rail carriers. However, the slower service afforded and the restricted territories in which vessel transportation is available renders it improbable that vessel carriers should be considered as the rate making carrier for their competitors in the less-carload field, in the sense that truck and rail carriers must have an exact rate parity with vessel rates in order to obtain business. Assuming that the record developed by vessel carriers in this proceeding shows that they, rather than the truck lines, are the most economical in the less-carload field, vessel rates should be established on whatever basis may be found to be reasonable and sufficient for vessel transportation. Highway carriers should then be permitted to meet the reasonable and sufficient vessel rates if they so desire and in the event they do so, the rails must be permitted to meet the competitive truck rates."

Vessel carriers failed to introduce any evidence along the lines suggested, hence it cannot be determined to what extent the vessel carriers may be economically superior, or what rates will be reasonable and sufficient for vessel transportation of less-carload quantities. It follows that vessel rates should not be ordered changed by the order herein. Vessel carriers are urged, however, to take prompt action to effect such readjustments as may be found warranted in view of the readjustments in land rates herein ordered.

According to the proposed report, the present carload rail rate structure results in numerous discriminations, due mainly to the failure of the rail lines to meet highway carrier competition uniformly on all commodities and between all points, but the evidence of record does not make possible the compulsory adjustment of such rates by the Commission.²³ It was said therein, however, that if the carload rail rates be left undisturbed and the established minimum truckload rates be permitted to alternate with the carload rail rates, these discriminations would be automatically carried forward and accentuated in the truckload rate structure. In view of this, it was proposed that the rail carriers undertake voluntarily to adjust their carload rates to remove the discriminations but that in the event of their failure to do so, the Commission reduce the minimum truck rates "to whatever extent may be necessary to insure that discriminations will not result." The rail lines objected to this admonition, claiming that any rail rates considered to be discriminatory should be called to their attention specifically.

Originally there was undoubtedly some justification for reducing rail rates for the purpose of meeting truck competition, and the consequent disruption of the rail rate structure was, in many instances, unavoidable. It is readily apparent, however, that with the establishment of minimum rates for truck carriers, rail rates should be readjusted to bear a proper relationship to conditions other than truck competition, and that such a readjustment would be in the interest of both the rails and the public. Unfortunately, the record contains merely general indications that discriminations exist and does not show the extent thereof. Moreover, the manner in which discriminations shall be removed involves carrier discretion to some extent inasmuch as the end can ordinarily be accomplished either by an increase in the lower rate or a reduction in the higher rate. Conse-

²³ The origin of the asserted discriminations is explained as follows:
"In many instances they (the rail lines) have elected to forego the traffic rather than reduce their rates to a competitive level with the trucks. In other instances, in connection with movements which are substantially similar, they have made drastic rate reductions in order to hold or regain business. Many rail rates from San Joaquin Valley points to Sacramento, for example, are higher than the rates from the same points to San Francisco, although the distance to Sacramento is less and although it is claimed that, in a few instances at least, there is greater potential rail movements to Sacramento than to San Francisco."

quently, Commission action in this regard is not practicable at this time.

The rail lines have here an unusually fine opportunity to demonstrate the ability of their managements voluntarily to adjust their rate structures in the public interest. While it may be that they are making earnest efforts to remedy maladjustments, the need for which has been or will be shortly obviated by the stabilization of the rates of competitive agencies, the steps taken in that regard have not been brought to the Commission's attention. The Commission therefore admonishes the rail lines to analyze their rate structures carefully and make every effort to remove maladjustments which have resulted from rate reductions to meet unregulated highway competition, or otherwise, and to advise the Commission from time to time as to the progress made.

In view of the fact that maladjustments in the rail rates must of necessity be reflected to some extent in the truck rates herein established, it is extremely desirable that the rail rates be adjusted prior to the effective date of the truck rates. It should be clearly understood that the Commission does not intend to permit rail lines to perpetuate existing discriminations in their carload rate structure or to permit such discriminations to prejudice shippers who are utilizing truck transportation. In the event the rail lines fail voluntarily to readjust their rates to remove such discriminations this Commission, upon complaint or upon receipt of other advice tending to show that particular rates result in undue prejudices or preferences, will take appropriate action to insure the adjustment thereof.

Rail Proposal North of Chico, Corning and Keddie

A request of the rail lines that a separate scale of less-carload rates be established for application from to and between points north of Chico, Corning and Keddie was concluded in the proposed report to be unnecessary and unjustified. It was pointed out therein that in *Klamath County Chamber of Commerce vs. S. P. Co.*, 74 L. C. C. 207, decided November 6, 1922, (which directed the rail lines to publish intrastate class rates no lower from central California jobbing points to northern California destinations, distance considered, than rates contemporaneously maintained on interstate traffic from Portland and other Oregon points to the same destinations) did not require the rails to go lower on California intrastate traffic than the proposed rates. The rail lines took exception to the denial of their request in this connection. They asserted that under the Klamath County case intrastate rates in the territory involved could not be reduced to the proposed minimum level unless rates in effect from interstate points to that territory were reduced correspondingly. On the other hand, they

claimed, rail lines could not maintain higher rates and compete effectively with highway carriers subject only to the established minimum rates, and the reduction of interstate rates would cause unnecessary depletion of revenue. Stockton and Sacramento shipper interests opposed the request, contending that prejudicial rates would result.

The decision in the Klamath County case was rendered by the Interstate Commerce Commission in 1922 and, of course, could not take into consideration competitive conditions now existent. Rate relationships which may have been unreasonable or discriminatory in the absence of truck competition may later become justified by the advent of truck carriage and the consequent change in transportation conditions. The scale of rates herein established is well justified by this record for establishment as minimum for truck transportation in the territory here in question. Rail carriers are entitled to meet such rates if they desire to do so. If the rails elect to meet intrastate truck rates it does not follow that interstate traffic will be discriminated against thereby, unless interstate rates of highway carriers are placed on a related level. This Commission may not increase the truck rate level above a reasonable level in the northern territory for the sole purpose of enabling the rail lines to comply with the order in the Klamath County case and, at the same time, hold up their interstate rates. The proper solution of the rails' problem would appear to be through calling to the attention of the Interstate Commerce Commission the change in competitive conditions and seeking a corresponding change in the prescribed relationship between interstate and intrastate rail rates.

Definition of Shipment

A "shipment" is defined in the proposed tariff as being 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." The rail lines urged that this definition be further limited to provide that the property must be actually received into the physical possession of the carrier, consistent with the established rail practice.

In view of the fact that rail equipment is standardized the requirement that freight must be received into the physical possession of the carrier before it may be considered as constituting a shipment does not work a hardship on other carriers or shippers. In the truck field, however, carriers having a wide range of sizes and types of truck equipment are in competition with each other. Ordinarily, the shippers' purpose in employing a carrier is to have the property moved to the desired destination and he is not particularly interested in the number or capacities of the trucks used or in the number of trips necessary to complete the haul. A truck carrier having small units of equipment is

entitled to compete on equal terms with a carrier having larger trucks and trailer units, provided the same kind and quantity of freight is made available for movement in each instance. This being true, the carrier having only small trucking equipment would be clearly prejudiced by a requirement that the same kind and quantity of freight must be physically received into his possession at one time. This proposal of the rail lines will not be adopted.

Definition of Established Depots

The definition of established depot, as contained in several outstanding minimum rate orders and in the proposed report, is "a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments." It was pointed out on exception that certain carriers are establishing "depots" at the places of business of shippers or consignees and are applying the terminal rates from and to such "depots" and it was requested that the practice be prohibited.

The authorization of a lower rate for terminal than for store-door transportation is predicated, of course, on the assumption that carriers experience a saving in having property brought to central depots. This permits the moving of shipments received from several shippers in line haul equipment without the use of pickup trucks. Manifestly, this saving is not ordinarily experienced when the so-called depot is located on the premises of a particular shipper or consignee. The definition of the term "established depot" will not be changed; however, a requirement will be made that no receiving or delivering point located on the premises of a shipper or consignee employing any carrier shall be considered as being an established depot of such carrier unless and until an application shall have been filed with the Commission seeking authority for the establishment or maintenance of a depot at that point.

Publication of Rates Between Non-Agency Points

In connection with the more embracing rate orders issued by the Commission in the past common carriers have found it extremely difficult and often impossible to compile tariffs containing all of the changes directed, within the allotted time. The difficulty appears to have been due principally to the necessity of computing mileages between all of the points served. Insofar as carriers operating statewide are concerned this is obviously a tremendous task. It has been found necessary in the past to authorize common carriers to publish the prescribed rates specifically only between agency points, rates to unnamed intermediate points being the rates from and to the higher rated of the agency points between which the unnamed points are located. Similar authority will be included in the order herein. Common carriers are

at liberty, of course, to publish the prescribed rates from and to non-agency points also, should they find it desirable and practicable to do so.

Rail Competition via Interstate Routes.

The Western Pacific Railroad Company requested authority to publish rates nonintermediate in application from San Francisco and other California origins to Westwood equal to those maintained by the Southern Pacific Company via its interstate route through Reno, Nevada. It pointed out that unless this authority were granted it would be noncompetitive to the extent that rates via the interstate route of the Southern Pacific Company might be lower. This authority will be given.

Credit.

The proposed schedule contains a rule which provides a uniform maximum credit period of seven days (excluding Sundays and holidays) from the date of delivery of the shipment. The rule is similar to that prescribed for interstate common carriers by motor vehicle by the Interstate Commerce Commission. Certain carriers operating in the San Francisco Bay district claimed that the 7 day limitation is unduly restrictive in that it precludes them from making monthly settlement with shippers whose weekly accounts are not sufficiently large to warrant the sending of a collector.

The 7 day limitation appears to have operated satisfactorily as to interstate traffic and a greater credit period would, it is believed, jeopardize the ability of the carriers to effect collections. In the event exceptions as to certain accounts are required, due to special conditions existent therewith, deviations from the general rule may be authorized upon a showing of the justification therefor. The rule will be adopted without change.

Quotation of Rates in a Form Inconsistent with the Form of the Minimum Rates.

It has come to the Commission's attention that some carriers are quoting charges on a "flat" basis or in other forms inconsistent with the form in which the minimum rates are stated. This results in serious enforcement difficulties, inasmuch as it is impossible to ascertain until after the work has been performed and all factors necessary to compute the minimum rates are known, whether or not the quoted charge is in compliance with the minimum rate orders. It also results in considerable inconvenience and dissatisfaction on the part of shippers and consignees, due to the fact that the quoted rates must be disregarded whenever they result in lower aggregate charges than would accrue under the established minimum rates.

The order herein will require that rates be quoted and assessed in a form consistent with the form of the established minimum rates; e.g., when the minimum rates are stated in cents per 100 pounds, rates shall be quoted in cents per 100 pounds, when the minimum rates are stated in dollars per hour, rates shall be quoted in dollars per hour. In the event deviations from this requirement are found necessary in particular instances, applications for authority to quote rates on a basis different from that in which the minimum rates are stated should be filed, such applications should show the basis sought to be quoted, and how it is to be insured that the quotation will not be less than the charges applicable under the established minimum rates.

Long and Short Haul Departures

Article XII, Section 21 of the State Constitution makes it unlawful for a railroad or other transportation company to charge less for the transportation of property for longer than for shorter distances over the same line or route, the shorter being included within the longer distance, unless authority to do so shall first have been secured from the Commission.²⁴ Of necessity, the granting to carriers of permission to meet the rates of competing for-hire carriers between the points served by such competing carriers, and requiring at the same time that they observe the established minimum rates otherwise, will result in rates which in some instances are less for longer than for shorter distances over the same line or route.

It is apparent that the presence of competition at the more distant point and its absence at intermediate points justifies such departures as may result from the application of the minimum rates here established. Insofar as any carriers affected by this order, other than those subject to the Public Utilities Act, may be deemed to be "transportation companies" within the meaning of Article XII, Section 21 of the State Constitution, authority will be granted such carriers to depart from the provisions of that section to the extent necessary to enable them to observe the provisions of the order herein. All common carriers subject to the provisions of the Public Utilities Act, desiring similar authority, should file application therefor under Section 24(a) of that Act.

Issuance of Shipping Document

The issuance by the carrier of a freight bill showing the name of the shipper, the point of origin and point of destination of the shipment, the description of the commodity or commodities shipped, the weight thereof (or the unit of measurement upon which the minimum rates are based) and the rate and charges assessed, and the preserva-

²⁴ As to common carriers subject to the provisions of the Public Utilities Act this prohibition is also carried in Section 24(a) of that Act.

tion by the carrier of a copy thereof for a reasonable period of time are obviously essential to proper enforcement. This is true whether or not the commodities transported are subject to the established minimum rates, for unless the description of such commodities is known the applicability of the minimum rates cannot be determined. The order herein will require all common carriers and highway carriers to issue an appropriate shipping document (either in individual or manifest form) for all shipments transported, containing all the information necessary to a determination of whether or not the established minimum rates are applicable, and to a computation of the charge in instances when the minimum rates are required to be assessed.

FINDINGS

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

1. That except as provided in Findings Nos. 2 to 5, inclusive, and Finding No. 14, the rates, charges, accessorial charges, ratings, rules and regulations set forth in the tariff designated as Appendix "D" of the order herein are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected, and the just, reasonable and nondiscriminatory minimum ratings, rules and regulations to be observed in applying such rates, charges and accessorial charges, by all radial highway common carriers and highway contract carriers.

2. That the ratings, rules and regulations contained in Western Classification No. 67, C.R.C. No. 6 of J. P. Haynes, Agent, and Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 (L. F. Potter series) of J. P. Haynes, Agent, and in supplements to and reissues of said publications when approved by the Commission, except as said ratings, rules or regulations are qualified by or are inconsistent with the provisions of said tariff designated as Appendix "D" of the order herein, are and will be for the future just, reasonable and nondiscriminatory minimum ratings, rules and regulations, to govern the minimum rates set forth in said tariff, and should be adopted for that purpose.

3. That the basis for computing and constructively increasing highway mileages, prescribed by the Commission in Decision No. 31605 of December 27, 1938, in Case No. 4088, Part "X", Case No. 4145 and Case No. 4246, modified as provided in said tariff designated as Appendix "D" of the order herein, is and will be for the future just, reasonable and nondiscriminatory for use in applying mileage rates set forth in said tariff, and should be adopted for that purpose.

less for longer than for shorter distances, to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided in said tariff designated as Appendix "D" of the order herein.

13. That all common carriers, radial highway common carriers and highway contract carriers be and they are and each of them is hereby ordered and directed to issue a shipping document (either in individual or manifest form) for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the commodity shipped in the terms of the Western Classification or Exception Sheet, a statement of the weight of the shipment (or other factor or measurement upon which charges are based), a statement of the rate assessed and the charges collected, and a statement of such other information as may be necessary to an accurate determination of the minimum rate and charge applicable under the order herein; and shall retain and preserve a copy of said shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "C" hereto will be suitable and proper.

14. That the Commission shall have and it does hereby retain jurisdiction of this proceeding for the purpose of altering or amending the rates, charges, rules and regulations hereby established or prescribed, and for the purpose of establishing or approving such other just, reasonable and nondiscriminatory maximum or minimum or maximum and minimum rates, charges, classifications, rules and regulations to be charged, collected and observed by radial highway common carriers, highway contract carriers and common 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.

The effective date of this order shall be February 15, 1939.

Dated at San Francisco, California, this 27th day of December, 1938.

RAY C. WAKEFIELD.

LEON O. WHITWELL.

FRANK R. DEVLEN.

RAY L. RILEY.

CARL C. BAKER.

Commissioners.

less for longer than for shorter distances, to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided in said tariff designated as Appendix "D" of the order herein.

13. That all common carriers, radial highway common carriers and highway contract carriers be and they are and each of them is hereby ordered and directed to issue a shipping document (either in individual or manifest form) for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the commodity shipped in the terms of the Western Classification or Exception Sheet, a statement of the weight of the shipment (or other factor or measurement upon which charges are based), a statement of the rate assessed and the charges collected, and a statement of such other information as may be necessary to an accurate determination of the minimum rate and charge applicable under the order herein; and shall retain and preserve a copy of said shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "C" hereto will be suitable and proper.

14. That the Commission shall have and it does hereby retain jurisdiction of this proceeding for the purpose of altering or amending the rates, charges, rules and regulations hereby established or prescribed, and for the purpose of establishing or approving such other just, reasonable and nondiscriminatory maximum or minimum or maximum and minimum rates, charges, classifications, rules and regulations to be charged, collected and observed by radial highway common carriers, highway contract carriers and common 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.

The effective date of this order shall be February 15, 1939.

Dated at San Francisco, California, this 27th day of December, 1938.

RAY C. WAKEFIELD,

LEON O. WHITSELL,

FRANK R. DEVLIN,

RAY L. RIDGEY,

CARL C. BAKER,

Commissioners.

- Costello, J. B., for Ira P. Lamb and Sperry Flour Company.
Coutler, P. J., in *Propria Persona*.
Crandall, R. E., for Associated Jobbers and Manufacturers.
Cron, George D., for Chevrolet Motor Company.
Culbert, G. A., for General Electric Supply Corporation.
- Dalton, Owen S., for Dalton Lumber Company.
Davis, R. C., for United States Gypsum Company.
Deasy, Albert E., for J. P. Holland, Inc.
Deuel, J. J., for California Farm Bureau Federation.
Dickman, Chas. L., for Stockton Draymen's Association.
Disserling, T. G., for Oakland Chamber of Commerce.
Dill, Harold W., for The Truck and Warehouse Association, of San Diego and Imperial Counties.
Donahue, M. S., for Standard Oil Company of California.
Donaldson, G. E., for Shell Oil Company and Shell Chemical Company.
Donelson, D. K., for Pioneer Rubber Mills.
Doraney, Wallace K., for Pacific Freight Lines, Keystone Express System and Certificated Highway Carriers, Inc.
Dreier, Gus A., for Lumber Haulers' Association of Southern California.
Duffy, G. B., for The Atchison, Topeka and Santa Fe Railway Company and Santa Fe Transportation Company.
Encell, Harry A., for General Trucking Company, Way Truck Lines, P. L. Musser, Automotive Purchasing Company, Inc., and Humboldt Truckmen's Association, Inc.
- Farina, A., for Farina Wine Transportation.
Faus, L. C., for American Carriers.
Fels, R. C., for Retail Furniture Association of California, Inc.
Fites, L. M., for Durkee Famous Foods and S & W Fine Foods, Inc.
Foley, L. L., for Swift & Company.
Ford, H., for Los Angeles Pool Car Distributing Company.
Forman, Emuel J., for Globe Grain & Milling Company.
Frasher, H., for Valley Motor Lines, Valley Express Company, H. Frasher Truck Lines and Frasher Truck Company.
Freeman, John E., for Western States Express and Coast Line Stages, Inc.
Friedman, L., for Kellogg Express & Drying Company.
- Gardner, F. A., for Mattole Valley Stage Line.
Giles, H. A., for Western Pine Association.
Ginsler, Wm. Jr., for Sacramento Freight Lines, Western Transport Company and Yareka Commission Company.
Glantz, Arthur, for Cadaby Packing Company.
Goldsworthy, N., for Certain-teed Products Corporation.
Greene, Sam H., for California Dairy Council.
- Harm, George, for George Harin Truck Lines.
Hart, E. H., for Draymen's Association of Alameda County and Pacific Motor Tariff Bureau.
Hartung, P. B., for Owens-Illinois-Pacific Coast Company.
Hays, Harold M., for Intercity Transport Lines and Pioneer Express Company.
Hendrick, Hugh, for Pacific Coastwise Conference.
Higgins, H. R., for Dried Fruit Association of California.
Higgins, W. G., for Santa Cruz Portland Cement Company.
Hill, Guy, for Pacific Greyhound Lines.
Hodgman, C. A., for The Harbor Administration of the City of San Diego and San Diego Chamber of Commerce.
Hogle, Boerritt W., for California Olive Association.
Hollingsworth, E. W., for Manufacturers Association of South San Francisco and South San Francisco Chamber of Commerce.
Hughes, Lloyd B., for Montgomery Ward & Company.
Huntton, G. M., for Valencia Truck Company.
Hurat, George, for The Atchison, Topeka and Santa Fe Railway Company and Santa Fe Transportation Company.

