

Decision No. 31995

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 )  
223, Statutes of 1935, as amended, for )  
the transportation, for compensation )  
or hire, of any and all commodities. )

Case No. 4246

BY THE COMMISSION:

OPINION AND ORDER  
ON PETITIONS FOR REHEARING OR MODIFICATION

By Decision No. 31606 of December 27, 1938, as amended, in the above entitled proceeding, minimum rates of statewide application were established and prescribed for the transportation of property of all kinds (with certain exceptions) by common carriers, radial highway common carriers and highway contract carriers. Thereafter, petitions for rehearing or modification of said decision were filed by various interested parties.<sup>1</sup> The majority of the contentions made in these petitions were advanced previously in exceptions to the examiners' proposed report and in oral argument had before the Commission en banc.

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Petitions for rehearing were filed by Brynn W. Belyea, doing business as Belyea Truck Co.; City Transfer & Storage Company; J. A. Clark Draying Company Ltd.; Lang Transportation Corporation; Motor Truck Association of Southern California; Pacific Freight Lines and Keystone Express System; Southern California Freight Lines; Star Truck & Warehouse Company; The Truck Owners' Association of California; and Valley & Coast Transit Company. Petitions seeking only modifications of the decision in various particulars were filed by the respondent rail lines; Railway Express Agency, Inc.; Pacific Coastwise Conference, Hammond Shipping Co., Ltd., McCormick Steamship Company and P. L. Transportation Company; Sacramento Chamber of Commerce; Golden State Company, Ltd.; Carnation Company; Pacific Portland Cement Company; Max H. Green, doing business as Mountain Auto Line; Napa Valley Bus Company; Nevada County Narrow Gauge Railroad Company; Chico, Hamilton City and Orland Freight Stage (John W. Hills, Owner); John C. Hastie, doing business as Twenty Nine Palms Stages; and California Western Railroad & Navigation Company.

They were carefully considered by the Commission and discussed in the opinion, and no good cause for granting a rehearing thereon or for modifying the conclusions originally reached appears. However, certain of the matters involved in the petitions warrant further consideration and discussion.

#### Volume of Rates

While objections made to the volume of the prescribed rates are varied, they come in a large measure from carriers transporting general merchandise in small quantities from and to the more densely populated areas of the state in which, because of traffic conditions, operating costs are relatively high. Statements appended to several of the petitions show that under the prescribed rates the gross revenue of carriers operating largely in these areas would be reduced by amounts ranging from 6 to 11 per cent. Considering that the costs upon which these rates are based embrace transportation throughout the entire state, the prescribed rates are undoubtedly low for this particular transportation. On the other hand, there is nothing in the record indicating that the rates for this type of hauling are too low for use in other portions of the state. In order, therefore, that adequate transportation service may be maintained and that, at the same time, no needless burden will be placed upon shippers, an arbitrary should in some instances be added to the prescribed rates for shipments transported from or to the areas mentioned. For the reason that delays caused by traffic congestion, converted into costs per 100 pounds, have less effect upon shipments moving in substantial quantities than they do on shipments picked up and delivered in small lots, the addition of the arbitrary to the mileage rates should on this record be confined to the rates for any-quantity shipments. The precise volume of a proper arbitrary is difficult to determine under the evidence before us but

it is clear that in connection with the rates in the any-quantity bracket it should not be less than 4 cents per 100 pounds. It should also be confined to shipments originating in or destined to the more densely populated Los Angeles and San Francisco-East Bay metropolitan areas.

Particular exception is taken to the volume of the class rates, insofar as they apply to truckload movements between Los Angeles Harbor on the one hand and Los Angeles and points in the vicinity thereof on the other hand. Examples are given to show that such rates are substantially lower than those presently being charged. In view of the wide disparity between the present rates and those prescribed, it appears that further investigation of these rates should be had. Accordingly, a rehearing limited to the receipt of further evidence in this connection will be granted.

Two carriers, engaged principally in the transportation of oil, water and gas well outfits and supplies, object to the provision which permits the prescribed class rates to be used for the transportation of these commodities when such class rates are lower than the rates established specifically for that transportation by Decision No. 29313 of November 30, 1936, as amended, in Cases Nos. 4088, Part "C", and 4107.<sup>2</sup> Petitioners point out that the class rates are substantially lower than the commodity rates in many instances. Revenue statements appended to their petitions indicate that gross revenue reductions which would be brought about by the new basis would range from 17.2 to 20.6 per cent. Based on the 1938 tonnage and on expense figures submitted with the petitions, the reduced rates would not have produced revenue sufficient to cover operating expenses. While, ordinarily, commodity rates should not exceed the corresponding class rates,

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2. The Decision No. 29313 rates were carried forward in Highway Carriers' Tariff No. 2 in the form of commodity rates.

in view of the wide variance between the class rates and the rates established specifically for oil, water and gas well outfits and supplies, petitioners should have an opportunity to present any evidence they may have as to why the class rates should not alternate with the commodity rates for this particular transportation. Accordingly, a rehearing will also be granted for the purpose of receiving further evidence relative to this transportation.