- Hutcherson, Robt.*, for Tidewater Associated Oil Company.
Hutchings, Carlton E., for Schwabacher & Company.
Holm, Dion R., Assistant City Attorney, City and County of San Francisco.
Jones, R. J., for General Foods Corporation.
Keith, L. R., for Cannery League of California and California Packing Corporation.
Keller, N. E., for Pacific Portland Cement Company.
Kendall, Jackson W., for Bekins Van Lines, Inc., Bekins Van & Storage Company and Hollywood Storage Company.
Kensinger, R. P., for Loome-Wiles Biscuit Company.
Kensinger, Henry, for Santa Rosa Chamber of Commerce.
Kessler, W. H., for Western States Express and Coast Line Stages, Inc.
King, Geo. C., for Northwest Forwarders, Inc.
Kleinenbroich, W. M., for Modesto-Riverbank-Oakdale Stage Line.
Knopp, A. T., for Western Auto Supply Company.
Lane, W. J., for Guggenbime & Company.
Lanning, G., for Santa Rosa Chamber of Commerce.
Larson, A., for Larson Traffic Service, Quincy Railroad, California Redwood Association and Redwood Lumber Company, and other mills.
Leach, Clyde M., for Board of Harbor Commissioners of the City of Los Angeles.
Lederer, Chas., for Alturas-Fort Bidwell Stage Line and Surprise Valley Stage Line.
Lincoln, H. A., for Fibreboard Products, Inc., and subsidiaries.
Loce, W. H., for Union Pacific Railroad Company.
Lucas, H. C., for Pacific Greyhound Lines.
Luedtke, T. F., for McCormick Steamship Company and Pacific Coastwise Conference.
Lyons, Irving L., for Cannery League of California and California Packing Corporation.
Lyons, J. B., for Southern Pacific Company.
Macon, E. V., for The Texas Company.
Maher, E. A., for Automotive Council of Orange County.
McCarthy, R. P., for Leslie Salt Company and California Barrel Company, Ltd.
McGue, F. P., for Crane Company.
McCurdy, John E., for Poultry Producers of Central California.
McCutchen, Olney, Mannon & Groce, by *P. W. Mielke, John O. Moran and Starr Thomas*, for Berkeley Transportation Company, Richmond Navigation & Improvement Company, Hobbs-Wall & Company, The River Lines and Napa Transportation Company.
McGinnis, John J., for Gladding, McBean & Company.
McNamera, L. R., for The Texas Company.
Merkelbach, P., for Albers Bros. Milling Company.
Mitchell, Carroll, for Redwood Manufacturers Company.
Moon, N. R., for Sperry Flour Company.
Morgan, F. F., for Furniture Manufacturers Association of Los Angeles.
Mott, F. M., for Merchants Express Corporation.
Movich, I. J., for Pomona Pump Company.
Murphy, W. H., for Western Truck Lines.
Myers, John W., for J. Myers Transportation Company.
Nosler, J. E., for Nosler Trucking Company.
Nugent, M. F., for Congoleum-Nairn, Inc.
O'Donnell, Milton, for Allied Drug Distributors Association and Johnson & Johnson.
O'Neill, R. C., for California Fruit Growers Exchange.
O'Toole, John J., City Attorney, City and County of San Francisco.
Ott, W. H., for Kraft-Phenix Cheese Corporation.
Olsen, George J., for Dunham, Carrigan & Hayden Company.

- Patten, P. R.*, for Coggeshall Launch Company.
Patton, A. E., for Richfield Oil Corporation.
Paul, Varnum, for Pacific Coastwise Conference.
Paul, W. B., for Union Oil Company of California.
Pettit, Frank, for U S L Battery Corporation.
Poe, Arlo D., for Motor Truck Association of Southern California and Lumber Haulers Association of Southern California.
Potts, R. T., for Shell Oil Company and Shell Chemical Company.
Quattrin, Sando, for Wholesale Liquor Dealers Association and Distilled Spirits Rectifiers Association.
Racoon, Theo. M., in *Propria Persona*.
Rearden, J. D., for Union Oil Company of California.
Robban, F. H., for American Crystal Sugar Company.
Reilly, H. L., for Richfield Oil Corporation.
Remick, B. C., for Union Pacific Railroad Company.
Reynolds, C. F., for Los Angeles-San Francisco Navigation Company.
Riedy, C. J., for California Packing Corporation.
Rohde, Walter A., for San Francisco Chamber of Commerce.
Roney, J. L., for S & W Pine Foods, Inc.
Saite, L., for Saite Trucking Company.
Nampan, W. P., for Bay Transport Company.
Namborn, Rochl & MacLeod, by *Glaire MacLeod*, for Belyou Truck Company and Tank Truck Operators Association.
Savage, M. S., for Savage Transportation Company, Inc.
Naucyer, R. S., for Associated Jobbers and Manufacturers.
Schulz, Carl L., for San Francisco Milling Company, Ltd.
Scott, Walter H., for United States Gypsum Company.
Shearer, David G., for Certificated Highway Carriers, Inc., Interstate Freight Carriers Conference, Inc., and Council of Truck Associations.
Shingle, Warren N., for Marysville-LaPorte Stage Company.
Siddons, Lance P., for Holly Sugar Company.
Niedle, George C., for Armstrong Cork Company.
Smith, C. H., for Davies Warehouse Company, Pacific Commercial Warehouse and Jennings-Nibley Warehouse.
Smith, Herman A., in *Propria Persona*.
Smith, Morton G., for Southern Pacific Company and Pacific Motor Trucking Company.
Slingerland, R. N., for Standard Oil Company of California.
Nommers, J. G., for Stockton Traffic Bureau, City of Stockton, Stockton Chamber of Commerce, Stockton Port District and San Joaquin County Farm Bureau Federation.
Stoib, Robert F., for Blake, Moffitt & Towne.
Stern, Edward, for Railway Express Agency, Incorporated.
Stewart, J. L., for Armour & Company.
Stone, J. C., for Napa Transportation Company.
Stons, W. G., for Sacramento Chamber of Commerce.
Sweet, O. H., for Sweet Trucking Company.
Thain, W. C., for Johns-Manville Corporation.
Thompson, Roy B., for Truck Owners Association of California.
Tonaand, J. Richard, for Stockton Traffic Bureau, City of Stockton, Stockton Chamber of Commerce, Stockton Port District and San Joaquin County Farm Bureau Federation.
Turley, J. E., for Colletti Transportation System, Inc.
Valentine, A. H., for Interstate Bakeries Corp., Ltd.
Vaughan, Rapinall L., for Coast Line Truck Service, Inc., and Pacific Coastwise Conference.
Van Slyke, A. H., for Yosemite Portland Cement Corporation.
Vener, Mas A., for Vener Truck Lines.
Vizzard, J. F., for Draymen's Association of San Francisco.

- Wade, Harry M.**, for McClain Truck Company.
Walk, G. E., for Truck Owners Association of California.
Walker, R. F., for Western Sugar Refinery and Spreckels Sugar Company.
Warren, J. A., for Railway Express Agency, Incorporated.
Warsco, Gus J., for The Texas Company.
Wedekind, R. E., for Northwestern Pacific Railroad Company, Petaluma & Santa Rosa Railroad Company, Southern Pacific Company, San Diego & Arizona Eastern Railroad Company, Visalia Electric Railroad Company, Pacific Motor Transport Company, Pacific Motor Trucking Company, Pacific Electric Railway Company and Southern Pacific Golden Gate Ferries, Ltd.
Wedemeyer, Fred, for McKesson-Robbins, Inc.
Westlake, Elmer, for Western Sugar Refinery, California-Hawaiian Sugar Refining Corporation, Ltd., and Spreckels Refining Company.
Whittle, A. L., for Southern Pacific Company.
Wilcox, K. G., for San Francisco Chamber of Commerce, Cannery League of California and Dried Fruit Association of California.
Willey, F. F., for Pacific Electric Railway Company.
Wilson, L. G., for Latchford Glass Company, Pacific Gas Radiator Company and California State Brewers Institute.
Wolters, Louis H., for Pacific States Butter, Cheese & Dressed Poultry Association, California Dairy Council, California Creamery Operators Association and Golden State Company, Ltd.

- Zech, John A.**, for Bureau of State Highway Motor Carriers.
Ziegler, C. J., for General Petroleum Corporation of California.

APPENDIX "B"

Historical Background of Motor Carrier Regulation and
Outline of Existing Status of Commission's Rate Stabiliza-
tion Program, as given by Examiners Howard G. Freas and
Wm. H. Gorman in their Proposed Report of August 10, 1928,
in this proceeding.

Prior to the embarkation by the State of California on its extensive highway expansion program, some 15 years ago, virtually all of the inter-community transportation business within this state was handled by rail or vessel common carriers. During that period this Commission was chiefly concerned in the regulation of transportation rates, with seeing that common carrier rates were definite, known and open for public inspection, that the exaction by common carriers of exorbitant charges was prevented and that discriminations were prevented or removed.

With the improvement of roads and the marked advancements in automotive engineering, large-scale trucking operations were made practicable. Truckmen whose operations originally had been confined to limited territories and specialized types of hauling enlarged their fleets, broadened the scope of their activities and began to compete with the railroads for traffic of all kinds. Inevitably there ensued a period of destructive rate cutting between the railroads and the trucks which this Commission, because of the limited jurisdiction it then possessed, could not successfully restrain. During this period also, the railroads inaugurated pick-up and delivery services, speeded up schedules and by various other means attempted to offset the greater flexibility of motor truck transportation.

However, the truck industry grew and expanded for a time. The opportunity to enter the field practically without capital investment, and the absence of regulation, attracted great numbers of new operators. Then came the economic disturbances, common throughout the country, and the traffic of all carriers began to dwindle. The combination of an abundance of transportation facilities and reduced freight volume caused an era of unprecedented and intense competition between the truck carriers and the railroads, and between the truck carriers themselves. All courted business through the medium of rate reductions. The desideratum seemed to have been to secure a maximum equipment use factor, whether the rates obtained were remunerative or not. The common carrier rate structure became disrupted and distorted. That of most of the highway carriers was largely unknown. While this situation continued, commodity and labor costs started on an upward path. In many instances the carriers found great difficulty in

meeting the normal costs of operation, to say nothing of the increased wage demands.

As early as 1932 it became apparent that the condition of the transportation system of this state was detrimental to the public interest, that rate wars were bankrupting both truck and rail carriers, and that the ability of the established transportation agencies to afford adequate service was being impaired. The Commission accordingly on its own motion instituted a formal investigation (Case No. 3154) into freight transportation conditions in California, for the purpose of ascertaining the facts and suggesting appropriate remedies. After a full investigation of conditions had been made, it issued its report (Decision No. 25243 of October 10, 1932, 38 C.R.C. 81) recommending that adequate legislation be enacted to the end that all forms of for-hire transportation might be subjected to public control and regulation, or that existing regulation "be withdrawn from all and the law of the jungle be given full and equal play."

Following the issuance of this report, the Legislature in 1933 amended the Public Utilities Act subjecting "freight forwarders" to regulation and requiring "freight forwarders" and "express corporations" to secure certificates of public convenience and necessity before commencing operation (Sections 2-(k), 2-(ka) and 50-(f) of the Public Utilities Act). It also provided for the regulation of "for-hire" vessels (Chapter 223, Statutes of 1933).

Recognizing that the ability of the Commission to cope successfully with the transportation problem was still severely handicapped by its lack of jurisdiction over for-hire truck carriers, the 1935 Legislature enacted the Highway Carriers' Act (amended in minor respects during the 1937 legislative session) requiring, among other things, "radial highway common carriers" and "highway contract carriers", as defined therein, to obtain a permit from the Commission before commencing operations, requiring them to carry insurance, and directing the Commission to establish or approve maximum or minimum (or maximum and minimum) rates to be charged by such highway carriers. At the same session the Legislature enacted the City Carriers' Act and the Motor Transportation Broker Act, and amended the Public Utilities Act by the addition of Sections 13 $\frac{1}{2}$ and 32 $\frac{1}{2}$ which deal with the equalizing of competitive conditions between the different forms of transportation.

¹The preamble of the Highway Carriers' Act declares "the use of the public highways for the transportation of property for compensation is a business affected with a public interest and it is hereby declared that the purpose of this Act is to preserve for the public the full benefit and use of public highways consistent with the needs of commerce . . . ; to secure to the people just and reasonable rates for transportation by carriers operating upon such highways; to secure full and unrestricted flow of traffic by motor carriers over such highways which will adequately meet reasonable public demands by providing for the regulation of rates of all transportation agencies . . ."

Pursuant to the legislation referred to, the Commission instituted a series of formal investigations for the purpose of developing the facts and of promulgating orders looking toward the ultimate stabilization of the transportation industry, and the equalization of competitive conditions between express, rail, truck and vessel carriers and freight forwarders. Extensive public hearings have already been conducted in these proceedings, and numerous orders have been issued establishing minimum rates for highway carriers and adjusting rates of common carriers. The matter was of such magnitude that immediate stabilization of all transportation on a statewide scale was impracticable. Accordingly the Commission followed the plan of dealing with the more critical situations as they arose. It fixed rates for transportation of commodities upon which and in territories within which competitive conditions appeared to be most severe and the continuation of adequate service appeared to be threatened. Thus far rates have been established and are in effect for transportation of less truckload shipments of property of all kinds (with minor exceptions) throughout wide territories comprising the major part of the state.* Truckload rates of statewide application have been established for the transportation of (1) petroleum and petroleum products in tank trucks or tank cars, (2) lumber and forest products, (3) grain, grain products and related articles, (4) hay, (5) used property, viz., household goods, personal effects, furniture, musical instruments, radios, office and store fixtures and equipment, and (6) sand, rock, gravel, road building material, excavated material, building materials, asphaltic concrete, decomposed granite and stabilizing materials, when transported in dump trucks. Truckload minimum rates have also been established between points within defined and restricted portions of the state on (1) fresh pears and empty carriers returning, (2) beverages and tonics and empty carriers returning, (3) cement and cement clinker, (4) canned goods and dried fruit, (5) soap, lard and related articles, and (6) oil, water and gas well outfits and supplies.

* Decision No. 29480, as amended, in Case No. 4088, Part "M" and Case No. 4146, Part "B", established a scale of rates (hereinafter referred to as the "M" scale) for application within defined territory in southern California in connection with shipments of less than 15,000 pounds, and fixed the charge for 15,000 pounds as minimum for heavier shipments. Decision No. 30370, as amended, in Case No. 4088, Parts "U" and "V" and Case No. 4146, Parts "T" and "C" established a scale of rates (hereinafter referred to as the "UV" scale) for transportation of shipments weighing 20,000 pounds or less throughout northern California, and between Part "M" territory on the one hand and defined territory north thereof on the other hand, and fixed the charge for 20,000 pounds as minimum for heavier shipments. In addition, rates established in Decision No. 28761, as amended, in Case No. 4088, Part "A", apply for transportation of shipments weighing less than 4,000 pounds, heavier shipments being subject to the charge for 3,999 pounds, between common carrier points in territories for which rates have not otherwise been provided, or for commodities which were excluded from the "M" and "UV" orders.

Appendix "D"
of
Decision No. 31606
in Case No. 4246
Issued by
The Railroad Commission
of the
State of California

**Consisting of a Tariff naming minimum rates,
rules and regulations for the transportation
of property between points in California**

by
Radial Highway Common Carriers
and
Highway Contract Carriers

Highway Carriers' Tariff No. 2

NAMING
MINIMUM RATES, RULES AND REGULATIONS
FOR THE
TRANSPORTATION OF PROPERTY OVER THE
PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA
BY
RADIAL HIGHWAY COMMON CARRIERS
AND
HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 31606, in Case No. 4246. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

Governed, except as otherwise provided herein, by Western Classification No. 67, C.R.C. No. 6 of J. P. Haynes, Agent, by Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597, (L. F. Potter series) of J. P. Haynes, Agent, and by supplements to and reissues of said publications when such supplements and reissues have been approved by the Commission.

EFFECTIVE MAY 16, 1939.

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

CORRECTION NUMBER CHECKING SHEET

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

CORRECTION NUMBERS

1	31	61	91	121	151	181
2	32	62	92	122	152	182
3	33	63	93	123	153	183
4	34	64	94	124	154	184
5	35	65	95	125	155	185
6	36	66	96	126	156	186
7	37	67	97	127	157	187
8	38	68	98	128	158	188
9	39	69	99	129	159	189
10	40	70	100	130	160	190
11	41	71	101	131	161	191
12	42	72	102	132	162	192
13	43	73	103	133	163	193
14	44	74	104	134	164	194
15	45	75	105	135	165	195
16	46	76	106	136	166	196
17	47	77	107	137	167	197
18	48	78	108	138	168	198
19	49	79	109	139	169	199
20	50	80	110	140	170	200
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INDEX OF COMMODITIES

Only those articles which are named in commodity items or in Exceptions to the Western Classification and Exception Sheet are shown in the following list.

COMMODITY	Item Number	COMMODITY	Item Number
Acid, Boracic	730	Blocks, Caking, Crown or Under-reamer Dressing	700-720
Adapters, Casing	700-720	Blocks, Wooden Paving	660, 690
Adjusters and Boards	700-720	Blowers, Blacksmith's Rotary (M)	700-720
Air Compressors (M)	700-720	Boards, Base	660, 690
Alc	310, 360, 600	Boards, Ironing	660, 690
Alc, Ginger	600	Boiler Flues	700-720
Anvils (M)	700-720	Boiler Fronts (M)	700-720
Aprons, Window	660, 690	Boiler Parts (M)	700-720
Arms, wooden	700-720	Boilers (M)	700-720
Astragals	660, 690	Boiler Tubes	700-720
Atmospheric Water Cooling Towers	660, 690, 700, 710, 720	Bolts, wooden	660, 690
Bakery Goods	360	Book Cases	660, 690
Balusters	660, 690	Borax	730
Balustrade Work	660, 690	Boxes, Well Derrick or Stuffing	700-720
Bark	660, 690	Brackets, Cornice	660, 690
Barrels, Pump Working	700-720	Brackets, Insulator	660, 690
Bars, Grate	700-720	Breads	(1)
Base Boards	660, 690	Breakfast Nook Sets	660, 690
Beads, Angle, Corner, Cornice	660, 690	Brick, Fire	700-720
Beans and Pork	(1)	Brine	(1)
Bee Hives	660, 690	Broths	(1)
Beer	310, 360, 600	Buffets	660, 690
Beer Tonic	310, 360, 600	Built-in Fixtures	660, 690
Belts (M)	700-720	Butter, Fruit	(1)
Beverage Containers	600	Buttermilk	(1)
Beverage Preparations	360	Butter, Peanut	(1)
Beverages	310, 360, 600	Cabinets, Kitchen	660, 690
Bits, Drilling	700-720	Cabinets, Medicine	660, 690
Blacksmith's Rotary Blowers (M)	700-720	Cabinets, Telephone	660, 690
Blinds (Shutter)	660, 690	Candy	360
Blocks (Base, Center, Corner, Head)	660, 690	Canned Goods as described in Item No. 210 series of Exception Sheet	320

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

(M) Denotes articles on which application of rates is limited to mixed shipments.