#### Use of Less-Carload versus Carload Ratings

The rail lines, as well as certain trucking interests, propose that all commodities be rated according to their less-carload ratings,<sup>3</sup> that classes 5 to E, inclusive, be eliminated and that, in lieu thereof, there be added a scale of rates for classes 1 to 4, inclusive, subject to a minimum weight of 30,000 pounds. It is claimed that the use of carload ratings causes drastic and unwarranted reductions in the carload and truckload field. The rail lines agree if the proposal is adopted, to cancel the carload class rates they now maintain .

The rail lines pointed out that one of the factors influencing the employment of both less-carload and carload ratings was the fact that a dual rate structure of that kind was already in effect for rail transportation. With the agreement of the rail lines to cancel carload class rates, this factor is, of course, eliminated. However, other important considerations lead to the conclusion that the proposal should not be adopted at this time. In the first place, the use of carload ratings gives recognition to differences in transportation characteristics as between large and small shipments of a given

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<sup>3</sup> The tariff provides that commodities shall be rated at their less-carload ratings, or their carload ratings subject to the governing carload minimum weight (not to exceed 36,000 pounds), whichever produces the lower charge.

commodity.<sup>4</sup> Moreover, the abandonment of carload ratings would in some instances result in increases which have not been justified, and the extent of which is not shown. On the record as it now stands this proposal will not be adopted.

Application of Rates in 20,000-pound Weight Brackets in Connection with Carload Rating Subject to Lesser Minimum Weights

Note 1 of Item No. 500 of the tariff, to which rates in the 20,000-pound weight bracket are subject, provides that those rates may be applied in connection with carload ratings in the Western Classification or Exception Sheet, subject to the minimum weights specified in connection therewith. It is contended that this provision is illogical and produces unreasonably low rates, to the extent it permits rates in the 20,000-pound weight bracket to apply in connection with carload ratings subject to a minimum weight of less than 20,000 pounds. Examples are given to show that, under this basis, the rate for a shipment weighing 10,000 pounds and requiring full use of a truck and trailer would, in some instances, carry a lower minimum rate than would 10,000 pounds of another commodity which could be transported in a single truck. It is urged that the rates in the 10,000-pound weight bracket be made applicable in connection with carload ratings carrying minimum weights of less than 20,000 pounds.

Inasmuch as rates in the 20,000-pound weight bracket were based largely upon the cost of transporting shipments of that weight

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In Decision No. 31606, supra, the Commission said:

"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 carrier's 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."

at least, the claim that such rates should not be extended to apply on lighter shipments seems meritorious. The application of the rates will be changed so that rates in the 10,000-pound weight bracket will apply on shipments of commodities carrying a minimum carload weight of less than 20,000 pounds.

Inclusion of Sacramento as Origin Point in Item No. 600

Item No. 600 of Highway Carriers' Tariff No. 2 names special commodity rates for the transportation of beverages and tonics between San Francisco territory on the one hand and Fresno and Los Angeles territories on the other hand,<sup>5</sup> and for return movements of empty containers. Sacramento Chamber of Commerce asks that Sacramento be accorded the same rates as were established from and to San Francisco. It alleges that Sacramento shippers of the commodities involved are in active competition with San Francisco shippers and are now using proprietary trucks to obtain comparable transportation costs. It argues that a rate parity is essential if the traffic is to be restored to for-hire carriage.

The special commodity rates named in Item No. 600 of the tariff were carried forward from previous minimum rate orders which did not embrace transportation from or to Sacramento.<sup>6</sup> However, Sacramento and San Francisco were accorded a rate parity in connection with the point-to-point class rates and with other special commodity rates from and to the Los Angeles territory, and it appears similar treatment should be accorded in connection with the rates provided for beverages and tonics. The requested modification will be made.

Addition of Route from San Francisco to Los Angeles via Newman and Gustine

Item No. 900 of the tariff names six routes via which rates

<sup>5</sup> San Francisco and Los Angeles territories are described specifically in Item No. 270 of the tariff.

<sup>6</sup> Decision No. 29723, as amended, in Case No. 4088, Part "B".

making specific reference thereto apply intermediately. Among the rates subject to this item are the point-to-point class and commodity rates applying between San Francisco and Los Angeles territories. Route No. 2 applies between San Francisco and Los Angeles via Manteca and Madera (the so-called east-side route from Tracy to Fresno). No route is provided via Newman and Gustine (the so-called west-side route). Golden State Company Ltd. and Carnation Company request the authorization of a route between San Francisco and Los Angeles via Newman and Gustine, in order that the point-to-point class and commodity rates will be available for shipments from milk processing plants, located at those points, to the Los Angeles territory.