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INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Canned Goods and Other Articles as described in Item No. 610 series	360, 610, 620, 630	Compounds, Cleaning, Scouring or Washing	730
Cants, Wheel, wooden	660, 690	Compounds, Flavoring	360
Cants, wooden	700-720	Compounds, Food Curing, Preserving or Seasoning	360
Caps, Column	660, 690	Compounds, Lard	360
Caps, Sand Line	700-720	Compounds, Oil Well Drilling Mud	700-720
Carriers (used packages)	330	Condiments, prepared	(1)
Cases (Built-in Fixtures)	660, 690	Confectionery	360
Casing, Door and Window Panel	660, 690	Containers, Beverage	600
Casing Shoes	700-720	Cooler Closets	660, 690
Castings, Swing Post	700-720	Corn	(1)
Catchers, Tubing	700-720	Cornice Brackets	660, 690
Catsup	(1)	Countershafts, Oil Well	700-720
Chests of Drawers	660, 690	Covers, Guy Wire	660, 690
Chili, ground	(1)	Covers, Thief Hole	700-720
China Closets	660, 690	Cranes, Derrick	700-720
Chloride of Lime Bleach	730	Cross Arms, wooden	660, 690
Chocolate	360	Crystals, Citrus Fruit Juice	360
Chocolate Coating	360	Cupboards	660, 690
Chowders	(1)	Cylinders, Well Pump	700-720
Citrus Fruit Juice Powders or Crystals	360	Derrick Cranes	700-720
Clamps	700-720	Derricks	700-720
Clamps, Disconnecting, Drilling, Drive or Gas Packing	700-720	Desert Preparations	360
Clay, Fire (M)	700-720	Disinfectants	730
Coating, Chocolate	360	Doors	660, 690
Cocoa	360	Drain Pipe Solvent	730
Cocconut	360	Dressing, Salad	(1)
Cocconut, not desiccated	(1)	Drill Bitheads	700-720
Coffee	360	Earth, Infusorial	650
Coffee Substitutes	360	Eggs, shelled	360
Colorings, Confectioners	360	Elevators, Pipe or Sucker Rod	700-720
Columns	660, 690	Engines (M)	700-720
		Extracts	360
		Extracts, Malt	600

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

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INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Fig Paste	350	Ginger Ale	600
Fig Pulp	350	Glucose	360
Figs, dried	350, 640	Grate Bars	700-720
Fire Brick	700-720	Grille Work	660, 690
Fire Clay (M)	700-720	Grips	700-720
Fish, cooked, pickled or preserved	(1)	Guides, Wire Line	700-720
Fish, other than fresh or frozen	360	Gum, Chewing	360
Fish Roe	(1)	Gutters	660, 690
Fittings, Cast or Wrought Iron Pipe	700-720	Handles, wooden	700-720
Fittings, Closet and Pantry	660, 690	Hand Rails	660, 690
Fixtures, Built-in	660, 690	Heading	660, 690
Flavoring Compounds	360	Heads, Control Casing, Drive Pipe or Casing	700-720
Flowers, fresh cut	340	Hominy	(1)
Flues, Boiler	700-720	Honey	360
Fondant, Candy	360	Honey Box Lumber	660, 690
Food Preparations	360	Hooks, Casing, Sucker Rod, Throwoff or Tubing	700-720
Forges	700-720	Horseradish	360
Frames (blind, screen and door)	660, 690	Ice Cream	370
Frames, Window	660, 690	Icings	360
Flues, Boiler	700-720	Ironing Boards	660, 690
Fruit, candied, crystallized, glazed or stuffed	360	Iron, Plate or Sheet	700-720
Fruit, crushed	(1)	Jacks, Oil Well Pumping	700-720
Fruit, dried	350, 640	Jacks, Well Tool	700-720
Fruit (not dried, evaporated nor fresh)	(1)	Jam	(1)
Fruit Juice	600	Jamba, Door	660, 690
Fruit Juice Powders or Crystals, Citrus	360	Jelly	(1)
Fruit Syrup	360	Joints, Rotary Tool and Sucker Rod	700-720
Gable Ornaments	660, 690	Juice, Clam	(1)
Garlic Chips	(1)	Juice, Fruit	(1)
Garlic Powder	(1)	Juice, Tomato	(1)
Gauges, Bit	700-720	Juice, Vegetable	(1)
Gelatine	360	Kitchen Cabinets	660, 690
Generators, Electric (M)	700-720		

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

(M) Denotes articles on which application of rates is limited to mixed shipments.

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INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Lard	360, 730	Noodles	360
Lard Compounds	360	Nuts, edible, shelled	360
Lard Substitutes	360, 730		
Lath	660, 690	Oil, cooking	730
Lime, Chlorinated	730	Oil, Olive	(1)
Liners	700-720	Oil, Salad	(1) 730
Liners, Polished Rod	700-720	Olives	(1)
Lines, Measuring	700-720	Onion Chips	(1)
Links	700-720	Onion Powder	(1)
Liquors, Malt	360, 600	Ornaments, Gable	660, 690
Liquors, Vinous	360, 600	Outfits, Oil, Water or Gas Well	700-720
Lumber	660, 690	Outfits, Wire Line Pumping	700-720
Lye, Concentrated	730		
		Packers	700-720
Macaroni	360	Paneling	660, 690
Macaroni (prepared)	(1)	Parts, Boiler (M)	700-720
Machines, Oil Well Pulling	700-720	Parts, Mud Mixer	700-720
Machines, Rotary Drilling	700-720	Paste, Alimentary	360
Malt Syrup	360	Paste, Confectioners'	360
Mantel Shelves	660, 690	Paste, Tomato	(1)
Meats, cooked, cured or preserved	(1)	Peanut Butter	(1)
Meat other than fresh	360	Pectin, Fruit or Vegetable	(1)
Mechanics' Tools (M)	700-720	Pencil Slats	660, 690
Medicine Cabinets	660, 690	Pickets	660, 690
Milk (condensed or evaporated)	(1)	Pickles	(1)
Milk, dry	(1)	Pie Preparations	(1)
Milk, flaked	360	Pilasters	660, 690
Milk, Malted	360	Piles	660, 690
Milk, powdered	(1) 360	Pimentos	(1)
Mince Meat	(1)	Pins, insulator	660, 690
Molasses	(1)	Pins, wooden	700-720
Molding, Carpenters'	660, 690	Pipe, cast or wrought iron	700-720
Molding, Casings	660, 690	Pipe material, wooden	660, 690
Mud Mixer Parts	700-720	Pipe, plate or sheet iron	700-720
Mustard	360	Pipe, wooden	660, 690
Mustard (prepared)	(1)	Plugs, Cementing	700-720
		Plugs, Dry Hole	700-720

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

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INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Plywood	660, 690	Sago	360
Poles, Plant	660, 690	Salt	360, 380
Poles, Telegraph and Telephone	660, 690	Sand Reels	700-720
Popcorn	360	Sandwich Spread	(1)
Porch Work	660, 690	Sash	660, 690
Porter	310, 360, 600	Sauces, prepared	(1)
Posts	660, 690	Sausage	(1)
Potato Chips	360	Savens, Oil	700-720
Powder, Baking or Yeast	360	Sawdust	660, 690
Powders, Citrus Fruit Juice	360	Screens	660, 690
Power Pumps (M)	700-720	Scroll Work	660, 690
Powers, Pumping	700-720	Shakes	660, 690
Protectors, Box and Pin	700-720	Shavings	660, 690
Prunes (dried)	350, 640	Shelves	660, 690
Puddings	(1)	Shelves, Mantel	660, 690
Pulleys, Tur	700-720	Shingles	660, 690
Pull Rod Blocks, wooden	700-720	Ship Knees	660, 690
Pulp, Fruit or Vegetable	(1)	Shoes, Casing	700-720
Pumps, Power (M)	700-720	Shook, box or crate	660, 690
Puree, Tomato	(1)	Shortening	360
Rails, Hand	660, 690	Sideboards	660, 690
Raisins	350, 640	Silo Material, wooden	660, 690
Rams, Bit	700-720	Sinkboards	660, 690
Ravioli (prepared)	(1)	Sink Sets	660, 690
Reels, Measuring	700-720	Slips	700-720
Reels, Sand	700-720	Smokestacks (M)	700-720
Relishes (prepared)	(1)	Soap	730
Rice-and-Milk	(1)	Soap, liquid	730
Rig Irons	700-720	Soap Powder	730
Rings and Wedges	700-720	Soda (Beverage)	600
Rods, Polished or Valve	700-720	Soda, Washing	730
Rods, Pull (M)	700-720	Solvent, Drain pipe	730
Rods, Sucker	700-720	Soups	(1)
Rope (M)	700-720	Spaghetti	360
Rope, Wire	700-720	Spaghetti (prepared)	(1)
Rosettes	660, 690	Spices	360
Running Gears, steam boiler (M)	700-720	Spiders	700-720
Saddles, Jack	700-720	Spindles	660, 690
		Spudding Shoes and Rings	700-720

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

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INDEX OF COMMODITIES (Concluded)

COMMODITY	Item Number	COMMODITY	Item Number
Stair Work	660, 690	Trucks, Steam Boiler (M)	700-720
Stakes	660, 690	Tubes, Boiler	700-720
Staves	660, 690	Tubing, Cast or Wrought Iron	700-720
Steam Boiler Trucks (M)	700-720	Tubing, Plate or Sheet Iron	700-720
Steel, plate or sheet	700-720	Tubs, Cooling	700-720
Steps, pole, wooden	660, 690	Underreamers	700-720
Stirrups, Disconnecting	700-720	Valves	700-720
Stock, battery separator	660, 690	Valves, Pump Working Barrel	700-720
Stools, Window	660, 690	Vegetables (not dehydrated, dried, evaporated nor fresh)	(1)
Stout	310, 360, 600	Veneering	660, 690
Sugar	360, 390, 740	Vermicelli	360
Swabs	700-720	Vermicelli (prepared)	(1)
Swivels, Hydraulic Rotary	700-720	Vinegar	(1)
Syrup	360, (1)	Wagons, Casing or Bit	700-720
Syrup, Fruit	360	Wainscoting	660, 690
Syrup, grape juice	600	Washing powders	730
Syrup, Malt	360, 600	Washing soda	730
Tank Material, wooden	660, 690	Water	600
Tanks, Iron or Steel	700-720	Wedges	660, 690, 700, 710, 720
Tanks, oil and gas Separating (M)	700-720	Wedges, mine	660, 690
Tank Steel	700-720	Welsh Rarebit	(1)
Tapioca	360	Wheels, Band, Bull or Calf	700-720
Tea	360	Window Seats	660, 690
Telephone Cabinets	660, 690	Wine	400
Temper Screws	700-720	Wire Rope	700-720
Templates, Box and Pin	700-720	Wobblers	700-720
Thief Hole Covers	700-720	Wrenches	700-720
Ties, railroad	660, 690	Yeast	360
Timbers, mining	660, 690		
Timbers, rough	660, 690		
Tongs, pipe	700-720		
Tonics	600		
Tools, Drilling or Fishing	700-720		
Tools, Mechanics (M)	700-720		
Towers, Atmospheric Water Cooling	660, 690, 700, 710, 720		

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

(M) Denotes articles on which application of rates is limited to mixed shipments.

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ARRANGEMENT OF TARIFF

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

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

Except as otherwise specifically provided, the rules and regulations contained in Section No. 1 govern the rates in Section No. 2 and Section No. 3 of the tariff.

SECTION NO. 2 contains class rates.

SECTION NO. 3 contains commodity rates.

SECTION NO. 4 contains routing applicable in connection with rates in Section No. 2 and Section No. 3 making specific reference thereto.

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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION
10	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>(a) CARRIER means a radial highway common carrier or a highway contract carrier, as defined in Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments. (Subject to Note 1 of this item.)</p> <p>(e) EXCEPTION SHEET means Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 (L. F. Potter Series) of J. P. Haynes, Agent, and supplements thereto or reissues thereof when such supplements or reissues have been approved by the Commission.</p> <p>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(h) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property 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.</p> <p>(i) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(j) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>(k) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also paragraphs (l) and (m).)</p> <p>(l) SPLIT PICK-UP SHIPMENT means a shipment consisting of several component parts, received during one day and transported under one shipping</p> <p style="text-align: center;">(Continued)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
10 (Concluded)	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p>document from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination and charges thereon being paid by the consignee when there is more than one consignor.</p> <p>(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.</p> <p>(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p> <p>(o) 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.</p> <p>(p) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p>(q) WESTERN CLASSIFICATION means Western Classification No. 67, C.R.C. No. 6 of J. P. Haynes, Agent, and supplements thereto or reissues thereof when such supplements or reissues have been approved by the Commission.</p> <p>NOTE 1.—No freight terminal located on premises of any shipper or consignee having freight for shipment shall be treated as an established depot in applying this tariff, unless the approval of the Commission shall first have been obtained; provided, however, that freight terminals so located on February 15, 1939, may be treated as established depots during the pendency of applications seeking the Commission's approval of the continued maintenance of such established depots thereafter.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
20	<p style="text-align: center;">APPLICATION OF TARIFF—CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) and apply for transportation of property by radial highway common carriers and highway contract carriers, as defined in said Act.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p>
30	<p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL</p> <p>Rates in this tariff apply for transportation of shipments between all points within the State of California, except:</p> <p>(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>(b) Shipments between San Francisco and South San Francisco;</p> <p>(c) Shipments having point of origin in San Diego, Chula Vista, Coronado or National City, and point of destination in another of those cities;</p> <p>(d) Shipments having both point of origin and point of destination within the Los Angeles Drayage Area, as described in Item No. 270 series, for which rates are provided in Decision No. 31473 of November 25, 1938, or as may be amended, in Case No. 4121.</p> <p>(e) Shipments (1) between Sacramento and North Sacramento; (2) between said cities on the one hand and the adjacent plants of the Lumbermen's Supply, Inc., Swanston & Son, Sacramento Wool Company, Sacramento Feed Company and Essex Lumber Company on the other hand; and (3) between said cities and plants on the one hand and the Sacramento Air Depot on the other hand.</p> <p>(f) Shipments between Marysville and Yuba City and between said cities on the one hand and the adjacent plant of the Harter Packing Company on the other hand.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
40	<p style="text-align: center;">APPLICATION OF TARIFF—COMMODITIES</p> <p>Rates in this tariff apply for the transportation of all commodities, except the following:</p> <table border="0"> <tr> <td style="vertical-align: top;"> <p>Accessories, motion picture, Automobiles, set up, Baggage, Butter, dairy, Buttermilk, liquid, (Subject to Note 2), Carriers (used packages), empty returning or forwarded for return loads (Subject to Note 1), Cement, portland (building), Cement Clinker, Cheese (including cottage cheese and pot cheese), Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles, Cotton, Cream (Subject to Note 2), Directories, telephone, Eggs (other than shelled) desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, Fodder, bean, cane, corn or pea (Subject to Note 3), Fruit, dried, unmanufactured and unprocessed, (Subject to Note 8), Fruit, fresh (Subject to Note 4), Fungicides, agricultural, Grain, Grain Products and Related Articles (Subject to Note 5), Hay (Subject to Note 3), Hops, Ice Cream Mix, unflavored, Insecticides, agricultural, Leaves, dried cactus (Subject to Note 3), Livestock, Logs (wood), Margarine,</p> </td> <td style="vertical-align: top;"> <p>Milk, liquid (Subject to Note 2), Newspapers, Nuts, edible, in the shell, Petroleum or Petroleum Products, including Compounded Oils or Greases having a Petroleum base, as described under that heading in the Western Classification (Subject to Note 6), Pits, fruit, Poultry, live or dressed, Rice, whole (including clean Rice, Paddy Rice and Brewers' Rice), Sand, Rock, Gravel, Road Building Material, Excavated Material, Building Materials, Asphaltic Concrete, Decomposed Granite and Stabilizing Materials when transported in dump trucks, Screenings, rice, Seed, Cotton, Seeds, field, Straw (Subject to Note 3), Sugar (Subject to Note 7), Sulphur, Used Property, uncrated, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Decision No. 29891 of June 28, 1937, as amended, in Case No. 4086, Vegetables, fresh, Vegetables, dried, viz.: Beans, Lentils, Peas, Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p> </td> </tr> </table> <p style="text-align: right;">(Continued)</p>	<p>Accessories, motion picture, Automobiles, set up, Baggage, Butter, dairy, Buttermilk, liquid, (Subject to Note 2), Carriers (used packages), empty returning or forwarded for return loads (Subject to Note 1), Cement, portland (building), Cement Clinker, Cheese (including cottage cheese and pot cheese), Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles, Cotton, Cream (Subject to Note 2), Directories, telephone, Eggs (other than shelled) desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, Fodder, bean, cane, corn or pea (Subject to Note 3), Fruit, dried, unmanufactured and unprocessed, (Subject to Note 8), Fruit, fresh (Subject to Note 4), Fungicides, agricultural, Grain, Grain Products and Related Articles (Subject to Note 5), Hay (Subject to Note 3), Hops, Ice Cream Mix, unflavored, Insecticides, agricultural, Leaves, dried cactus (Subject to Note 3), Livestock, Logs (wood), Margarine,</p>	<p>Milk, liquid (Subject to Note 2), Newspapers, Nuts, edible, in the shell, Petroleum or Petroleum Products, including Compounded Oils or Greases having a Petroleum base, as described under that heading in the Western Classification (Subject to Note 6), Pits, fruit, Poultry, live or dressed, Rice, whole (including clean Rice, Paddy Rice and Brewers' Rice), Sand, Rock, Gravel, Road Building Material, Excavated Material, Building Materials, Asphaltic Concrete, Decomposed Granite and Stabilizing Materials when transported in dump trucks, Screenings, rice, Seed, Cotton, Seeds, field, Straw (Subject to Note 3), Sugar (Subject to Note 7), Sulphur, Used Property, uncrated, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Decision No. 29891 of June 28, 1937, as amended, in Case No. 4086, Vegetables, fresh, Vegetables, dried, viz.: Beans, Lentils, Peas, Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p>
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Item
No.SECTION NO. 1—RULES AND REGULATIONS OF GENERAL
APPLICATION (Continued)

APPLICATION OF TARIFF—COMMODITIES (Concluded)

NOTE 1.—Includes only used empty carriers which are returning from an outbound paying load of traffic for which rates are not provided in this tariff, or which are being forwarded for a return paying load of traffic for which rates are not provided in this tariff (subject to Item No. 130 series of the Exception Sheet). Rates in this tariff will apply on empty returning pear containers for which rates are provided in Decision No. 29618 of March 22, 1937, as amended, in Case No. 4088, Part "D", to the extent that rates in this tariff are lower than those provided in said decision.

NOTE 2.—Exemption applies only when commodities flagged subject to this note are shipped in milk shipping cans, in bottles in cases or crates, or in bulk in tanks.

NOTE 3.—Rates in this tariff apply on commodities flagged subject to this note to the extent they are lower than rates provided in Decision No. 30848 of May 9, 1938, as amended, in Case No. 4293.

NOTE 4.—Rates in this tariff will apply on fresh pears, to the extent they are lower than rates provided in Decision No. 29618 of March 22, 1937, as amended, in Case No. 4088, Part "D".

NOTE 5.—Exemption applies on grain, grain products and related articles, as described in Decision No. 30640 of February 14, 1938, as amended, in Case No. 4088, Part "F". Rates in this tariff will apply on said commodities to the extent they are lower than rates provided in said decision, as amended.

NOTE 6.—Exemption applies only as to shipments of the named commodities weighing more than 20,000 pounds. The charges assessed for shipments of such commodities weighing more than 20,000 pounds shall not be less than the charges provided in this tariff either specifically or by use of Items Nos. 200 to 240 series, inclusive, for shipments of the same commodity (or the same commodities in the same proportion) weighing 20,000 pounds.

NOTE 7.—Exemption applies only in connection with class rates and only as to shipments of sugar weighing more than 5,000 pounds. The charge assessed for shipments weighing more than 5,000 pounds shall not be less than the charge provided in this tariff for a shipment weighing 5,000 pounds.

NOTE 8.—Exemption applies only as to dried fruit in its natural state and which has not been cleaned, washed, stemmed, fumigated or otherwise prepared or partially prepared for human consumption.

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(Con-
cluded)

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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																
50	<p style="text-align: center;">APPLICATION OF WESTERN CLASSIFICATION AND EXCEPTION SHEET</p> <p>(a) This tariff is governed to the extent shown herein by the Western Classification and the Exception Sheet.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Western Classification or Exception Sheet are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>																
60	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. (Component parts of split pick-up or split delivery shipments, as defined in Item No. 10 series, may be combined under the provisions of Items Nos. 160, 170, 220 and 230 series.)</p>																
70	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers. (See Exception.)</p> <p>EXCEPTION.—When the following commodities are offered for transportation, charges may be assessed on the net weight of such commodities:</p> <table style="width: 100%; border: none;"> <tr> <td colspan="2" style="padding-left: 20px;">(a) Bakery Goods, viz.:</td> </tr> <tr> <td style="padding-left: 40px;">Bread</td> <td style="padding-left: 100px;">Cake</td> </tr> <tr> <td colspan="2" style="padding-left: 20px;">(b) Fish, Shell Fish, and Frogs, viz.:</td> </tr> <tr> <td style="padding-left: 40px;">Clams</td> <td style="padding-left: 100px;">Lobsters</td> </tr> <tr> <td style="padding-left: 40px;">Crabs</td> <td style="padding-left: 100px;">Oysters</td> </tr> <tr> <td style="padding-left: 40px;">Crawfish</td> <td style="padding-left: 100px;">Scallops</td> </tr> <tr> <td style="padding-left: 40px;">Fish, fresh or frozen</td> <td style="padding-left: 100px;">Shrimp</td> </tr> <tr> <td style="padding-left: 40px;">Frogs or frogs legs, dressed</td> <td></td> </tr> </table>	(a) Bakery Goods, viz.:		Bread	Cake	(b) Fish, Shell Fish, and Frogs, viz.:		Clams	Lobsters	Crabs	Oysters	Crawfish	Scallops	Fish, fresh or frozen	Shrimp	Frogs or frogs legs, dressed	
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80	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>																
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
90	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. Commodities for which rates are provided in this tariff:</p> <p style="padding-left: 40px;">(a) When two or more commodities for which different "any quantity" or less-carload ratings are provided, are shipped as a mixed shipment, without actual weights being furnished or obtained for the portions shipped under the separate ratings, charges for the entire shipment will be computed at the class or commodity rate applicable to the highest classed or rated commodity contained in such mixed shipment, subject to Item No. 80 series.</p> <p style="padding-left: 40px;">(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 each commodity and the minimum weight shall be the highest provided for any of the rates used in computing the charges. Any deficit in weight shall be charged for at the lowest rate provided for any of the commodities in the shipment. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments such lower charge shall apply.</p> <p>2. Commodities for which rates are provided herein, moving in mixed shipments containing commodities for which rates are provided in other effective orders of the Commission, or in mixed shipments containing commodities upon which no minimum rates or charges have been established by this Commission:</p> <p style="padding-left: 40px;">(a) When one or more commodities for which rates are not provided in this tariff are included in a shipment of one or more commodities for which rates are herein provided, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff; or one or more of the commodities for which rates are not provided in this tariff may be transported at the rates otherwise applicable.</p> <p>3. Intrastate and Interstate Tonnage:</p> <p style="padding-left: 40px;">(a) When property consisting of part intrastate and part interstate tonnage is received as a single shipment, the intrastate portion may be charged for at the rate which would be applicable on such portion were the entire quantity intrastate in character. In no event shall the aggregate charge on the intrastate and interstate portions be less than the charge herein provided for an intrastate shipment of the same combined quantity.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
100	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>(a) Distances 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. 31605 of December 27, 1938, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246, subject to the following exceptions:</p> <ol style="list-style-type: none"> 1. Distances from or to points located within zones described in Item No. 260 series shall be computed from or to the mileage basing points designated in connection with such descriptions. 2. From points of origin or to points of destination more than 70 miles distant from both the San Francisco and the Oakland pick-up and delivery zones (computed in accordance with the method hereinabove provided), distances from or to 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 from or to the San Francisco pick-up and delivery zone and the Oakland pick-up and delivery zone (computed in accordance with the method hereinabove provided). In the event such average distance is less than the distance computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point.
110	<p style="text-align: center;">APPLICATION OF RATES—DEDUCTIONS</p> <p>(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 10 (k), (l) and (m) series from point or origin to point of destination, subject to Items Nos. 120, 130 and 140 series.</p> <p>(b) When point of origin or point of destination is carrier's established depot, rates shall be 5 cents per 100 pounds (or 5 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. When both point of origin and point of destination are carrier's established depots, rates shall be 10 cents per 100 pounds (or 10 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. In no case shall the net transportation rate be less than 10 cents per 100 pounds. (See Exception.)</p> <p>EXCEPTION.—No deduction shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, nor from minimum charges provided by Item No. 150 series.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120	<p style="text-align: center;">APPLICATION OF LESS CARLOAD RATES</p> <p>Rates based upon less carload or any quantity ratings in the Western Classification, Exception Sheet, or this tariff, and commodity rates subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1.—When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 5 cents per 100 pounds shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for this service in connection with shipments weighing 100 pounds or less.</p>
130	<p style="text-align: center;">APPLICATION OF CARLOAD RATES</p> <p>Rates based upon carload ratings in the Western Classification, Exception Sheet, or this tariff, and commodity rates subject to minimum weights of 10,000 pounds or more, include loading into and unloading from the carrier's equipment at established depots. At points of origin or points of destination other than established depots, such rates include service of driver only for loading into and unloading from the carrier's equipment, subject to Note 1. (See Item No. 140 series for charges for additional help.)</p> <p>NOTE 1.—When the time consumed in performing loading, unloading or accessorial services exceeds 20 minutes per ton (based on the weight on which transportation charges are computed) a charge of \$2.00 per hour shall be assessed for the time consumed in excess of 20 minutes per ton.</p>
140	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of \$1.00 per man per hour, minimum charge 50 cents, shall be made for stacking, sorting, helpers for loading or unloading, or any other accessorial or incidental service which is not authorized to be performed under the rate named in this tariff and for which a charge is not otherwise provided.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
150	<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be as follows: (Subject to Note 1.)</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">Minimum Charge In Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less.....</td> <td style="text-align: right;">40</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds.....</td> <td style="text-align: right;">50</td> </tr> <tr> <td>Over 50 pounds but not over 75 pounds.....</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Over 75 pounds but not over 100 pounds.....</td> <td style="text-align: right;">70</td> </tr> <tr> <td>Over 100 pounds.....</td> <td style="text-align: right;">75</td> </tr> </tbody> </table> <p>NOTE 1.—In no event shall the minimum charge on shipments having point of origin or point of destination on steamship wharves or docks within the Los Angeles Harbor Pick-up and Delivery Zone, as described in Item No. 260 series, be less than \$1.00.</p>	Weight of Shipment	Minimum Charge In Cents	25 pounds or less.....	40	Over 25 pounds but not over 50 pounds.....	50	Over 50 pounds but not over 75 pounds.....	60	Over 75 pounds but not over 100 pounds.....	70	Over 100 pounds.....	75
Weight of Shipment	Minimum Charge In Cents												
25 pounds or less.....	40												
Over 25 pounds but not over 50 pounds.....	50												
Over 50 pounds but not over 75 pounds.....	60												
Over 75 pounds but not over 100 pounds.....	70												
Over 100 pounds.....	75												
160	<p style="text-align: center;">SPLIT PICK-UP</p> <p>The charge for a split pick-up shipment, as defined in Item No. 10 (1) series, shall be the charge applicable for transportation of a single shipment of the same kind and quantity of property for the distance from that point of origin of a component part which produces the shortest constructive mileage to point of destination, using the shortest constructive highway route via the points of origin of the several other component parts (or using point-to-point class or commodity rate applying from first point of origin to point of destination via the several points of origin) plus an added charge as provided in Paragraph (1):</p> <p>(1) Table of added charges:</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Number of Pick-ups</th> <th style="text-align: right;">Added Charge</th> </tr> </thead> <tbody> <tr> <td>2</td> <td style="text-align: right;">150 cents</td> </tr> <tr> <td>3 to and including 5.....</td> <td style="text-align: right;">200 cents</td> </tr> <tr> <td>6 to and including 10.....</td> <td style="text-align: right;">250 cents</td> </tr> <tr> <td>11 or more.....</td> <td style="text-align: right;">25 cents per pick-up</td> </tr> </tbody> </table> <p>(2) At the time of or prior to the first pick-up, the carrier shall be furnished with manifest or written shipping instructions showing the name of each consignor, the point of origin, and the kind and quantity of property in each component part;</p> <p>(3) No split pick-up shipment shall be accorded split delivery;</p> <p>(4) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied. (See also Item No. 220 series.)</p>	Number of Pick-ups	Added Charge	2	150 cents	3 to and including 5.....	200 cents	6 to and including 10.....	250 cents	11 or more.....	25 cents per pick-up		
Number of Pick-ups	Added Charge												
2	150 cents												
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
170	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for a split delivery shipment, as defined in Item No. 10(m) series, shall be the lower of (a) the charge applicable to the transportation of a single shipment of the same kind and quantity of property for the distance from point of origin to that point of destination of any component part which produces the shortest constructive highway mileage from point of origin, using the shortest constructive highway route via the points of destination of the several other component parts (or using a point-to-point class or commodity rate applying from point of origin to last point of destination via the several points of destination) plus an added charge as provided in paragraph (1), or (b) the charge applicable to the transportation of a single shipment of the same kind and quantity of property for a distance equal to one-half the shortest constructive highway route from point of origin and return thereto via the several points of destination, plus an added charge as provided in paragraph (1):</p> <p>(1) Table of added charges:</p> <table border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Number of Deliveries</th> <th style="text-align: right;">Added Charge</th> </tr> </thead> <tbody> <tr> <td>2 -----</td> <td style="text-align: right;">150 cents</td> </tr> <tr> <td>3 to and including 5 -----</td> <td style="text-align: right;">200 cents</td> </tr> <tr> <td>6 to and including 10 -----</td> <td style="text-align: right;">250 cents</td> </tr> <tr> <td>11 or more -----</td> <td style="text-align: right;">25 cents per delivery</td> </tr> </tbody> </table> <p>(2) At time of tender of shipment carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the point of destination, and the kind and quantity of property in each component part;</p> <p>(3) No split delivery shipment shall be accorded split pick-up;</p> <p>(4) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.</p> <p>(See also Item No. 230 series.)</p>	Number of Deliveries	Added Charge	2 -----	150 cents	3 to and including 5 -----	200 cents	6 to and including 10 -----	250 cents	11 or more -----	25 cents per delivery
Number of Deliveries	Added Charge										
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Item
No.

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

COLLECT ON DELIVERY SHIPMENTS

(a) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all moneys, and in no event later than ten (10) days after delivery to the consignee, unless consignor, in writing instructs otherwise, remit to consignor all moneys collected by it on such shipments.

(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

When the amount collected is	Charge for Collecting and Remitting will be
Not over \$2.50.....	\$0.18
Over \$2.50 not over \$5.00.....	.20
Over 5.00 not over 10.00.....	.28
Over 10.00 not over 20.00.....	.30
Over 20.00 not over 25.00.....	.32
Over 25.00 not over 40.00.....	.37
Over 40.00 not over 50.00.....	.40
Over 50.00 not over 60.00.....	.50
Over 60.00 not over 80.00.....	.52
Over 80.00 not over 100.00.....	.54
Over 100.00 not over 102.50.....	.68
Over 102.50 not over 105.00.....	.70
Over 105.00 not over 110.00.....	.73
Over 110.00 not over 120.00.....	.75
Over 120.00 not over 140.00.....	.77
Over 140.00 not over 150.00.....	.80
Over 150.00 not over 160.00.....	.85
Over 160.00 not over 180.00.....	.87
Over 180.00 not over 200.00.....	.89
Over 200.00 not over 250.00.....	1.00
Over 250.00 not over 300.00.....	1.15
Over 300.00 not over 350.00.....	1.30
Over 350.00 not over 400.00.....	1.45
Over 400.00 not over 450.00.....	1.60
Over 450.00 not over 500.00.....	1.75
Over 500.00 not over 550.00.....	1.90
Over 550.00 not over 600.00.....	2.05
Over 600.00 not over 650.00.....	2.20
Over 650.00 not over 700.00.....	2.35
Over 700.00 not over 750.00.....	2.50
Over 750.00 not over 800.00.....	2.65
Over 800.00 not over 850.00.....	2.80
Over 850.00 not over 900.00.....	2.95
Over 900.00 not over 950.00.....	3.10
Over 950.00 not over 1,000.00.....	3.25
Over 1,000.00 at rate of \$3.25 per \$1,000.00	