Petitioners state that milk processing plants at Newman and Gustine actively compete with plants at Salida, Modesto and Chowchilla, in the sale of milk and milk products in and around Los Angeles, but that, unless the proposed route be authorized, rates from Newman and Gustine will be at least 2 cents per 100 pounds higher than those from the competing plants. Petitioners state, further, that the west-side highway is a normal route and is comparable in length and road condition to the east-side route.

We are of the opinion that the circumstances and conditions shown justify the authorization of the additional route sought.

#### Enlargement of Description of "Canned Goods"

Item No. 320 of the tariff names a rating of 90 per cent of 4th class for canned goods, as described in Item No. 210 series of the Exception Sheet, in less carload shipments. Sacramento Chamber of Commerce seeks an enlargement of this description to include also commodities named in Item No. 610 of the tariff, which item contains the description of canned goods applicable in connection with certain commodity rates. According to petitioner, the principal reason for this change is to make it clear that the 90 per cent of 4th class rating is applicable

to onion and garlic powders and chips. These commodities are specifically named in Item No. 610 of the tariff, but not in Item No. 210 of the Exception Sheet.<sup>7</sup>

It appears that the 90 per cent of 4th class rating should apply to all canned goods items to which the special commodity rates are applicable and the sought enlargement of Item No. 320 will therefore be made.

Elimination of Fish, Etc., from Item No. 70

Item No. 70 of the tariff provides that, with certain exceptions, charges shall be computed on the gross weight of the shipments, no allowance being made for the weight of the containers. One of the exceptions is that charges for shipments of fish, shellfish and frogs shall be assessed on net weights. This exception was made for the purpose of meeting objections to the gross weight basis advanced by Railway Express Agency, Inc. and Fish Dealers' Association of Central California, in exceptions to the examiners' proposed report and in oral argument before the Commission en banc. Railway Express Agency, Inc. now asks that the exception mentioned be eliminated and, in lieu thereof, permission be given Railway Express Agency, Inc. to continue in effect its existing rules and regulations with respect to the ascertainment of billing weights on these commodities.<sup>8</sup> In justification, it is asserted that no objection to the use of gross weights was made by other carriers, that no other carriers specialize in the handling of these commodities, and that, therefore, no good purpose is

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<sup>7</sup> Item No. 210 of the Exception Sheet does include pectin, fruit or vegetable. Petitioner states that onion and garlic powders and chips are a form of pectin used for flavoring purposes.

<sup>8</sup>

The rules and regulations referred to are published in Railway Express Agency, Inc.'s Official Express Classification No. 32, C.R.C. No. 36. Generally, they provide for use of net weights plus arbitrary percentages thereof to cover the weight of refrigerants.



served by including the net weight provision in the highway carriers' tariff. It is pointed out that under the rules providing for alternative application of common carrier rates, other carriers would be placed upon an equality with Railway Express Agency, Inc., in competing for this traffic, without specific provision therefor being made in the tariff. Fish Dealers' Association of Central California advises it has no objection to the proposed modification. The requested modification will be made.

#### Exemptions of Carriers

The Nevada County Narrow Gauge Railroad Company; Max H. Green, doing business as Mountain Auto Line; Napa Valley Bus Company; Chico, Hamilton City and Orland Freight Stage (John W. Hills, Owner); and John C. Hastie, doing business as Twenty Nine Palms Stages, seek exemption from the provisions of Decision No. 31606, supra, with respect to the transportation of express shipments weighing 100 pounds and less. In general, petitioners allege that express is transported only as an accommodation service in connection with passenger stage operations, that their operations are not competitive to any serious extent with those of other carriers, and that they perform services similar to those of carriers already exempted. It appears that the express operations of these petitioners, for the transportation of shipments weighing 100 pounds or less, compare favorably with the express services rendered by other common carriers who have been exempted from observing the minimum charges. The sought exemptions will be granted.

California Western Railroad & Navigation Company, a common carrier railroad operating between Fort Bragg and Willits, seeks exemption from the order with respect to shipments weighing 100 pounds or less. It alleges that the railroad between Fort Bragg and Willits

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9. Petitioner requests authority, in addition, to continue to apply terminal rates from or to its depot in the warehouse building of the Union Lumber Company at Fort Bragg. This matter will be considered at a later date.

is not paralleled by highway and that residents in the territory are dependent upon petitioner's service for the transportation of groceries, ice and a variety of personal items. It contends that these commodities generally move in small shipments for which the minimum rates would be onerous. Petitioner points out that exemption as to shipments weighing 50 pounds or less was granted this carrier in Decision No. 30370, as amended, in Cases Nos. 4088, Parts "U" and "V", and 4145, Parts "F" and "G", which order will be superseded by Decision No. 31606, supra. Upon consideration of these allegations, it appears that the exemption sought should be granted. Appropriate modification of Decision No. 31606 will be made.