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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
190	<p style="text-align: center;">APPLICATION OF COMBINATIONS OF POINT-TO-POINT RATES WITH DISTANCE RATES</p> <p>In the event a combination of any point-to-point class or commodity rate provided in this tariff with distance rates herein provided produces a lower aggregate charge for the same transportation than is produced by the through distance rates, such combination of rates may be applied.</p>
200	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Note.)</p> <p>(b) Team track-to-team track rates of common carriers by railroad or of common carriers by vessel operating over inland waters may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or incorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. (See Note.)</p> <p>NOTE.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
210	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies. (See Notes 1 and 2.)</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>NOTE 1.—If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff 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 established depot or from team track or established depot to point of destination as the case may be.</p> <p>NOTE 2.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
220	<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT PICK-UP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split pick-up shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 160 results:</p> <p>(1) Compute the charge applicable under the rates provided in this tariff for a split pick-up shipment from the point of origin, or points of origin, of the several component parts (See Item No. 160 series) to any team track or established depot. (See Note.)</p> <p>(2) Add to such charge the charge applicable under Items Nos. 200 and 210 series for the weight of the composite shipment from such team track or established depot to point of destination.</p> <p>NOTE.—If the point of origin of any component part is within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation to the team track or established depot from such point of origin is provided in this tariff, the rates provided in this tariff 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 to such team track or established depot from such point of origin.</p>
230	<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split delivery shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 170 results:</p> <p>(1) Compute the charge applicable under Items Nos. 200 and 210 series for the weight of the composite shipment from point of origin to any team track or established depot.</p> <p>(2) Add to such charge the charges provided in this tariff for a split delivery shipment (See Item No. 170 series) from such team track or established depot to the point of destination or points of destination of the several component parts. (See Note.)</p> <p>NOTE.—If the point of destination of any component part is within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation from the team track or established depot to such point of destination is provided in this tariff, the rates provided in this tariff 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 such team track or established depot to such point of destination.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
240	<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event under the provisions of Items Nos. 200 to 230 series, inclusive 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 (except as otherwise provided in connection with individual rates):</p> <ol style="list-style-type: none"> (1) For tailgate loading or tailgate unloading—no additional charge; (2) For loading or unloading other than tailgate loading or tailgate unloading—2 cents per 100 pounds, (see Exception); (3) For C.O.D. service—charges provided in Item No. 180 series; (4) For other accessorial services—charges provided in Item No. 140 series; (5) Split pick-up or split delivery shall not be accorded unless included in the common carrier rate. (See Items Nos. 220 and 230 series for exception.) <p>EXCEPTION.—For loading or unloading other than tailgate loading or tailgate unloading of Lumber and Forest Products as described in Item No. 660 series, the charge will be one cent per 100 pounds.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
250	<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of 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 shippers, for a period of 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the shipper 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 shipper 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.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the shippers within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) Shippers may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260	<p style="text-align: center;">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. 100 series for application of mileages to pick-up and delivery zones in these and other incorporated cities.</p> <p>Rates in this tariff from or to incorporated cities for which pick-up and delivery zones are described herein shall apply from or to all points located within such described zones.</p> <p>LOS ANGELES HARBOR: (Mileage Basing Point, Zone 20, Los Angeles.) Includes all points located within the following boundaries:</p> <p>Beginning at the point where the Los Angeles County-Orange County boundary line intersects the shore-line of the Pacific Ocean; thence north-easterly along said boundary line to the point where the corporate boundary of the City of Long Beach diverges therefrom (Hathaway Avenue); thence northwesterly and following the corporate boundary of the City of Long Beach to the point where it meets 223rd Street at Caspian Avenue; thence westerly along 223rd Street to its intersection with the corporate boundary of the City of Los Angeles (Hesperian Avenue); thence northwesterly and following the corporate boundary of the City of Los Angeles to the intersection of Frampton Avenue and Lomita Boulevard; thence westerly along Lomita Boulevard to its intersection with the western corporate boundary of the City of Los Angeles; thence southerly along said corporate boundary to its intersection with the shore-line of the Pacific Ocean at Weymouth Avenue; thence easterly along the shore-line of the Pacific Ocean to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260 (Continued)	<p style="text-align: center;">PICK-UP AND DELIVERY ZONES (Continued)</p> <p>OAKLAND: (Mileage Basing Point, Oakland.) Including all of the City of Emeryville, also those parts of Albany, Alameda, Berkeley, Oakland and Piedmont bounded by the following:</p> <p>Beginning at the intersection of San Francisco Bay and the Alameda-Contra Costa County line; thence easterly along said County Line to Curtis Street; southerly along Curtis Street to Solano Avenue; easterly along Solano Avenue to Tulare Avenue; southerly along Tulare Avenue to Sonoma Avenue; westerly along Sonoma Avenue to Samuel Street; southerly along Samuel Street to Posen Avenue; westerly along Posen Avenue to Ordway Street; southerly along Ordway Street to Hopkins Street; northeasterly along Hopkins Street to The Alameda; southerly along The Alameda and Grove Street to Rose Street; easterly along Rose Street to Oxford Street; southerly along Oxford Street to Hearst Avenue; easterly along Hearst Avenue and its prolongation to the Berkeley-Oakland City Boundary Line; southerly along said boundary line to Dwight Way; southwesterly and westerly along Dwight Way to College Avenue; southerly along College Avenue to Broadway; southwesterly along Broadway to Ridgeway Avenue; southeasterly along Ridgeway Avenue to Piedmont Avenue; southwesterly along Piedmont Avenue to Linda Avenue; southeasterly along Linda Avenue to Grand Avenue; southerly along Grand Avenue to El Embarcadero; southeasterly along El Embarcadero to Lakeshore Avenue; southerly along Lakeshore Avenue to Foothill Boulevard; southeasterly along Foothill Boulevard to the Oakland-San Leandro Boundary Line; westerly along said boundary line to the Southern Pacific Railroad right of way; northwesterly along said right of way to 50th Avenue; southwesterly along 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 along High Street to San Jose Avenue; northwesterly along San Jose Avenue to Park Street; northeasterly along Park Street to Encinal Avenue; northwesterly along Encinal Avenue to Central Avenue; westerly along Central Avenue to Webster Street; northerly along 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 style="text-align: center;">(Continued)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260 (Continued)	<p style="text-align: center;">PICK-UP AND DELIVERY ZONES (Continued)</p> <p>PITTSBURG: (Mileage Basing Point, Pittsburg.) Including all of the City of Pittsburg, also the plant of Redwood Manufacturers Company.</p> <p>RICHMOND: (Mileage Basing Point, Richmond.) Including all of the City of Richmond, also territory north of and adjacent to the Richmond City Limits following U. S. Highway No. 40 to and including the Tank Farm Station on said highway, and including the plants of Certain-teed Products Corporation, Mayer Bros., Paragon Metal Container Co., Rheem Manufacturing Co., Standard Sanitary Manufacturing Co. (Pacific Pottery Works), and Standard Oil Co. (Tank Farm).</p> <p>SACRAMENTO: (Mileage Basing Point, Sacramento.) Including all of the City of Sacramento; also territory located within one mile of the city limits.</p> <p>SAN FRANCISCO: (Mileage Basing Point, San Francisco.) Including all of the City of San Francisco, also the territory bounded as follows:</p> <p>Beginning 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; thence 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; southwesterly along Tanforan Avenue to the western side of the Southern Pacific's Valencia Street line right of way; northwesterly along the western side of said right of way to Orange Avenue; northeasterly 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 to the corporate boundary of the City of San Francisco at Santos Street and Geneva Avenue; 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 style="text-align: center;">(Continued)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260 (Concluded)	<p style="text-align: center;">PICK-UP AND DELIVERY ZONES (Concluded)</p> <p>STOCKTON: (Mileage Basing Point, Stockton.) Including all of the City of Stockton; also territory outside of Stockton city limits bounded as follows:</p> <p>(1) Beginning at the northeasterly corner of Oak Park; thence easterly along Calaveras Avenue to West Lane; southerly along West Lane to County Road; easterly along County Road to Sanguinetti Lane; southerly along Sanguinetti Lane to Waterloo Road; northeasterly along Waterloo Road to Washington Street; southerly along Washington Street and Epstein Avenue to Linden Road; easterly along Linden Road to David Avenue; southerly along David Avenue and its prolongation to the right of way of the Southern Pacific Company (Oakdale Branch); westerly along the Southern Pacific Company right of way to Monterey Street; southerly along Monterey Street and its prolongation to Copperopolis Road; westerly along Copperopolis Road to the corporate boundary of the City of Stockton; northerly and westerly along said corporate boundary to point of beginning.</p> <p>(2) Beginning at the intersection of McKinley Avenue and the corporate boundary of the City of Stockton; southerly along McKinley Avenue to a point 600 feet south of Ivy Avenue;</p> <p>(3) Beginning at the intersection of Moss Avenue and the corporate boundary of the City of Stockton; thence westerly along Moss Avenue to French Camp Turnpike; northerly along French Camp Turnpike to Garwood Ferry Road; westerly along Garwood Ferry Road to the San Joaquin River; northwesterly along the east bank of the San Joaquin River to the corporate boundary of the City of Stockton; easterly and southerly along said corporate boundary to point of beginning.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
270	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS</p> <p>The following territorial descriptions apply in connection with rates making specific reference hereto: (territories include both sides of streets, boulevards, roads, avenues or highways named.)</p> <p>1. LOS ANGELES BASIN TERRITORY includes that area embraced by the following boundary: Beginning at the point the Ventura County-Los Angeles County boundary line intersects the Pacific Ocean; thence northeasterly along said county line to the point it intersects State Highway No. 118, approximately two miles west of Chatsworth; easterly along State Highway No. 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the City of San Fernando; westerly and northerly along said corporate boundary to McClay Avenue; northeasterly along McClay Avenue and its prolongation to the Angeles National Forest Boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 2.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U. S. Highway No. 99; northwesterly along U. S. Highway No. 99 to the corporate boundary of the City of Redlands; westerly and northerly along said corporate boundary to Brookside Avenue; westerly along Brookside Avenue to Barton Avenue; westerly along Barton Avenue and its prolongation to Palm Avenue; westerly along Palm Avenue to La Cadena Drive; southwestly along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to U. S. Highway No. 60; southeasterly along U. S. Highways Nos. 60 and 395 to the county road approximately one mile north of Perris; easterly along said county road via Nuevo and Lakeview to the corporate boundary of the City of San Jacinto; easterly, southerly and westerly along said corporate boundary to San Jacinto Avenue; southerly along San Jacinto Avenue to State Highway No. 74; westerly along State Highway No. 74 to the corporate boundary of the City of Hemet; southerly, westerly and northerly along said corporate boundary to the right of way of The Atchison, Topeka & Santa Fe Railway Company; southwestly along said right of way to Washington Avenue; southerly along Washington Avenue, through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to the county road</p> <p style="text-align: center;">(Continued)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
270 (Continued)	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued)</p> <p>intersecting U. S. Highway No 395, 2.1 miles north of the unincorporated community of Temecula; southerly along said county road to U. S. Highway No. 395; southeasterly along U. S. Highway No. 395 to the Riverside County-San Diego County boundary line; westerly along said boundary line to the Orange County-San Diego County boundary line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.</p> <p>2. SAN JOAQUIN VALLEY TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of U. S. Highway No. 99 and the northern boundary of San Joaquin County; thence easterly and southerly along said boundary to its intersection with the Stanislaus County boundary; southerly along the eastern boundary of Stanislaus County to its intersection with the Merced County boundary; southerly along the eastern boundary of Merced County to its intersection with the Madera County boundary; southerly along an imaginary line extending through the unincorporated communities of Friant and Orange Cove to its intersection with State Highway No. 198 at the unincorporated community of Lemon Cove; southerly along said imaginary line to its intersection with State Highway No. 190 at the unincorporated community of Success; southerly along said imaginary line to its intersection with State Highway No. 178, 15 miles east of Bakersfield; southwestly along said imaginary line to its intersection with U. S. Highway No. 466 and County Road 1.7 miles east of Edison; southerly along said County Road to its intersection with County Road north of Arvin; westerly along said County Road through Weedpatch to its junction with U. S. Highway No. 99; southerly along U. S. Highway No. 99 to its junction with State Highway No. 166; westerly along State Highway No. 166 to its junction with U. S. Highway No. 399 at Maricopa; northwesterly along U. S. Highway No. 399 to Taft; northwesterly along State Highway No. 23 to its intersection with U. S. Highway No. 50, 3.5 miles east of Tracy; westerly along U. S. Highway No. 50 to its intersection with the western boundary of San Joaquin County; northerly and easterly along said boundary to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
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Item
No.SECTION NO. 1—RULES AND REGULATIONS OF GENERAL
APPLICATION (Continued)

TERRITORIAL DESCRIPTIONS (Continued)

270
(Con-
tinued)

3. SAN FRANCISCO TERRITORY includes that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U. S. Highway No. 101; southerly along an imaginary line 1 mile west of and paralleling U. S. Highway No. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with State Highway No. 17; northerly along State Highway No. 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U. S. Highway No. 40 (San Pablo Avenue); northerly along U. S. Highway No. 40 to and including the City of Richmond; southwest-erly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said water front and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.

4. LOS ANGELES TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U. S. Highway No. 101. Alternate; thence northeasterly along Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to State Highway No. 118; northeasterly along State Highway No. 118 through and including the City of San Fernando; continuing northeast-erly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U. S. Highway No. 66 to State Highway

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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
270 (Concluded)	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded)</p> <p>No. 19; southerly along State Highway No. 19 to its intersection with U. S. Highway No. 101, Alternate, at Ximeno Street; southerly along Ximeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U. S. Highway No. 101, Alternate; thence northerly along an imaginary line to point of beginning.</p> <p>5. LOS ANGELES DRAYAGE AREA includes that area embraced by the following boundary: Beginning at the intersection of Rowlyn Street and the corporate boundary line of the City of Los Angeles, westerly along Rowlyn Street to San Fernando Road; southerly along San Fernando Road to Tyburn Street; southwesterly along Tyburn Street to the corporate boundary line of the City of Los Angeles; northwesterly and southwesterly along said corporate boundary line to Barham Boulevard; southerly along Barham Boulevard to Cahuenga Boulevard; southeasterly along Cahuenga Boulevard to Mulholland Highway; westerly along Mulholland Highway to Coldwater Canyon Road; southerly along Coldwater Canyon Road to the corporate boundary line of the City of Beverly Hills; southeasterly along said corporate boundary line to its intersection with Melrose Avenue; easterly along Melrose Avenue to Robertson Boulevard; southerly along Robertson Boulevard to Olympic Boulevard; easterly along Olympic Boulevard to Crenshaw Boulevard; southerly along Crenshaw Boulevard to Florence Avenue; easterly along Florence Avenue to Western Avenue; southerly along Western Avenue to Manchester Avenue; easterly along Manchester Avenue to Hoover Street; southerly along Hoover Street to 88th Street; westerly along 88th Street to Vermont Avenue; southerly along Vermont Avenue to 120th Street; easterly along 120th Street and its prolongation to Alameda Street; northerly along Alameda Street to Century Boulevard; easterly along Century Boulevard to Atlantic Boulevard; northerly along Atlantic Boulevard to Stewart and Gray Road; easterly along Stewart and Gray Road to Paramount Boulevard; north-easterly along Paramount Boulevard to Anaheim-Telegraph Road; south-easterly along Anaheim-Telegraph Road to San Gabriel Boulevard; north-easterly along San Gabriel Boulevard to Whittier Boulevard; westerly along Whittier Boulevard to Eastern Avenue; northerly along Eastern Avenue to Marianna Avenue; northwesterly along Marianna Avenue to its intersection with the corporate boundary of the City of Los Angeles; easterly, northerly and westerly along said corporate boundary line to point of beginning.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)						
EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET							
RULES							
Rates in this tariff are not subject to the provisions of the following rules of the Western Classification:							
280	1	7	13	24	30	37	42
	3	8	14	26	31	38	43
	4	9	15	27	32	39	44
	5	10	16	28	34	40	47
	6	11	23	29	35	41	
Rates in this tariff are not subject to the provisions of the following rules of the Exception Sheet:							
	10	35	50	65	110	145	165
	15	38	55	75	115	150	168
	20	40	60	78	120	155	170
	25	42	61	100	125	160	175
	30	45	62	105	140	161	180
RATINGS							
290	Except as otherwise provided in this Section, class rates contained in Section No. 2 are subject to any quantity, less-carload and carload ratings (including minimum weights) as shown in the Western Classification and Exception Sheet. (See Exception.)						
	EXCEPTION.—When the carload minimum weight provided in connection with ratings in the Western Classification or Exception Sheet exceeds 36,000 pounds, the minimum weight shall be considered as being 36,000 pounds for the purpose of applying rates in Section No. 2 of this tariff.						
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)			
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)			
300	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>Articles will not be subject to the packing requirements of the Western Classification or Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>If two or more ratings are provided for an article in the form in which it is shipped (e.g., set up or knocked down, nested or not nested, compressed or not compressed, folded flat or not folded flat), subject to different packing requirements, the lowest of such ratings will apply.</p>			
310	Beverages, malt, viz : Ale, Beer, Beer Tonic, Porter, Stout, less carload.....	<table border="1"> <thead> <tr> <th data-bbox="1274 831 1451 913">Class Rating</th> </tr> </thead> <tbody> <tr> <td data-bbox="1274 913 1451 1003" style="text-align: center;">4</td> </tr> </tbody> </table>	Class Rating	4
Class Rating				
4				
320	Canned Goods, as described in Item No. 210 series of Exception Sheet, less carload.....	90% of 4		
330	<p>Carriers (used packages), second-hand, empty, as described in and subject to the provisions of Item No. 330 series of the Exception Sheet:</p> <p>Less than carload.....</p> <p>(1) Subject to minimum rate of 15 cents per 100 pounds or actual 4th class rate, whichever is lower.</p> <p>Carload:</p> <p>Minimum weight 12,000 pounds.....</p> <p>Minimum weight 30,000 pounds.....</p> <p>(2) Not to exceed less than carload rate.</p>	<p>(1) One-half of 4</p> <p>(2) B</p> <p>(2) E</p>		
340	Flowers, fresh, cut, less carload.....	1		
350	Fruit, dried, including Raisins, Prunes (dried), Figs (dried), and Fig Pulp or Fig Paste, less carload.....	90% of 4		
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<p>Issued by The Railroad Commission of the State of California. San Francisco, California.</p>				

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)				
EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)		Class Rating			
360	<p>Groceries and Grocers' Supplies, viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> Bakery Goods, Beverages or Beverage Preparations (non-alcoholic), Candy, Canned Goods and other articles as described in Item No. 610 series, Chocolate, Chocolate Coating, Cocoa, Coconut, Coffee Coffee Substitutes, Colorings, confectioners, Compounds, Food Curing, Preserving or Seasoning, Confectionery, Dewert Preparations, Eggs, Shelled (Egg Albumen, whites or yolks), desiccated or frozen, Extracts, not otherwise indexed by name in the Western Classification, Fish, other than fresh or frozen, Flavoring Compounds, not otherwise indexed by name in the Western Classification, Fondant, candy (candy filler). Food Preparations as described under that heading in the Western Classification, Fruit, candied, crystallized, glazed or stuffed, Fruit Juice Powders or Crystals, Citrus, Fruit Syrups, Gelatine, Minimum Weight 20,000 pounds..... Minimum Weight 30,000 pounds..... </td> <td style="vertical-align: top; width: 50%;"> Glucose, Gum, Chewing, Honey, Horseradish, Lard, Lard Compounds or Substitutes, Liquors, malt, viz. : Ale, Beer, Beer Tonic, Porter, Stout, Liquors, vinous, Macaroni, Malt Syrup, Meat, other than fresh, Milk, powdered or flaked, including malted milk, Mustard, Noodles, Nuts, edible, shelled, plain, salted or sweetened, Paste, alimentary, Paste, confectioners or icings, Popcorn, Potato Chips, Powder, Baking or Yeast, Sago, Salt, Shortening, Spaghetti, Spices, Sugar, Syrup, Tapioca, Tea, Vermicelli, Yeast. </td> </tr> </table>		Bakery Goods, Beverages or Beverage Preparations (non-alcoholic), Candy, Canned Goods and other articles as described in Item No. 610 series, Chocolate, Chocolate Coating, Cocoa, Coconut, Coffee Coffee Substitutes, Colorings, confectioners, Compounds, Food Curing, Preserving or Seasoning, Confectionery, Dewert Preparations, Eggs, Shelled (Egg Albumen, whites or yolks), desiccated or frozen, Extracts, not otherwise indexed by name in the Western Classification, Fish, other than fresh or frozen, Flavoring Compounds, not otherwise indexed by name in the Western Classification, Fondant, candy (candy filler). Food Preparations as described under that heading in the Western Classification, Fruit, candied, crystallized, glazed or stuffed, Fruit Juice Powders or Crystals, Citrus, Fruit Syrups, Gelatine, Minimum Weight 20,000 pounds..... Minimum Weight 30,000 pounds.....	Glucose, Gum, Chewing, Honey, Horseradish, Lard, Lard Compounds or Substitutes, Liquors, malt, viz. : Ale, Beer, Beer Tonic, Porter, Stout, Liquors, vinous, Macaroni, Malt Syrup, Meat, other than fresh, Milk, powdered or flaked, including malted milk, Mustard, Noodles, Nuts, edible, shelled, plain, salted or sweetened, Paste, alimentary, Paste, confectioners or icings, Popcorn, Potato Chips, Powder, Baking or Yeast, Sago, Salt, Shortening, Spaghetti, Spices, Sugar, Syrup, Tapioca, Tea, Vermicelli, Yeast.	<p>4 5</p>
Bakery Goods, Beverages or Beverage Preparations (non-alcoholic), Candy, Canned Goods and other articles as described in Item No. 610 series, Chocolate, Chocolate Coating, Cocoa, Coconut, Coffee Coffee Substitutes, Colorings, confectioners, Compounds, Food Curing, Preserving or Seasoning, Confectionery, Dewert Preparations, Eggs, Shelled (Egg Albumen, whites or yolks), desiccated or frozen, Extracts, not otherwise indexed by name in the Western Classification, Fish, other than fresh or frozen, Flavoring Compounds, not otherwise indexed by name in the Western Classification, Fondant, candy (candy filler). Food Preparations as described under that heading in the Western Classification, Fruit, candied, crystallized, glazed or stuffed, Fruit Juice Powders or Crystals, Citrus, Fruit Syrups, Gelatine, Minimum Weight 20,000 pounds..... Minimum Weight 30,000 pounds.....	Glucose, Gum, Chewing, Honey, Horseradish, Lard, Lard Compounds or Substitutes, Liquors, malt, viz. : Ale, Beer, Beer Tonic, Porter, Stout, Liquors, vinous, Macaroni, Malt Syrup, Meat, other than fresh, Milk, powdered or flaked, including malted milk, Mustard, Noodles, Nuts, edible, shelled, plain, salted or sweetened, Paste, alimentary, Paste, confectioners or icings, Popcorn, Potato Chips, Powder, Baking or Yeast, Sago, Salt, Shortening, Spaghetti, Spices, Sugar, Syrup, Tapioca, Tea, Vermicelli, Yeast.				
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Concluded)	Class Rating
370	Ice Cream, less carload.....	2
380	Salt, common, less carload.....	90% of 4
390	Sugar, less carload.....	90% of 4
400	Wine, domestic, having a declared value of not more than \$2.00 per gallon, less carload.....	4
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SECTION No. 2

CLASS RATES

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

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Issued by The Railroad Commission of the State of California,
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Item No.	SECTION NO. 2				CLASS RATES In Cents per 100 Pounds									
	MILES		Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
	Over	But not Over	1	2	3	4	1	2	3	4	1	2	3	4
0.....	3.....	40	36	32	28	30	27	24	21	24	21½	19	17	
3.....	5.....	41	37	33	28½	31½	28½	25	22	25	22½	20	17½	
5.....	10.....	42	38	33½	29½	33	29½	26½	23	26	23½	21	18	
10.....	15.....	43	38½	34½	30	34½	31	27½	24	27	24½	21½	19	
15.....	20.....	44	39½	35	31	35	32½	29	25	28	25	22½	19½	
20.....	25.....	45	40½	36	31½	37½	34	30	26½	29	26	23	20½	
25.....	30.....	46	41½	37	32	39	35	31	27½	30	27	24	21	
30.....	35.....	47	42½	37½	33	40½	36½	32½	28½	31	28	25	21½	
35.....	40.....	48	43	38½	33½	42	38	33½	29½	32	29	25½	22½	
40.....	45.....	49	44	39	34½	43½	39	35	30½	33	29½	26½	23	
45.....	50.....	50	45	40	35	45	40½	36	31½	34	30½	27	24	
50.....	55.....	52	47	41½	36½	48	43	38½	33½	36	32½	29	25	
55.....	60.....	54	48½	43	38	51	46	41	35½	38	34	30½	26½	
60.....	65.....	56	50½	45	39	54	48½	43	38	40	36	32	28	
65.....	70.....	58	52	46½	40½	57	51½	45½	40	43½	37½	33	29	
70.....	75.....	60	54	48	42	60	54	48	42	46	42½	38½	34	
75.....	80.....	62	56	49½	43½	.....	.....	.....	.....	48½	45	41½	37
80.....	85.....	64	57½	51	45	.....	.....	.....	.....	50	47½	44	39
85.....	90.....	66	59½	53	46	.....	.....	.....	.....	52	49½	46	41
90.....	95.....	68	61	54½	47½	.....	.....	.....	.....	54	51	48	43
95.....	100.....	70	63	56	49	.....	.....	.....	.....	56½	53	50	45
100.....	105.....	72	65	57½	50½	.....	.....	.....	.....	58	55	52	47
105.....	110.....	74	66½	59	52	.....	.....	.....	.....	60	57	54	49
110.....	115.....	76	68½	61	53	.....	.....	.....	.....	62	59	56	51
115.....	120.....	78	70	62½	54½	.....	.....	.....	.....	64	61	58	53
120.....	125.....	80	72	64	56	.....	.....	.....	.....	66	63	60	55
125.....	130.....	84	75½	67	59	.....	.....	.....	.....	68	65	62	57
130.....	135.....	88	79	70½	61½	.....	.....	.....	.....	70	67	64	59
135.....	140.....	92	83	73½	64½	.....	.....	.....	.....	72	69	66	61
140.....	145.....	96	86½	77	67	.....	.....	.....	.....	74	71	68	63
145.....	150.....	100	90	80	70	.....	.....	.....	.....	76	73	70	65
150.....	155.....	104	93½	83	73	.....	.....	.....	.....	78	75	72	67
155.....	160.....	108	97	86½	75½	.....	.....	.....	.....	80	77	74	69
160.....	165.....	112	101	90½	78½	.....	.....	.....	.....	82	79	76	71
165.....	170.....	116	104½	93	81	.....	.....	.....	.....	84	81	78	73
170.....	175.....	120	108	96	84	.....	.....	.....	.....	86	83	80	75
175.....	180.....	124	111½	99	87	.....	.....	.....	.....	88	85	82	77
180.....	185.....	128	115	102½	90½	.....	.....	.....	.....	90	87	84	79
185.....	190.....	132	119	105½	92½	.....	.....	.....	.....	92	89	86	81
190.....	195.....	136	122½	109	95	.....	.....	.....	.....	94	91	88	83
195.....	200.....	140	126	112	98	.....	.....	.....	.....	96	93	90	85
200.....	205.....	144	129½	115	101	.....	.....	.....	.....	98	95	92	87
205.....	210.....	148	133	118½	103½	.....	.....	.....	.....	100	97	94	89
210.....	215.....	152	137	121½	106½	.....	.....	.....	.....	102	99	96	91
215.....	220.....	156	140½	125	109	.....	.....	.....	.....	104	101	98	93
220.....	225.....	160	144	128	112	.....	.....	.....	.....	106	103	100	95
225.....	230.....	164	147½	131	115	.....	.....	.....	.....	108	105	102	97
230.....	235.....	168	151	134½	117½	.....	.....	.....	.....	110	107	104	99
235.....	240.....	172	155	137½	120½	.....	.....	.....	.....	112	109	106	101
240.....	245.....	176	158½	141	123	.....	.....	.....	.....	114	111	108	103
245.....	250.....	180	162	144	126	.....	.....	.....	.....	116	113	110	105
250.....	255.....	184	166	147½	129½	.....	.....	.....	.....	118	115	112	107
255.....	260.....	188	170	151	132	.....	.....	.....	.....	120	117	114	109
260.....	265.....	192	174½	154½	135½	.....	.....	.....	.....	122	119	116	111
265.....	270.....	196	178½	158½	138½	.....	.....	.....	.....	124	121	118	113
270.....	275.....	200	183	163	143	.....	.....	.....	.....	126	123	120	115
275.....	280.....	204	187½	167	146½	.....	.....	.....	.....	128	125	122	117
280.....	285.....	208	192	171	150	.....	.....	.....	.....	130	127	124	119
285.....	290.....	212	196½	175	153	.....	.....	.....	.....	132	129	126	121
290.....	295.....	216	201	179	156	.....	.....	.....	.....	134	131	128	123
295.....	300.....	220	205½	183	159	.....	.....	.....	.....	136	133	130	125
300.....	305.....	224	210	187	162	.....	.....	.....	.....	138	135	132	127
305.....	310.....	228	214½	191	165	.....	.....	.....	.....	140	137	134	129
310.....	315.....	232	219	195	168	.....	.....	.....	.....	142	139	136	131
315.....	320.....	236	223½	199	171	.....	.....	.....	.....	144	141	138	133
320.....	325.....	240	228	203	174	146	143	140	135	
325.....	330.....	244	232½	207	177	148	145	142	137	

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Item No.	SECTION NO. 2				CLASS RATES (Continued)													
	MILES		Minimum Weight 10,000 Pounds				Minimum Weight 20,000 Pounds except as provided in Note 1				Minimum weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 200 series							
			1	2	3	4	1	2	3	4	5	A	B	C	D	E		
	Over	But Not Over																
	0.....	3.....	12	11	9½	8½	6½	6	5	4½	4	4	3½	3½	3	2½		
	3.....	6.....	12½	11½	10	9	7½	7	6	5½	4½	5	4	4	3½	3		
	6.....	10.....	13½	12	11	9½	8½	7½	7	6	5	5½	4½	4½	4	3½		
	10.....	15.....	14½	13	11½	10	9	8	7	6½	5½	6	5	4½	4	3½		
	15.....	20.....	15½	14	12½	11	10	9	8	7	6	6½	5½	5	4½	4		
	20.....	25.....	16½	15	13	11½	11	10	9	7½	6½	7	6	5½	5	4½		
	25.....	30.....	17½	16	14	12½	11½	10½	9	8	7	7½	6½	6	5	4½		
	30.....	35.....	18½	16½	15	13	12½	11½	10	9	7½	8	7	6½	5½	5		
	35.....	40.....	19½	17½	15½	13½	13½	12	11	9½	8	8½	7½	7	6½	5		
	40.....	45.....	20½	18½	16½	14½	14	12½	11	10	8½	9	7½	7	6½	5½		
	45.....	50.....	21½	19½	17	15	15	13½	12	10½	9	10	8½	7½	7	6		
	50.....	60.....	23	20½	18½	16	16½	15	13	11½	10	10½	9	8½	7½	6½		
	60.....	70.....	24½	22	19½	17	18½	16½	15	13	11	12	10	9½	8½	7½		
	70.....	80.....	26	23½	21	18	20	18	16	14	12	13	11	10	9	8		
	80.....	90.....	27½	25	22	19½	21½	19½	17	15	13	14	12	11	9½	8½		
	90.....	100.....	29	26	23	20½	23½	21	19	16½	14	15½	13	12	10½	9½		
	100.....	110.....	30½	27½	24½	21½	25	22½	20	17½	15	16½	14	12½	11½	10		
	110.....	120.....	32	29	25½	22½	26½	24	21	18½	16	17	14½	13½	12	10½		
	120.....	130.....	33½	30	27	23½	28½	25½	23	20	17	18½	15½	14½	13	11½		
	130.....	140.....	35	31½	28	24½	30	27	24	21	18	19½	16½	15	13½	12		
	140.....	150.....	36½	33	29	25½	31½	28½	25	22	19	20½	17½	16	14	12½		
	150.....	160.....	38	34	30½	26½	33½	30	27	23½	20	22	18½	17	15	13½		
	160.....	170.....	39½	35½	31½	27½	35	31½	28	24½	21	23	19½	17½	16	14		
	170.....	180.....	41	37	33	28½	36½	33	29	25½	22	23½	20	18½	16½	14½		
	180.....	190.....	42½	38½	34	30	38½	34½	31	27	23	25	21	19½	17½	15½		
	190.....	200.....	44	39½	35	31	40	36	32	28	24	26	22	20	18	16		
	200.....	210.....	47	42½	37½	33	42½	38½	34	30	25½	27½	23½	21½	19	17		
	210.....	240.....	50	45	40	35	45	40½	36	31½	27	29½	25	22½	20½	18		
	240.....	260.....	53	47½	42½	37	47½	43	38	33½	28½	31	26	24	21½	19		
	260.....	280.....	56	50½	45	39	50	45	40	35	30	32½	27½	25	22½	20		

500
(Continued)

NOTE 1.—When applied in connection with overload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 200 series.

(Continued)

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Issued by The Railroad Commission of the State of California,
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Item No.	SECTION NO. 2									CLASS RATES (Continued)									
	MILEM		Minimum Weight 10,000 Pounds				Minimum Weight 20,000 Pounds except as provided in Note 1				Minimum weight as provided in Western Classification, Exception Sheet of this tariff, subject to Item No. 290 series								
			1	2	3	4	1	2	3	4	5	A	B	C	D	E			
	Over	But Not Over																	
	280.....	300.....	59	53	47	41½	52½	47½	42	37	31½	34	29	26½	23½	21			
	300.....	325.....	62½	56½	50	44	55	50½	45	39	33½	36½	31	28	25	22½			
	325.....	350.....	66	59½	53	46	59	53	47	41½	35½	38½	32½	29½	26½	23½			
	350.....	375.....	69½	62½	56½	49½	62½	56½	50	44	37½	40½	34½	31½	28	25			
	375.....	400.....	73	65½	59½	51	66	60½	53	46	39½	43	36½	33	29½	26½			
	400.....	425.....	76½	69	61	53½	69	62	55	48½	41½	45	38	34½	31	27½			
	425.....	450.....	80	72	64	56	72½	65½	58	51	43½	47	40	36½	32½	29			
	450.....	475.....	83½	75	67	58½	76	68½	61	53	45½	49½	42	38	34	30½			
	475.....	500.....	87	78½	69½	61	79	71	63	55½	47½	51½	43½	39½	35½	31½			
	500.....	525.....	90½	81½	72½	63½	82½	74½	66	58	49½	53½	45½	41½	37	33			
	525.....	550.....	94	84½	75	66	86	77½	69	60	51½	56	47½	43	38½	34½			
	550.....	575.....	97½	88	78	68½	89	80	71	62½	53½	58	49	44½	40	35½			
	575.....	600.....	101	91	81	70½	92½	83½	74	65	56½	60	51	46½	41½	37			
	600.....	625.....	104½	94	83½	73	95	86½	77	67	57½	62½	53	48	43	38½			
	625.....	650.....	108	97	86½	75½	99	89	79	69½	59½	64½	54½	49½	44½	39½			
	650.....	675.....	111½	100½	89	78	102½	92½	82	72	61½	66½	56½	51½	46	41			
	675.....	700.....	115	103½	92	80½	106	95½	85	74	63½	69	58½	53	47½	42½			
	700.....	725.....	118½	106½	95	83	109	98	87	76½	65½	71	60	54½	49	43½			
	725.....	750.....	122	110	97½	85½	112½	101½	90	79	67½	73	62	56½	50½	45			
	750.....	775.....	125½	113	100½	88	116	104½	93	81	69½	75½	64	58	52	46½			
	775.....	800.....	129	116	103	90½	119	107	95	83½	71½	77½	66½	60½	53½	47½			
	800.....	850.....	136	122½	109	95	126	113½	101	88	75½	82	69½	63	56½	50½			
	850.....	900.....	143	128½	114½	100	132½	119½	106	93	79½	86	73	66½	59½	53			
	900.....	950.....	150	135	120	105	139	125	111	97½	83½	90½	76½	69½	62½	56½			
	950.....	1000.....	157	141½	125½	110	146	131½	117	102	87½	95	80½	73	65½	58½			
	1000.....	1050.....	164	147½	131	115	152½	137½	122	107	91½	99	84	76½	68½	61			
	1050.....	1100.....	171	154	137	119½	159	143	127	111½	96½	103½	87½	79½	71½	63½			
	1100.....	1150.....	178	160	142½	124½	166	149½	133	116	99½	108	91½	83	74½	66½			
	1150.....	1200.....	185	166½	148	129½	172½	155½	138	121	103½	112	95	86½	77½	69			

500
(Continued)

Note 1.—When applied in connection with overload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet of this tariff, subject to Item No. 290 series.

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

Item No.	SECTION NO. 2		CLASS RATES (Concluded) In Cents per 100 pounds											
	Class Rates shown below are intermediate in application subject to Note 1.													
510	BETWEEN	AND	MINIMUM WEIGHT											
			Any Quantity				4,000 Pounds				10,000 Pounds			
			1	2	3	4	1	2	3	4	1	2	3	4
	SAN FRANCISCO TERRITORY as described in Item No. 270 series	LOS ANGELES TERRITORY as described in Item No. 270 series	100	90	80	70	73	65½	58½	51	59	53	47	41½
	SACRAMENTO (See Item No. 260 series)		Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in Western Classification, Exception Sheet of this tariff, subject to Item No. 260 series							
			1	2	3	4	5	A	B	C	D	E		
		52½	47½	42	37	31½	34	29	26½	23½	21			
<p>Note 1.—If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Item No. 900 series, are lower than charges accruing under the Distance Class Rates in Item No. 500 series on the same shipment via the same route, such lower charges will apply.</p> <p>Note 2.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet of this tariff, subject to Item No. 200 series.</p>														
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SECTION No. 3

COMMODITY RATES

If the charge accruing under Section No. 2 of this tariff is lower than the charge accruing under this section on the same shipment between the same points, the charge accruing under Section No. 2 will apply.