Through error, Western Stages Express was shown as an exempted carrier, whereas the carrier intended was Western States Express. The order will be corrected accordingly.

#### Miscellaneous Corrections and Clarifications

Several typographical errors occurring in the tariff will be corrected by the order herein. In addition, the application of certain provisions will be clarified in order to remove ambiguities or inconsistencies found to exist therein.

#### Long and Short Haul Departures

The addition of an arbitrary for shipments originating in

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The changes are (1) clarification of the description of "Rice"; (2) elimination of a typographical error in connection with the description of "Eggs"; (3) addition of "dried onions" as an exempted commodity; (4) correction of reference to Item No. 130 of the Exception Sheet, in note relating to empty containers, to "Rule No. 130"; (5) addition to rules referring to Western Classification and Exception Sheet of the phrase "and by supplements to and reissues of said publications where such supplements and reissues have been approved by the Commission"; (6) correction of typographical error by substituting the word "unincorporated" for "incorporated" in Item No. 200 of the tariff; (7) limitation of the grocery rating to apply on salt and sugar only in mixed shipments with other commodities in the grocery group (8) correction of typographical errors in rates on canned goods and dried fruits, in the 35-40 mile bracket; and (9) clarification of the mixed shipment rule.

or destined to the Los Angeles or San Francisco-East Bay metropolitan areas will result, in some instances, in minimum rates which are less for longer than for shorter distances over the same line or route. Such departures from the provisions of Article XII, Section 21 of the State Constitution and Section 24(a) of the Public Utilities Act, are justified by the differences in transportation conditions surrounding the different movements. 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, therefore, 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 Decision No. 31606, supra, as amended by 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.

Upon careful consideration of the several petitions for rehearing or modification filed in this proceeding, and each of the allegations therein contained, we are of the opinion that, except to the extent hereinbefore indicated, no good cause for the granting of a rehearing or for further modification of the order has been made to appear.

Therefore, good cause appearing,

IT IS HEREBY ORDERED

1. That a rehearing in this proceeding be and it is hereby granted insofar as it involves rates, rules and regulations for the transportation of shipments of the commodities and between the points for which rates are provided in Items Nos. 700 to 720, inclusive, of Highway Carriers' Tariff No. 2 (Appendix "D" of Decision No. 31606 of December 27, 1938, in this proceeding).

2. That a rehearing in this proceeding be and it is hereby granted insofar as it involves rates, rules and regulations for the transportation of property between Los Angeles Harbor and the territory described on Original Page 1-A of said Highway Carriers' Tariff No. 2, which page is attached to and made a part of this order.

3. That said Decision No. 31606, as amended, be and it is hereby further amended by adding to paragraph (c) of Finding No. 14 thereof the following carriers, and by eliminating from said paragraph (c) Western Stages

Express:

Nevada County Narrow Gauge Railroad Company,  
Max H. Green, doing business as Mountain Auto Line,  
Napa Valley Bus Company,  
John C. Hastie, doing business as Twenty Nine  
Palms Stages,  
Western States Express,  
Chico, Hamilton City and Orland Freight Stage  
(John W. Hills, Owner),  
California Western Railroad & Navigation Company.

4. That said Decision No. 31606, as amended, be and it is hereby further amended by adding the following paragraph to Finding No. 14 thereof;

"(d) Rules and regulations (not including rates) of Railway Express Agency, Inc., relating to the ascertainment of billing weights and the use of other than gross weights in computing charges for the transportation of fish, shellfish and frogs."

5. That said Decision No. 31606, as amended, be and it is hereby further amended by substituting in and adding to said Highway Carriers' Tariff No. 2 the new and revised pages attached hereto and hereby made a part hereof, which pages are numbered as follows:

Original Title Page (Corrected)

Original Page 1-i	First Revised Page 37
First Revised Page 3	First Revised Page 38
First Revised Page 4	First Revised Page 41
First Revised Page 5	First Revised Page 42
First Revised Page 14	First Revised Page 43
First Revised Page 15	First Revised Page 44
First Revised Page 16	First Revised Page 46
First Revised Page 17	First Revised Page 48
First Revised Page 23	First Revised Page 50
First Revised Page 26	First Revised Page 70

6. That the effective date of said Decision No. 31606, as amended, be and it is hereby changed to the date hereof, except that
- (a) insofar as said Decision No. 31606, as amended, provides that the class rates contained in Section 2 of said Highway Carriers' Tariff No. 2 will apply when lower than the commodity rates named in Items Nos. 700 to 720, inclusive, thereof, its effective date shall be postponed until further order of the Commission; and
- (b) insofar as said Decision No. 31606, as amended, provides rates for the transportation of property between Los Angeles Harbor on the one hand, and points within the Los Angeles district described on Original Page 1-A of said Highway Carriers' Tariff No. 2 on the other hand, its effective date shall be postponed until further order of the Commission.
7. 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 less for longer than for shorter distances, to the extent necessary to comply with the provisions of Item No. 241 of said Highway Carriers'

Tariff No. 2, relative to the addition of a rate arbitrary on shipments originating in or destined to defined territories.