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

Item No.	SECTION NO. 3	COMMODITY RATES In cents per 100 Pounds		
COMMODITY		BETWEEN	AND	RATE
600	<p>Beverages and Tonics, viz.: Beverages made from cereals (not distilled), carbonated or not carbonated, fermented or unfermented, Beverages (other than beverages made from cereals, not distilled), carbonated, flavored or phosphated (not including extracts, syrups, or de-alcoholized or non-alcoholic cordials and liqueurs), Extracts, viz.: malt extract, liquid, Fruit Juice (unfermented, not syrup), artificial or natural, sweetened or un-sweetened, Ginger Ale, Liquors, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, Liquors, vinous, containing not more than 3.2% alcohol by weight, Soda (flavored or not flavored), Syrup, viz.: Grape Juice, Malt, Water, viz.: distilled, plain, mineral or salt, -----Minimum Weight 18,000 Pounds</p>	<p>SAN FRANCISCO TERRITORY as described in Item No. 270 series</p>	<p>LOS ANGELES TERRITORY as described in Item No. 270 series</p>	<p>(1) (2) 25</p>
			<p>FRESNO-----</p>	<p>(1) (2) 12</p>
	<p>Beverage Containers, empty, used or second-hand, -----Minimum Weight 10,000 Pounds</p>	<p>SAN FRANCISCO TERRITORY as described in Item No. 270 series.</p>	<p>LOS ANGELES TERRITORY as described in Item No. 270 series.</p>	<p>(1) (2) 27</p>
	<p>FRESNO-----</p>		<p>(1) (2) 14</p>	
<p>(1) Subject to Item No. 900 series. (2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rates shown: (a) For loading or unloading, other than tailgate loading or tailgate unloading, 2 cents per 100 pounds. (b) Advertising on equipment—an additional charge of not less than \$2.00 per unit of equipment per trip, loaded or empty, shall be assessed by the carrier for the placing or carrying of any sign or signs, or advertising matter, upon such unit of equipment. (c) For other accessorial charges, see Items Nos. 140 and 180 series.</p>				
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
610	<p>(Applies in connection with rates making specific reference hereto.)</p> <p>Canned Goods and Other Articles, viz.:</p> <p>Beans and Pork, Breads, Brine, Broths, Butter, fruit, Butter, peanut (peanut paste), Buttermilk (not Casein), Catsup, Chili, ground, Chowders, Cocoanut, not desiccated, Corn, Dressing, salad, Fish, cooked, pickled or preserved, with or without fruit or vegetable ingredients, Fish Roe, cooked, pickled or preserved, Fruit, (not fresh) crushed, Fruit, (not dried, evaporated or fresh) in liquid other than alcoholic liquor, Garlic Chips, Garlic Powder, Hominy, Jam, Jelly, Juice, clam, Juice, (not syrup) fruit, unfermented, Juice, tomato, Juice, vegetable, Macaroni (prepared), with or without cheese, meat or vegetable ingredients, Meats, cooked, cured or preserved, with or without cereal or vegetable ingredients, Milk (condensed or evaporated), liquid,</p>	<p>Milk (not malted), dry or powdered, Mince Meat, Molasses or Syrup (except coloring, flavoring, fruit, malt, or medicated), Mustard (prepared), Oil, olive or salad, Olives, Onion Chips, Onion Powder, Paste, tomato, Pectin, fruit or vegetable, Pickles (Cauliflower, Cucumber, Dill Weed, Kraut, Mangoes, Onions and Tomato), Pie Preparations (fruit in syrup or in paste form compounded with flour or sugar and flavored), Pimenton (canned peppers), Puddings, Pulp, fruit or vegetable, Puree, tomato, Ravioli (prepared), with or without cheese, meat or vegetable ingredients, Rice-and-Milk, cooked, Sandwich Spread, Sauces, Condiments or Relishes, prepared, Sausage, Soups, Spaghetti (prepared), with or without cheese, meat or vegetable ingredients, Syrups, Vegetables (not dehydrated, dried, evaporated nor fresh), Vermicelli (prepared), with or without cheese, meat or vegetable ingredients, Vinegar, Welsh Rarebit.</p>
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Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 pounds					
	COMMODITY	BETWEEN	AND		RATES			
	Canned Goods and Other Articles as described in Item No. 610 series.	SAN FRANCISCO TERRITORY as described in Item No. 270 series -----	SAN JOAQUIN VALLEY TERRITORY as described in Item No. 270 series		Apply Distance Rates shown below subject to Item No. 100 series			
		SACRAMENTO (See Item No. 260 series) --- STOCKTON (See Item No. 260 series) -----						
	MILES		RATES		MILES		RATES	
	Over	But not Over	Minimum Weight		Over	But not Over	Minimum Weight	
			20,000 Pounds	30,000 Pounds			20,000 Pounds	30,000 Pounds
620	0	5	4½	4	110	120	16	14
	5	10	5	4½	120	130	17	14½
	10	15	5½	5	130	140	18	15
	15	20	6	5½	140	150	19	16
	20	25	6½	6	150	160	20	17
	25	30	7	6½	160	170	21	18
	30	35	7½	7	170	180	23	19
	35	40	7½	7½	180	190	24	20
	40	45	8	7½	190	200	25	21
	45	50	8½	8	200	220	27	23
	50	60	9	8½	220	240	30	25
	60	70	10	9	240	260	32	27
	70	80	12	10	260	280	34	29
	80	90	13	11	280	300	37	31
	90	100	14	12	300	325	39	33
	100	110	15	13	325	350	41	34
					350	375	44	36
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Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 pounds	
	COMMODITY	BETWEEN	AND	RATE
630	Canned Goods and Other Articles as described in Item No. 610 series, ---Minimum Weight 30,000 Pounds	SAN FRANCISCO TERRITORY as described in Item No. 270 series----- SACRAMENTO (See Item No. 260 series)--- STOCKTON (See Item No. 260 series)-----	LOS ANGELES BASIN TERRITORY as described in Item No. 270 series	(1)(2) 26
<p>(1) Subject to Item No. 900 series.</p> <p>(2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rate shown:</p> <p>(a) When refrigeration service is furnished, an additional charge shall be made of not less than 1½ cents per 100 pounds.</p> <p>(b) For loading or unloading other than tailgate loading or tailgate unloading—2 cents per 100 pounds.</p> <p>(c) For other accessorial charges, see Items Nos. 140 and 130 series.</p>				
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Item No.	SECTION NO. 3		COMMODITY RATES (Continued)					
			In cents per 100 pounds					
	COMMODITY	BETWEEN	AND		RATES			
	Dried Fruits, including Raisins, Prunes (dried) and Figs (dried). (See Item No. 40 series.)	SAN FRANCISCO TERRITORY as described in Item No. 270 series.....	SAN JOAQUIN VALLEY TERRITORY as described in Item No. 270 series		Apply Distance Rates shown below subject to Item No. 100 series			
		SACRAMENTO (See Item No. 260 series)....	STOCKTON (See Item No. 260 series).....					
	MILES		RATES		MILES		RATES	
	Over	But not Over	Minimum Weight		Over	But not Over	Minimum Weight	
			20,000 Pounds	30,000 Pounds			20,000 Pounds	30,000 Pounds
640	0	5	4½	4	110	120	16	14
	5	10	5	4½	120	130	17	14½
	10	15	5½	5	130	140	18	15
	15	20	6	5½	140	150	19	16
	20	25	6½	6	150	160	20	17
	25	30	7	6½	160	170	21	18
	30	35	7½	7	170	180	23	19
	35	40	7½	7½	180	190	24	20
	40	45	8	7½	190	200	25	21
	45	50	8½	8	200	220	27	23
	50	60	9	8½	220	240	30	25
	60	70	10	9	240	260	32	27
	70	80	12	10	260	280	34	29
	80	90	13	11	280	300	37	31
	90	100	14	12	300	325	39	33
	100	110	15	13	325	350	41	34
				350	375	44	36	
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Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 pounds		
	COMMODITY	FROM	TO	RATE	Minimum Weight In Pounds
650	Earth, Infusorial	WHITE HILLS	SAN FRANCISCO TERRITORY as described in Item No. 270 series	(1) 41½ (1) 37 (1) 26½	10,000 20,000 36,000
(1) Subject to Item No. 900 series.					
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
660		<p>(Applies in connection with rates making specific reference hereto)</p> <p>Lumber and Forest Products, viz.:</p> <p>Forest Products, whether or not creosoted or otherwise chemically treated, viz.:</p> <p>Atmospheric Water Cooling Towers, knocked down, and Iron or Steel Fixtures for same, consisting of Castings, Tie Rods not exceeding 30 feet in length, and Turnbuckles, weight of such fixtures not to exceed 10% of the total weight of shipment,</p> <p>Bark,</p> <p>Bee Hives, knocked down,</p> <p>Blocks, wooden paving, creosoted or uncreosoted,</p> <p>Bolts, wooden,</p> <p>Brackets, insulator (wooden),</p> <p>Cants, wheel, wooden, in the rough,</p> <p>Covers, guy wire,</p> <p>Cross Arms, wooden, with or without riveted ends, and with or without wooden pins attached,</p> <p>Heading,</p> <p>Honey Box Lumber,</p> <p>Lath,</p> <p>Lumber,</p> <p>Pencil Slats,</p> <p>Pickets,</p> <p>Piles,</p> <p>Pins, Insulator,</p> <p>Pipe Material, wooden (See Note 1),</p> <p>Pipe, wooden (See Note 1),</p> <p>Poles, plant, plain, creosoted or stained,</p> <p>Poles, telegraph and telephone,</p> <p>Posts,</p> <p>Sawdust,</p> <p>Shakes,</p> <p>Shavings,</p> <p>Shingles,</p> <p>Ship Knees,</p> <p>Shook, box and crate,</p> <p>Silo Material, wooden, and Fixtures (See Note 2),</p> <p>Stakes, plain, creosoted or stained,</p> <p>Staves,</p> <p>Steps, pole (wooden),</p> <p>(Continued)</p>
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
660 (Continued)	<p>Lumber and Forest Products (Concluded)</p> <p>Stock, battery separator, machined, viz.: grooved, furrowed or corrugated, not treated with caustic soda, asphaltum or other solution, Tank Material, wooden, and Fixtures (See Note 3). Ties, railroad, Timbers, rough, Timbers, mining, Wedges, minc.</p> <p style="text-align: center;">ALSO</p> <p>Building Woodwork (House Trim), not further finished than primed, viz.:</p> <p>Astragals, Balusters, Balustrade Work, Base Boards, Beads, angle corner, cornice, Blinds (shutter) slatted or solid, Blocks (base, center, corner, head), Built-in Fixtures (See Note 4), viz.:</p> <p>Book Cases, Breakfast Nook Sets, consisting of Seat Boards and Ends, Table Tops and Legs, Buffets, Cases or Chests of Drawers, China Closets, Cooler Closets, Cupboards, Ironing Boards, Kitchen Cabinets, Mantel Shelves, Medicine Cabinets, Sideboards, Sinkboards, Sink Sets, Telephone Cabinets, Window Seats, Caps, column, Casing, door and window, panel, Closet and Pantry Fittings, Columns, Cornice Brackets,</p>	<p style="text-align: center;">(Continued)</p>
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
660 (Concluded)	<p>Building Woodwork (House Trim), not further finished than primed, viz.:</p> <p>(Concluded)</p> <p>Doors, including Glazed, Tin-covered Doors and Screen Doors, Frames (Blind, screen and door), Frames, window, with or without pulleys, Gable Ornaments, Grille Work, Gutters, Hand Rails, Jambs, door, Molding, casing, Molding, carpenter's, Paneling, Pilasters, Plywood, Porch Work, Rosettes, Sash, including Glazed Sash, Screens, door and window, Scroll Work, Shelves, knocked down, Spindles, Stair Work, (newels, risers, treads, trellises, railing, balusters, post ornaments), Veneering, Wainscoting, Window Stools and Aprons,</p> <p>NOTE 1.—The rates on Pipe Material and Wooden Pipe will include iron bands and wooden or iron connections therefor, consisting of ells, tees, crosses, reducers, bends and weyes, the weight of the iron bands and wooden or iron connections not to exceed 10 per cent of the weight of the entire shipment.</p> <p>NOTE 2.—The rates on Silo Material and Fixtures will include doors and fixtures for same, also including iron or steel bands, hoops, lugs and bolts for same. The weight of fixtures, gauge and iron or steel bands, or hoops and lugs not to exceed 20 per cent of the weight of the entire shipment.</p> <p>NOTE 3.—The rates on Tank Material and Fixtures will include gauge, iron or steel bands, or hoops and lugs, the weight of fixtures, gauge and iron or steel bands, or hoops and lugs, not to exceed 20 per cent of the weight of the entire shipment.</p> <p>NOTE 4.—Rates apply only on Built-in-Fixtures as described to be built in and become a permanent part of Building Woodwork (House Trim).</p>	
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued)																		
670	<p>CHARGES FOR WEIGHING SHIPMENTS</p> <p>The initial weighing of shipments of Lumber and Forest Products, also Building Woodwork as described in Item No. 660 series, may be performed by the carrier and at carrier's expense. In event shipper or consignee desires that a shipment be reweighed, the cost of such reweighing shall be assessed against the shipment.</p>																			
680	<p>ESTIMATED WEIGHTS</p> <p>Estimated weights for the transportation of Lumber and Forest Products, as described in Item No. 660 series when no scale or other means of ascertaining actual weight is available:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: right; width: 20%;">Pounds</th> </tr> </thead> <tbody> <tr> <td>Lumber, seasoned, viz: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----</td> <td style="text-align: right; vertical-align: bottom;">2500</td> </tr> <tr> <td>Lumber, green, viz: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----</td> <td style="text-align: right; vertical-align: bottom;">3300</td> </tr> <tr> <td>Lumber, dry, machine finished, viz: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----</td> <td style="text-align: right; vertical-align: bottom;">2200</td> </tr> <tr> <td>Lath,—6,000 four foot laths will be counted the equivalent of 1,000 board feet of lumber—if greater or less than four feet, increase or decrease the number of laths proportionately.-----</td> <td style="vertical-align: bottom;">Apply the estimated weight for the type of lumber used in the laths</td> </tr> <tr> <td>Shakes, sawed or split, 2,500 will be counted the equivalent of 1,000 board feet.-----</td> <td style="vertical-align: bottom;">Apply the estimated weight applicable to the type of lumber in shakes</td> </tr> <tr> <td>Shingles (cedar) dry, per 1,000.-----</td> <td style="text-align: right; vertical-align: bottom;">150</td> </tr> <tr> <td>Shingles (cedar) green, per 1,000.-----</td> <td style="text-align: right; vertical-align: bottom;">210</td> </tr> <tr> <td>Shingles (pine or redwood), 8,000 will be counted the equivalent of 1,000 board feet.-----</td> <td style="vertical-align: bottom;">Apply the estimated weight applicable to type of lumber used.</td> </tr> </tbody> </table>			Pounds	Lumber, seasoned, viz: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	2500	Lumber, green, viz: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	3300	Lumber, dry, machine finished, viz: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----	2200	Lath,—6,000 four foot laths will be counted the equivalent of 1,000 board feet of lumber—if greater or less than four feet, increase or decrease the number of laths proportionately.-----	Apply the estimated weight for the type of lumber used in the laths	Shakes, sawed or split, 2,500 will be counted the equivalent of 1,000 board feet.-----	Apply the estimated weight applicable to the type of lumber in shakes	Shingles (cedar) dry, per 1,000.-----	150	Shingles (cedar) green, per 1,000.-----	210	Shingles (pine or redwood), 8,000 will be counted the equivalent of 1,000 board feet.-----	Apply the estimated weight applicable to type of lumber used.
	Pounds																			
Lumber, seasoned, viz: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	2500																			
Lumber, green, viz: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	3300																			
Lumber, dry, machine finished, viz: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----	2200																			
Lath,—6,000 four foot laths will be counted the equivalent of 1,000 board feet of lumber—if greater or less than four feet, increase or decrease the number of laths proportionately.-----	Apply the estimated weight for the type of lumber used in the laths																			
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Item No.	SECTION NO. 3		COMMODITY RATES (Continued)					
	In cents per 100 Pounds							
	Lumber and Forest Products, viz.: Forest Products and Building Woodwork, as described in Item No. 660 series. (See Note 1.)							
	MILES		RATES		MILES		RATES	
	Over	But not over	Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds	Over	But not over	Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds
690	0	5	5½	4	200	220	27	22
	5	10	5½	4	220	240	29½	24
	10	15	6	4½	240	260	32	25½
	15	20	6	4½	260	280	34½	27½
	20	25	6½	5	280	300	36½	29½
	25	30	6½	5	300	325	39	31½
	30	35	7	5½	325	350	42	34
	35	40	7½	6	350	375	45	36½
	40	45	8	6½	375	400	48	38½
	45	50	8½	7	400	425	51	41
	50	60	9½	8	425	450	54	43½
	60	70	10½	9	450	475	57	45½
	70	80	12	9½	475	500	60	48
	80	90	13	10½	500	525	63	50½
	90	100	14	11½	525	550	65½	53
	100	110	15½	12½	550	575	68½	55
	110	120	16½	13½	575	600	71½	57½
	120	130	17½	14½	600	625	74½	60
	130	140	18½	15½	625	650	77½	62
	140	150	20	16½	650	675	80½	64½
150	160	21	17½	675	700	83½	67	
160	170	22½	18	700	---	*83½	*67	
170	180	23½	19					
180	190	25	20					
190	200	26	21					
	*Plus 3 cents for each 25 miles or fraction thereof over 700 miles.							
	NOTE 1.—For charges for weighing shipments, see Item No. 670 series. For estimated weights, see Item No. 680 series.							
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
700	<p style="text-align: center;">(Applies in connection with rates making specific reference hereto)</p> <p>Oil, Water or Gas Well Outfits and Supplies, and Other Articles, viz.:</p> <p>Adapters, Casing, Adjusters and Boards, Band, Bull or Calf Wheels or Tug Pulleys, Barrels, Pump Working (Well Pump Cylinders), Bits, Drilling, Blocks, Casing, Crown or Underreamer Dressing, Boiler Flues, Boiler Tubes, Boxes, Oil, Water, Gas Well Derrick or Stuffing, Brick, Fire, Caps, Sand Line, Casing Shoes, Castings, Swing Post, Catchers, Tubing, Clamps, Disconnecting, Drilling, Drive or Gas Packing, Clamps or Grips, Anchor, Casing, Pipe, Polished Rod or Pull Rod, Compounds, Oil well drilling, mud, Countershafts, Oil Well, Derrick Cranes or Derricks, including necessary equipment of ladders, Drill Bitheads, Elevators, Pipe or Sucker Rod, Forges, Oil, Water or Gas Well Derrick, Gauges, Bit, Grate, Bars, Heads, Control Casing, Drive Pipe or Casing, Hooks, Casing, Sucker Rod, Throw-off or Tubing, or Liner, Iron or Steel, plate or sheet.</p>	<p>Jacks, Oil Well Pumping, or Parts, Jacks, Oil, Water or Gas Well Tool, Joints, Rotary Tool and Sucker Rod, Liners, Polished Rod, Lines, Measuring, Machines, Oil, Water or Gas Well Rotary Drilling, and Parts thereof, Mud Mixer Parts, Iron, Oil Well Pulling Machines, Outfits, Wire Line Pumping, Packers, Pipe or Tubing and Fittings, Cast or Wrought, Pipe or Tubing, Plate or Sheet, 16 gauge or thicker, Plugs, Cementing, Plugs, Dry Hole, Powers, Pumping, Protectors, Box and Pin, Pull Rod Blocks, Wooden, Rams, Bit, Reels, Measuring, Rings and Wedges, Rods, Polished or Valve, Rods, Sucker, Saddles, Jack, Sand Reels, Chain Driven, Savers, Oil, Spiders, Liners or Slips, or Spudding Shoes and Rings, Stirrups, Disconnecting, Swabs, Steel and Rubber, Swivels, Hydraulic Rotary, Tank Steel, Tanks, Iron or Steel, knocked down.</p>
(Continued)		
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
700 (Concluded)	Oil, Water or Gas Well Outfits and Supplies, and Other Articles, viz.: (Concluded)	
	Temper Screws and Parts, Templates, Box and Pin, Thief Hole Covers, Iron, Tongue, Pipe, weighing each 20 pounds or over, Tools, Oil, Water or Gas Well Drill- ing or Fishing (Covers only such tools as are commonly known and recognized as Oil, Water or Gas Well Drilling or Fishing Tools and as used under the surface of the ground in the process of drilling an oil, water or gas well), Towers, Atmospheric Water Cooling,	Tubs, Oil, Water or Gas Well Cooling, Underreamers, Valves, Iron or Brass, Valves, Pump Working Barrel, Wagons, Casing or Bit, Wire Rope, Wobblers, Wrenches, Drive Clamp, Sucker Rod or Swivel, also Tool Wrenches weigh- ing each 20 pounds or over, Arms, Cants, Handles or Pins, Band, Bull or Calf Wheel, wooden, Guides, wire lines, wooden, Rig Irons, including necessary quantity of nails.
The following applies only in connection with rates subject to a minimum weight of 30,000 pounds:		
The following equipment or appliances, forming a part of Oil, Water or Gas Well Outfits and Supplies, will, if shipped in mixed shipments with such Oil, Water or Gas Well Outfits and Supplies, be taken at the rate and minimum weight applicable on such Oil, Water or Gas Well Outfits and Supplies:		
Air Compressors, Anvils, Belts, Blacksmiths' Rotary Blowers, Boilers, including Fire Brick and Fire Clay for setting, Boiler Parts, Boiler Fronts, Electric Generators, Engines, Power Pumps,	Pull Rods, Rope, Smokestacks, Tanks, Oil and Gas Separating, Auto- matic, Steam Boiler Trucks or Running Gears, Knocked Down, One box Mechanics' Tools, second-hand (used), not exceeding 1,000 pounds in weight.	
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In cents per 100 Pounds					
	Oil, Water or Gas Well Outfits and Supplies, and Other Articles, as described in Item No. 700 series. See Note 2 for rates to apply from, to or between unnamed points.						
	BETWEEN Points located within the City Limits of: (except as noted)	Los Angeles (Zone A) (See Note 1) Vernon, Huntington Park			Los Angeles (Zone B) (See Note 1) Torrance, Long Beach, Signal Hill, *Santa Fe Springs, *Irwindale and All Territory within one (1) mile thereof.		
	AND Points located within the City Limits of: (except as noted)	MINIMUM WEIGHT IN POUNDS					
		4,000	12,000	30,000	4,000	12,000	30,000
	Alhambra	19	9	5½	22	12	8
	Anaheim	23	12	8	23	12	8
	Arcadia	20	10	6	22	12	8
	Arroyo Grande	55	36	27	57	39	28
	Azusa	21	11	7	22	13	9
710	Bakersfield	50	33	24	52	35	26
	Banning	36	22	16	36	22	16
	Beaumont	36	22	16	36	22	16
	Bell	19	9	5½	20	10	6
	*Belridge	58	38	28	60	40	30
	Beverly Hills	20	10	6	23	13	9
	*Blackwell Corner	60	40	29	62	42	31
	Blythe	65	44	33	65	44	33
	Brawley	60	40	30	60	40	30
	Brea	22	12	8	22	13	9
	Burbank	20	10	6	23	13	9
	*Buttonwillow Field	55	37	27	57	39	29
	Calexico	65	44	33	65	44	33
	Calipatria	55	37	27	55	37	27
	Chino	25	13	9	26	14	10
	Chula Vista	46	29	21	46	29	22
	Claremont	24	13	9	25	14	10
	Coalinga	69	48	35	71	50	37
	*Coalinga Field	69	48	35	71	50	37
	Colton	27	14	10	28	15	11
	* Non-incorporated Community.						
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Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds				
Oil, Water or Gas Well Outfits and Supplies, and Other Articles, as described in Item No. 700 series. See Note 2 for rates to apply from, to or between unnamed points.							
BETWEEN Points located within the City Limits of: (except as noted)		Los Angeles (Zone A) (See Note 1) Vernon, Huntington Park			Los Angeles (Zone B) (See Note 1) Torrance, Long Beach, Signal Hill, *Santa Fe Springs, *Irwindale and All Territory within one (1) mile thereof.		
AND Points located within the City Limits of: (except as noted)		MINIMUM WEIGHT IN POUNDS					
		4,000	12,000	30,000	4,000	12,000	30,000
710 (Continued)	Compton	20	10	6	20	10	6
	Corcoran	60	40	30	62	42	31
	Corona	27	14	10	27	14	10
	Coronado	41	26	19	41	26	19
	Covina	22	12	8	24	14	10
	Culver City	20	10	6	21	11	6
	Delano	55	37	27	57	39	28
	*Devil's Den	62	42	31	64	44	33
	Dinuba	65	44	33	66	46	34
	*Edison Field	53	35	25	55	37	27
	El Cajon	46	29	21	46	29	21
	El Centro	65	44	33	65	44	33
	*Elk Hills Field	53	35	25	55	37	27
	El Monte	20	10	6	22	12	8
	El Segundo	21	11	6	21	11	6
Elsinore	31	18	13	31	18	13	
Escondido	41	26	19	41	26	19	
Exeter	65	44	33	66	46	34	
*Fellows	53	35	25	55	37	27	
Fillmore	26	14	10	28	16	12	
Fowler	65	44	33	66	46	34	
Fresno	69	48	35	71	50	37	
*Fruitvale	50	33	24	52	35	26	
Fullerton	23	12	8	23	12	8	
Glendale	19	9	5½	22	12	8	
* Non-incorporated Community.							
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued)					
		In cents per 100 Pounds					
	Oil, Water or Gas Well Outfits and Supplies, and Other Articles, as described in Item No. 700 series. See Note 2 for rates to apply from, to or between unnamed points.						
	BETWEEN Points located within the City Limits of: (except as noted)	Los Angeles (Zone A) (See Note 1) Vernon, Huntington Park			Los Angeles (Zone B) (See Note 1) Torrance, Long Beach, Signal Hill, *Santa Fe Springs, *Irwindale and All Territory within one (1) mile thereof.		
	AND Points located within the City Limits of: (except as noted)	MINIMUM WEIGHT IN POUNDS					
		4,000	12,000	30,000	4,000	12,000	30,000
710 (Continued)	Glendora	21	11	7	23	13	9
	*Greeley	53	35	25	55	37	27
	Hanford	65	44	33	67	46	34
	Hemet	36	22	16	36	22	16
	Holtville	65	44	33	65	44	33
	Huntington Beach	25	13	9	24	12	9
	Huntington Park	--	--	--	21	11	6
	*Huron	69	48	35	71	50	37
	Imperial	60	40	30	60	40	30
	Indio	46	29	21	46	29	21
	*Kettleman Hills	67	46	34	69	48	36
	*Kern Fronts	53	35	25	55	37	27
	*Kern River	50	33	24	52	35	26
	King City	79	55	41	81	57	42
	Kingsburg	65	44	33	66	46	34
	Laguna Beach	27	14	10	26	13	10
	La Habra	20	10	6	21	11	7
	La Mesa	46	29	21	46	29	21
	La Verne	23	12	8	24	13	9
	Lemoore	65	44	33	67	46	34
	Lindsay	60	40	30	62	42	31
	Lompoc	55	36	27	57	39	28
	Long Beach	21	11	6	19	9	6
	Los Angeles (Zone A) (See Note 1)	--	--	--	21	11	6
	Los Angeles (Zone B) (See Note 1)	21	11	6	--	--	--
	*Lost Hills Field	60	40	29	62	42	31
	Lynwood	19	9	5½	20	10	6
	Maricopa	50	33	24	52	35	26
	Maywood	19	9	5½	20	10	6
	*McKittrick Field	52	35	26	54	37	28
* Non-incorporated Community.							
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Item No.	SECTION NO. 3			COMMODITY RATES (Continued) In cents per 100 Pounds			
Oil, Water or Gas Well Outfits and Supplies, and Other Articles, as described in Item No. 700 series. See Note 2 for rates to apply from, to or between unnamed points.							
BETWEEN Points located within the City Limits of: (except as noted)		Los Angeles (Zone A) (See Note 1) Vernon, Huntington Park			Los Angeles (Zone B) (See Note 1) Torrance, Long Beach, Signal Hill, *Santa Fe Springs, *Irwindale and All Territory within one (1) mile thereof.		
AND Points located within the City Limits of: (except as noted)		MINIMUM WEIGHT IN POUNDS					
		4,000	12,000	30,000	4,000	12,000	30,000
710 (Continued)	*Midway-Sunset Field	50	33	24	52	35	26
	Monrovia	21	11	7	23	13	9
	Montebello	19	9	5½	21	11	7
	Monterey Park	19	9	5½	21	11	7
	*Mountain View Field	50	33	24	52	35	26
	Mount Poso	53	35	25	55	37	27
	National City	41	26	19	41	26	19
	Needles	79	55	41	80	56	41
	Newport Beach	26	14	10	25	13	10
	*North Belridge	58	38	28	60	40	30
	Oceanside	36	22	16	36	22	16
	Ojai	31	18	13	33	20	15
	Ontario	25	13	9	26	14	10
	Orange	24	13	9	24	13	9
	*Orcutt Field	55	36	27	57	39	28
	Oxnard	31	18	13	33	20	15
	Parlier	65	44	33	66	46	34
	Pasadena	19	9	5½	22	12	8
	Paso Robles	69	48	35	71	50	37
	Perris	31	18	13	31	18	13
Placentia	23	12	8	23	12	8	
Pomona	24	13	9	25	14	10	
Porterville	60	40	30	62	42	31	
Redlands	31	18	13	32	19	13	
Redondo Beach	21	11	6	21	11	6	
* Non-incorporated Community.							
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In cents per 100 Pounds					
	Oil, Water or Gas Well Outfits and Supplies, and Other Articles, as described in Item No. 700 series. See Note 2 for rates to apply from, to or between unnamed points.						
	BETWEEN Points located within The City Limits of: (except as noted)	Los Angeles (Zone A) (See Note 1) Vernon, Huntington Park			Los Angeles (Zone B) (See Note 1) Torrance, Long Beach, Signal Hill, *Santa Fe Springs, *Irwindale and All Territory within one (1) mile thereof.		
	AND Points located within The City Limits of: (except as noted)	MINIMUM WEIGHT IN POUNDS					
		4,000	12,000	30,000	4,000	12,000	30,000
710 (Continued)	Reedley	65	44	32	66	46	34
	Rialto	31	18	13	32	19	13
	*Rio Bravo	53	35	25	55	37	27
	Riverside	27	14	10	27	14	10
	*Round Mountain	53	35	25	55	37	27
	Salinas	88	63	46	90	65	48
	San Bernardino	31	18	13	32	19	13
	San Clemente	31	18	13	31	18	13
	San Diego	41	26	19	41	26	19
	San Fernando	22	12	8	25	15	11
	San Gabriel	20	10	6	23	13	9
	Sanger	65	44	33	66	46	34
	San Jacinto	36	22	16	36	22	16
	San Luis Obispo	65	44	32	67	46	34
	San Marino	20	10	6	23	13	9
	Santa Ana	24	13	9	24	13	9
	Santa Barbara	36	22	16	38	24	18
	Santa Maria	55	36	27	57	39	28
	*Santa Maria Field	55	36	27	57	39	28
	Santa Monica	21	11	6	21	11	6
Santa Paula	31	18	13	33	20	15	
Seal Beach	22	12	8	20	10	6	
Selma	65	44	33	66	46	34	
*Semi Tropic Field	57	39	28	59	41	30	
Sierra Madre	21	11	7	24	14	10	
	* Non-incorporated Community.						
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In cents per 100 Pounds					
Oil, Water or Gas Well Outfits and Supplies, and Other Articles, as described in Item No. 700 series. See Note 2 for rates to apply from, to or between unnamed points.							
BETWEEN Points Located within the City Limits of: (except as noted)		Los Angeles (Zone A) (See Note 1) Vernon, Huntington Park			Los Angeles (Zone B) (See Note 1) Torrance, Long Beach, Signal Hill, *Santa Fe Springs, *Irwindale and All Territory within one (1) mile thereof.		
AND Points Located within the City Limits of: (except as noted)		MINIMUM WEIGHT IN POUNDS					
		4,000	12,000	30,000	4,000	12,000	30,000
710 (Continued)	Signal Hill	21	11	6	19	9	6
	Soledad	84	59	44	85	61	45
	South Gate	19	9	5½	20	10	6
	South Pasadena	19	9	5½	22	12	8
	Taft	50	33	24	52	35	26
	*Ten Section	50	33	24	52	35	26
	Torrance	21	11	6	19	9	6
	Tulare	60	40	30	62	42	31
	Tustin	25	13	9	25	13	9
	Upland	27	14	10	28	15	11
	Ventura	31	18	13	33	20	15
	Vernon	--	--	--	21	11	6
	Visalia	65	44	33	66	46	34
	*Wasco	52	35	26	54	37	28
	West Covina	21	11	7	23	13	9
Whittier	20	10	6	22	12	8	
* Non-incorporated Community.							
NOTE 1.—Los Angeles Zone A rates apply only from or to points within the corporate limits of Los Angeles Manchester Avenue and north, Western Avenue, Los Feliz Boulevard and east.							
Los Angeles Zone B rates apply only from or to points within the corporate limits of Los Angeles south of Manchester Avenue, west of Western Avenue and Sunset Boulevard and south.							
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In cents per 100 Pounds
710 (Concluded)	<p data-bbox="391 389 1349 488">NOTE 2.—BASING DISTANCE RATES—Rates between points in California, Salinas, Fresno and south thereof, for which rates are not provided in this Item, will be made as follows:</p> <p data-bbox="391 506 1354 703">(a) If the point of origin is not named in this Item, add to the rates from any point named in this Item to destination .25c ($\frac{1}{4}$ of 1 cent) per 100 pounds per mile or fraction thereof for the distance from actual point of origin to such named point, but in no event shall the rate so constructed exceed the rates provided in this Item from a more distant point to point of destination via the same route.</p> <p data-bbox="391 723 1357 920">(b) If the point of destination is not named in this Item, add to the rates shown from point of origin to any point named in this Item .25c ($\frac{1}{4}$ of 1 cent) per 100 pounds per mile or fraction thereof for the distance from such named point to actual point of destination, but in no event shall the rate so constructed exceed the rates provided in this Item to a more distant point from point of origin via the same route.</p> <p data-bbox="391 940 1360 1171">(c) If neither the point of origin nor the point of destination is named in this Item, add to the rate provided in this Item between any two points named therein .25c ($\frac{1}{4}$ of 1 cent) per 100 pounds per mile or fraction thereof for the distance from actual point of origin to either named point and for the distance from the other named point to actual point of destination, but in no event shall the rate so constructed exceed the rates provided in this Item from a more distant point to a more distant point via the same route.</p>	
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Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In cents per Hour																				
720	<p>Oil, Water or Gas Well Outfits and Supplies and Other Articles, as described in Item No. 700 series. (Subject to Note 1).</p> <p>NOTE 1.—Rates in this Item are HOURLY RATES, and apply from, to and between points in California, Salinas, Fresno and south thereof, for distances not to exceed 20 miles.</p>																					
	<table border="1"> <thead> <tr> <th data-bbox="321 577 1166 665">Type of Equipment</th> <th data-bbox="1166 577 1458 665">(1) Rates in cents per hour</th> </tr> </thead> <tbody> <tr> <td data-bbox="321 665 1166 710">Trucks or Tractors and Semi-Trailers:</td> <td data-bbox="1166 665 1458 710"></td> </tr> <tr> <td data-bbox="321 710 1166 754"> Less than 3-ton carrying capacity</td> <td data-bbox="1166 710 1458 754">300</td> </tr> <tr> <td data-bbox="321 754 1166 798"> Over 3-ton to and including 6-ton carrying capacity</td> <td data-bbox="1166 754 1458 798">350</td> </tr> <tr> <td data-bbox="321 798 1166 842"> Over 6-ton carrying capacity</td> <td data-bbox="1166 798 1458 842">400</td> </tr> <tr> <td data-bbox="321 842 1166 887">Trailers:</td> <td data-bbox="1166 842 1458 887"></td> </tr> <tr> <td data-bbox="321 887 1166 931"> 4-Wheel</td> <td data-bbox="1166 887 1458 931">100</td> </tr> <tr> <td data-bbox="321 931 1166 975"> 6-Wheel</td> <td data-bbox="1166 931 1458 975">150</td> </tr> <tr> <td data-bbox="321 975 1166 1019">Dollies:</td> <td data-bbox="1166 975 1458 1019"></td> </tr> <tr> <td data-bbox="321 1019 1166 1063"> 2-Wheel</td> <td data-bbox="1166 1019 1458 1063">100</td> </tr> </tbody> </table>	Type of Equipment	(1) Rates in cents per hour	Trucks or Tractors and Semi-Trailers:		Less than 3-ton carrying capacity	300	Over 3-ton to and including 6-ton carrying capacity	350	Over 6-ton carrying capacity	400	Trailers:		4-Wheel	100	6-Wheel	150	Dollies:		2-Wheel	100	
	Type of Equipment	(1) Rates in cents per hour																				
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4-Wheel	100																					
6-Wheel	150																					
Dollies:																						
2-Wheel	100																					
<p>(1) Rates shall be computed on the following basis: loading time, plus double the driving time from point of origin to point of destination, plus unloading time. Minimum Charge, 1 hour.</p> <p>Rates include vehicle and driver. When necessary for carrier to furnish extra help other than driver, such service shall be charged for at a rate of not less than 75 cents per hour per extra man furnished.</p>																						
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Item No.	SECTION NO. 3 COMMODITY RATES (Continued) In cents per 100 Pounds			
	COMMODITY	BETWEEN	AND	RATE
730	Soap, Lard, and Related Articles, viz.: Acid, Boracic, Borax (Sodium Borate), Compounds, Cleaning, Scouring or Washing, Disinfectants, other than medicinal, Drain Pipe Solvent, Lime, Chlorinated (Chloride of Lime Bleach or Bleaching Powder), Lye, concentrated, Soap, Soap Chips, Soap, liquid, Soap Powder, Sodium (Soda), viz.: washing Soda (wash- ing crystals), washing Powders, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Oil, cooking, Oil, salad, -----Minimum Weight 30,000 Pounds.	SAN FRAN- CISCO TERRI- TORY as described in Item No. 270 series SACRA- MENTO (See Item No. 260 series)	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270 series	(1) (2) 26
(1) Subject to Item No. 900 series. (2) When accessorial services are rendered by carrier in connection with ship- ments moving under rates in this item the following charges shall be in addition to rate shown: (a) When refrigeration service is furnished, an additional charge shall be made of not less than 1½ cents per 100 pounds. (b) For loading or unloading other than tailgate loading or tailgate unloading—2 cents per 100 pounds. (c) For other accessorial charges, see Items Nos. 140 and 180 series.				
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Item No.	SECTION NO. 3		COMMODITY RATES (Concluded) In cents per 100 Pounds	
	COMMODITY	FROM	TO	RATE
740	Sugar, minimum weight 30,000 pounds	SAN FRAN- CISCO (See Item No. 260 series) CROCKETT	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270 series	(1) (2) 25
	<p>(1) Subject to Item No. 900 series.</p> <p>(2) When accessorial services are rendered by carrier in connection with shipments moving under rate in this item the following charges shall be in addition to rate shown:</p> <p>(a) For loading or unloading other than tailgate loading or tailgate unloading—2 cents per 100 pounds.</p> <p>(b) For other accessorial charges see Items Nos. 140 and 180 series.</p>			
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SECTION No. 4