8. That in all other respects said Decision No. 31606, as amended, shall remain in full force and effect.
9. That except to the extent hereinbefore indicated, all petitions for rehearing or modification heretofore filed in this proceeding be and they are hereby denied.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 9<sup>th</sup> day of May, 1939.

Raymond P. Quinn  
Frank P. Sullivan  
Ray H. Kelley  
H. B. Miller  
Justin J. Cooney  
Commissioners.

Original Title Page (Corrected)

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.

Correction No. 1

EFFECTIVE  
(Except as provided on Page 1-A)

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

## \*EFFECTIVE DATE OF RATES

Rates, rules and regulations in this tariff shall become effective except as provided in Notes 1 and 2.

Note 1.-Class rates in Section No. 2 shall not become effective for the transportation of shipments of Oil, Water or Gas Well outfits and Supplies, and Other Articles, as described under that heading in Item No. 700, for which rates are provided in Items Nos. 710 and 720, until further order of the Commission.

Note 2.-Rates, rules and regulations in this tariff shall not become effective for transportation between Los Angeles Harbor (as described in Item No. 260 series), on the one hand, and points within the following described boundaries, on the other hand, until further order of the Commission:

Commencing at the intersection of Manchester Avenue (Firestone Boulevard) and Main Street, west on Manchester Avenue to Western Avenue, north on Western Avenue to Florence Avenue, west on Florence Avenue to Crenshaw Boulevard, north on Crenshaw Boulevard to Exposition Boulevard, west on Exposition Boulevard to Hauser Boulevard, northerly on Hauser Boulevard to West Adams Street, west on West Adams Street to Genesee Street, north on Genesee Street to Washington Boulevard, northeast on Washington Boulevard to Hauser Boulevard, north on Hauser Boulevard to Pico Street, west on Pico Street to Fairfax Avenue, north on Fairfax Avenue to Hollywood Boulevard, east on Hollywood Boulevard to Highland Avenue, north on Highland Avenue to Franklin Avenue, east on Franklin Avenue to Western Avenue, north on Western Avenue to Los Feliz Boulevard, northeast on Los Feliz Boulevard to Riverside Drive, southeast on Riverside Drive to Glendale Boulevard, northeast on Glendale Boulevard to Casitas Avenue, southeast on Casitas Avenue to Tyburn Street, northeasterly on Tyburn Street to San Fernando Road, southeast on San Fernando Road to Fletcher Drive, northeast on Fletcher Drive and Eagle Rock Boulevard to York Boulevard, east on York Boulevard to Figueroa Street, southwest on Figueroa Street to Avenue 60, southeast on Avenue 60 to Monterey Road, southerly on Monterey Road and Cassatt to Huntington Drive, east on Huntington Drive to Eastern Avenue, southerly on Eastern Avenue to Whittier Boulevard, east on Whittier Boulevard to Gerhart Street, south on Gerhart Street to Ferguson Drive, west on Ferguson Drive to Anaheim-Telegraph Road, southeasterly on Anaheim-Telegraph Road to Eastland Avenue, south on Eastland Avenue to Eastern Avenue, south on Eastern Avenue to Randolph Street, west on Randolph Street to Atlantic Boulevard, south on Atlantic Boulevard to Firestone Boulevard, west on Firestone Boulevard and Manchester Avenue to point of beginning.

\*Change, Decision No. .

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Correction No. 2 Issued by The Railroad Commission of the State of California,  
San Francisco, California.



First Revised Page....3  
 Cancels  
 Original Page.....3

HIGHWAY CARRIERS' TARIFF NO. 2

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EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Correction No. 3 Issued by The Railroad Commission of the State of California,  
 San Francisco, California.

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.

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(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.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Issued by The Railroad Commission of the State of California,  
 Correction No. 4 San Francisco, California.

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Cocoonut	360	Earth, Infusorial	650
Cocoonut, not desiccated	(1)	Eggs, shelled	360
Coffee	360	Elevators, Pipe or Sucker Rod	700-720
Coffee Substitutes	360	Engines (M)	700-720
Colorings, Confectioners	360	Extracts	360
Columns	660,690	Extracts, Malt	600
Compounds, Cleaning, Scouring or Washing	730		
(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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Issued by The Railroad Commission of the State of California, San Francisco, California.			
Correction No. 5			

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<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> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <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, <b>LOGS (WOOD),</b> Margarine, milk, liquid (Subject to Note 2),</p> </div> <div style="width: 48%;"> <p>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, viz.: 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, *Onions, Peas, Pepper Pods, Voting Booths, Ballot Boxes, Election Texts and Election Supplies, when transported from or to polling places.</p> </div> </div> <p style="text-align: center;">(Continued)</p>
<p>40-A Cancel 40</p>	<p>*Change, Decision No.</p>
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Correction No. 6	

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HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
40-A Cancels 40 (Con- clu- ded)	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES (Concluded)</p> <p>*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 Rule No. 130 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.</p> <p>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.</p> <p>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.</p> <p>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".</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
	*Change, Decision No.
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
Correction No. 7	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*50-A Cancels 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, and by supplements to and reissues of said publications when such supplements and reissues have been approved by the Commission.</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-A Cancels 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> <p style="margin-left: 40px;">(a) Bakery Goods, viz.:</p> <p style="margin-left: 80px;">Bread, Cake.</p> <p style="margin-left: 40px;">*(b) Eliminated.</p>
80	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
*Change, Decision No.	
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Correction No. 8	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>90-A Cancel 90</p>	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. Commodities for which rates are provided in this tariff:            *(a) When two or more commodities for which different 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.            *(b) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 80 series. 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:            (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. In the event the latter basis is used, the minimum charges provided in Item No. 150 series of this tariff shall apply to the entire shipment.</p> <p>3. Intrastate and Interstate Tonnage:            (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>
<p>*Change, Decision No.</p>	
<p style="text-align: center;">EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p>	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

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HIGHWAY CARRIERS' TARIFF NO. 2

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-A Cancels 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 unincorporated 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>
*Change, Decision No.	
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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"> <li>(1) For tailgate loading or tailgate unloading - no additional charge;</li> <li>(2) For loading or unloading other than tailgate loading or tailgate unloading - 2 cents per 100 pounds, (see Exception);</li> <li>(3) For C.O.D. service - charges provided in Item No. 180 series;</li> <li>(4) For other accessorial services - charges provided in Item No. 140 series;</li> <li>(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.)</li> </ol> <p style="text-align: center;">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>
*241	<p style="text-align: center;">RATE ARBITRARY FOR SHIPMENTS TRANSPORTED FROM OR TO LOS ANGELES ZONES OR SAN FRANCISCO OR OAKLAND PICK-UP AND DELIVERY ZONES</p> <p>To mileage class rates in the "any-quantity" weight bracket there shall be added a rate arbitrary of 4 cents per 100 pounds, when the shipment originates at or is destined to Los Angeles Zones 1, 10, 11, 12 or 17 as described in Item No. 30 of Distance Table No. 3 (Appendix "A" of Decision No. 31605 of December 27, 1938, in Case No. 4246) or San Francisco or Oakland Pick-up and Delivery Zones as described in Item No. 260 series (see Note).</p> <p style="text-align: center;">NOTE.-Mileage class rates computed from or to more distant points may not be applied at intermediate points for the purpose of computing rates for the transportation of shipments originating at or destined to points within the zones referred to in this item.</p>
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HIGHWAY CARRIERS' TARIFF NO. 2

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 .....	<p style="text-align: center;">Class Rating</p> <p style="text-align: center;">4</p>
320-A Cancels 320	Canned Goods, as described in Item No. *610 series, 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
*Change, Decision No.		
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HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)					
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)		Class Rating			
360-A Cancels 360	<p>GROCERIES AND GROCERS' SUPPLIES, viz.:</p> <table border="0"> <tr> <td style="vertical-align: top;">                     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,                      Dessert 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,                 </td> <td style="vertical-align: top;">                     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,                      Glucose,                      Gum, Chewing,                      Honey,                      Horseradish,                      Lard,                      Lard Compounds or Substitutes,                      Liquors, malt, viz.:                      Ale,                      Beer,                      Beer Tonic,                      Porter,                      Stout,                 </td> <td style="vertical-align: top;">                     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,                      Sage,                      *Salt, (subject to Note 1),                      Shortening,                      Spaghetti,                      Spices,                      *Sugar, (subject to Note 1),                      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, Dessert 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, 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, Sage, *Salt, (subject to Note 1), Shortening, Spaghetti, Spices, *Sugar, (subject to Note 1), Syrup, Tapioca, Tea, Vermicelli, Yeast.	
	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, Dessert 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, 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, Sage, *Salt, (subject to Note 1), Shortening, Spaghetti, Spices, *Sugar, (subject to Note 1), Syrup, Tapioca, Tea, Vermicelli, Yeast.			
Minimum Weight 20,000 pounds ..... Minimum Weight 30,000 pounds .....		4 5				
NOTE 1.-Ratings shown apply only when commodities subject to this note are shipped in mixed shipments with one or more other commodities named in this item.						
*Change, Decision No.						
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Correction No. 13