ROUTING

Routing in this section applies in connection with rates in Section No. 2
and Section No. 3 of this tariff making specific reference hereto

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Item No.	SECTION NO. 4	ROUTING
900	<p>When applied via the following highway routes, rates making specific reference to this item are intermediate in application. They apply at all points located within a distance of one mile on either side of the highway and at all points located within incorporated cities through which the highway route passes.</p> <p>(The following routes apply in either direction)</p> <p>Route No. 1: From San Francisco Territory, as described in Item No. 270 series, via U. S. Highway No. 40 to Crockett, State Highway No. 4 to its junction with County Road 1.4 miles north of Byron, said County Road through Byron to its junction with U. S. Highway No. 50 3.9 miles west of Tracy, U. S. Highway No. 50 to its junction with State Highway No. 120 5.0 miles west of Manteca, State Highway No. 120 to Manteca, thence via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p>Route No. 2: From San Francisco Territory, as described in Item No. 270 series, via U. S. Highway No. 50 to its junction with State Highway No. 120 5.0 miles west of Manteca, State Highway No. 120 to Manteca, thence via U. S. Highway No. 99 to Los Angeles Basin Territory, as described in Item No. 270 series.</p> <p>Route No. 3: From San Francisco Territory, as described in Item No. 270 series, via Niles Canyon Highway through Sunol, Pleasanton and Livermore to its junction with U. S. Highway No. 50 east of Livermore, U. S. Highway No. 50 to its junction with State Highway No. 120 5.0 miles west of Manteca, State Highway No. 120 to Manteca, thence via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p>Route No. 4: From San Francisco Territory, as described in Item No. 270 series, via U. S. Highway No. 101 to Gilroy, State Highway No. 152 through Los Banos to its junction with U. S. Highway No. 99 north of Madera, thence via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p>Route No. 5: From Sacramento (see Item No. 260 series) via U. S. Highway No. 99 to Los Angeles Basin Territory, as described in Item No. 270 series.</p> <p>Route No. 6: From San Francisco Territory, as described in Item No. 270 series, via U. S. Highway No. 101 to its junction with State Highway No. 118 4.0 miles southeast of Ventura, thence via (a) State Highway No. 118 through Chatsworth, or (b) U. S. Highway No. 101 through Girard, or (c) U. S. Highway No. 101 to its junction with U. S. Highway No. 101, Alternate, at El Rio, thence via U. S. Highway No. 101, Alternate, through Oxnard to Los Angeles Basin Territory as described in Item No. 270 series.</p> <p style="text-align: center;">END OF TARIFF</p>	
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