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HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 2				CLASS RATES									
					In Cents per 100 Pounds									
	MILES But not Over		Any Quantity *(1)				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
		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	36	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	60	52	47	41½	36½	48	43	38½	33½	36	32½	29	25
	60	70	54	48½	43	38	51	46	41	35½	38	34	30½	26½
	70	80	56	50½	45	39	54	48½	43	38	40	36	32	28
	80	90	58	52	46½	40½	57	51½	45½	40	41½	37½	33	29
	90	100	60	54	48	42	60	54	48	42	43	38½	34½	30
	100	110	62	56	49½	43½	--	--	--	--	44½	40	35½	31
	110	120	64	57½	51	45	--	--	--	--	46	41½	37	32
	120	130	66	59½	53	46	--	--	--	--	47½	43	38	33½
	130	140	68	61	54½	47½	--	--	--	--	49	44	39	34½
	140	150	70	63	56	49	--	--	--	--	50½	45½	40½	35½
	150	160	72	65	57½	50½	--	--	--	--	52	47	41½	36½
	160	170	74	66½	59	52	--	--	--	--	53½	48	43	37½
	170	180	76	68½	61	53	--	--	--	--	55	49½	44	38½
	180	190	78	70	62½	54½	--	--	--	--	56½	51	45	39½
	190	200	80	72	64	56	--	--	--	--	58	52	46½	40½
	200	220	84	75½	67	59	--	--	--	--	61	55	49	42½
	220	240	88	79	70½	61½	--	--	--	--	64	57½	51	45
	240	260	92	83	73½	64½	--	--	--	--	67	60½	53½	47
	260	280	96	86½	77	67	--	--	--	--	70	63	56	49
	280	300	100	90	80	70	--	--	--	--	73	65½	58½	51
	300	325	104	93½	83	73	--	--	--	--	76½	69	61	53½
	325	350	108	97	86½	75½	--	--	--	--	80	72	64	56
	350	375	112	101	89½	78½	--	--	--	--	83½	75	67	58½
	375	400	116	104½	93	81	--	--	--	--	87	78½	69½	61
	400	425	120	108	96	84	--	--	--	--	90½	81½	72½	63½
	425	450	124	111½	99	87	--	--	--	--	94	84½	75	66
	450	475	128	115	102½	89½	--	--	--	--	97½	88	78	68½
	475	500	132	119	105½	92½	--	--	--	--	101	91	81	70½
	500	525	136	122½	109	95	--	--	--	--	104½	94	83½	73

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525	550	140	126	112	98	--	--	--	--	108	97	86½	75½
550	575	144	129½	115	101	--	--	--	--	111½	100½	89	78
575	600	148	133	118½	103½	--	--	--	--	115	103½	92	80½
600	625	152	137	121½	106½	--	--	--	--	118½	106½	95	83
625	650	156	140½	125	109	--	--	--	--	122	110	97½	85½
650	675	160	144	128	112	--	--	--	--	125½	113	100½	88
675	700	164	147½	131	115	--	--	--	--	129	116	103	90½
700	725	168	151	134½	117½	--	--	--	--	132½	119½	106	93
725	750	172	155	137½	120½	--	--	--	--	136	122½	109	95
750	775	176	158½	141	123	--	--	--	--	139½	125½	111½	97½
775	800	180	162	144	126	--	--	--	--	143	128½	114½	100
800	850	188	169	150½	131½	--	--	--	--	150	135	120	105
850	900	196	176½	157	137	--	--	--	--	157	141½	125½	110
900	950	204	183½	163	143	--	--	--	--	164	147½	131	115
950	1000	212	191	169½	148½	--	--	--	--	171	154	137	119½
1000	1050	220	198	176	154	--	--	--	--	178	160	142½	124½
1050	1100	228	205	182½	159½	--	--	--	--	185	166½	148	129½
1100	1150	236	212½	189	165	--	--	--	--	192	173	153½	134½
1150	1200	244	219½	195	171	--	--	--	--	199	179	159	139½

\*Change, Decision No.  
(1) Subject to Item No. 241 series.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Correction No. 14 Issued by The Railroad Commission of the State of California,  
San Francisco, California.

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents per 100 Pounds													
			Minimum Weight 10,000 Pounds *except as pro- vided in Note 1				Minimum Weight 20,000 Pounds except as pro- vided in Note 2				Minimum weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series					
	MILES	But not Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
505	0	3	12	11	9½	8½	6½	6	5	4½	4	4	3½	3½	3	2½
	3	5	12½	11½	10	9	7½	7	6	5½	4½	5	4	4	3½	3
	5	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	5½	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	19½	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	29½	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	220	47	42½	37½	33	42½	38½	34	30	25½	27½	23½	21½	19	17	
220	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	

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

\*Note 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.

\*Change, Decision No.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Correction No. 15

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

Item No.	SECTION NO. 2		CLASS RATES (Continued)												
			In Cents per 100 Pounds												
	MILES	Minimum Weight 10,000 Pounds *except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series					
		But not Over	1	2	3	4	1	2	3	4	5	A	B	C	D
280	300	59	53	47	41½	52½	47½	42	37	31½	34	29	26½	23½	21
300	325	62½	56½	50	44	56	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	55½	48½	62½	56½	50	44	37½	40½	34½	31½	28	25
375	400	73	65½	58½	51	66	59½	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	55½	60	51	46½	41½	37
600	625	104½	94	83½	73	96	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	65½	59½	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	55½
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	95½	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

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

\*Note 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.

\*Change, Decision No.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Correction No. 16

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

SECTION NO. 2 CLASS RATES (Concluded)  
 In Cents per 100 Pounds

Class Rates shown below are intermediate in application  
 subject to Note 1.

BETWEEN	AND	MINIMUM WEIGHT											
		Any Quantity				4,000 Pounds				10,000 Pounds *except as provided in Note 2			
SAN FRANCISCO TERRITORY as described in Item No. 270 series	LOS ANGELES TERRITORY as described in Item No. 270 series	1	2	3	4	1	2	3	4	1	2	3	4
		100	90	80	70	73	65½	58½	51	59	53	47	41½
		Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series							
SACRAMENTO (See Item No. 260 series)		1	2	3	4	5	A	B	C	D	E		
		52½	47½	42	37	31½	34	29	26½	23½	21		

510-A  
 Cancels  
 510

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.

Note 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series.

\*Note 3.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.

\*Change, Decision No.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Correction No. 17 Issued by The Railroad Commission of the State of California,  
 San Francisco, California.



*CORRECTION*

# CORRECTION

THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY

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.													
BETWEEN		AND		MINIMUM WEIGHT									
				Any Quantity				4,000 Pounds				10,000 Pounds *except as provided in Note 2	
SAN FRANCISCO TERRITORY as described in Item No. 270 series	LOS ANGELES TERRITORY as described in Item No. 270 series	1	2	3	4	1	2	3	4	1	2	3	4
		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 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series							
		1	2	3	4	5	A	B	C	D	E		
510-A Cancels 510		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 or this tariff, subject to Item No. 290 series.</p> <p>*Note 3.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.</p>											
*Change, Decision No.													
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<p style="text-align: center;">Issued by The Railroad Commission of the State of California,          San Francisco, California.</p>													
Correction No. 17													

Item No.	SECTION NO. 3			
	COMMODITY RATES In Cents per 100 Pounds			
	COMMODITY	BETWEEN	AND	RATE
600-A Cancels 600	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 dealcoholized or non-alcoholic cordials and liqueurs), Extracts, viz.: malt extract, liquid, Fruit Juice (unfermented, not syrup), artificial or natural, sweetened or unsweetened, 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	*SACRAMENTO (See Item No. 260 series)	LOS ANGELES TERRITORY as described in Item No. 270 series	(1)(2) 25
		SAN FRANCISCO TERRITORY as described in Item No. 270 series		
			FRESNO	(1)(2) 12
	Beverage Containers, empty, used or second-hand, .....Minimum Weight 10,000 Pounds	*SACRAMENTO (See Item No. 260 series)	LOS ANGELES TERRITORY as described in Item No. 270 series	(1)(2) 27
		SAN FRANCISCO TERRITORY as described in Item No. 270 series	FRESNO	(1)(2) 14

- (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.

\*Change, Decision No.

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

Correction No. 18

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	
		Minimum Weight			Minimum Weight	
	But not Over	20,000 Pounds	30,000 Pounds	But not Over	20,000 Pounds	30,000 Pounds
620-A Cancels 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	*7	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	
*Change, Decision No.						
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Issued by The Railroad Commission of the State of California, San Francisco, California.						
Correction No. 19						

First Revised Page....50  
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HIGHWAY CARRIERS' TARIFF NO. 2

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		
			Minimum Weight		Minimum Weight			
			20,000 Pounds	30,000 Pounds	20,000 Pounds	30,000 Pounds		
	Over	But not Over	Over	But not Over	Over	But not Over		
640-A Cancels 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	*7	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

\*Change, Decision No.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Correction No. 20 Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 4	ROUTING
		<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>900-A Cancels 900</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>*Route No. 7: From San Francisco Territory, as described in Item No. 270 series, via Routes 1, 2 or 3 to the junction of U. S. Highway No. 50 and State Highway No. 33, 3 miles east of Tracy; thence via State Highway No. 33 to Los Banos; thence via State Highway No. 152 to its junction with U. S. Highway No. 99 north of Madera; thence via Route 1, 2 or 3 beyond.</p> <p style="text-align: center;">END OF TARIFF</p>
	*Change, Decision No.	
		EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
Correction No. 21		Issued by The Railroad Commission of the State of California, San Francisco, California.