

Decision No. 32609

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 regu-)
lations 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 trans-)
portation, for compensation or hire,)
of any and all commodities.)

ORIGINAL

Case No. 4246

In the Matter of the Establishment)
of maximum and minimum, or maximum)
or minimum rates, rules and regu-)
lations of all common carriers, as)
defined in the Public Utilities Act)
of the State of California, as)
amended, and all highway carriers,)
as defined in Statutes 1935, Chap-)
ter 223, as amended, for the trans-)
portation, for compensation or hire,)
of any and all agricultural products.)

Case No. 4293

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

The above entitled proceedings involve, collectively, rates of all common, radial highway common and highway contract carriers, for the transportation of property within California. This decision deals with proposed modifications of Decision No.

31606, as amended, issued in Case No. 4246,¹ by changing certain minimum rates, rules and regulations now provided therein and by adding thereto minimum rates, rules and regulations for the transportation of hay and related articles, grain and grain products, rice and fresh pears, for which commodities rates are now provided in other outstanding orders to which specific reference is hereinafter made.²

Restriction of Definition of Term "Common Carrier Rate" to Exclude Rates of Common Carriers by Vessel.

Pacific Coastwise Conference, Hammond Shipping Co., Ltd., and McCormick Steamship Company sought amendment of the term "common carrier rate" as defined in Highway Carriers' Tariff No. 2. The requested amendment would exclude from the definition rates of common carriers by vessel operating in coastwise service.³ In justification, it was explained that the term "common carrier rate" is employed in the rules permitting alternative application of rates of common carriers when lower than the rates established for highway carriers for the same

¹ Decision No. 31606, as amended, in Case No. 4246, established minimum rates, rules and regulations of statewide application for the transportation of property of all kinds (with exceptions not here important) by common, radial highway common and highway contract carriers. These rates, rules and regulations were set forth in a tariff designated as Highway Carriers' Tariff No. 2, which tariff was attached to the decision as Appendix "D" thereof.

² Except in connection with certain minor matters indicated as being disposed of ex parte, the conclusions herein are based upon evidence received at adjourned public hearings held in these proceedings in San Francisco. The petition of Pacific Coastwise Conference, et al., first discussed, was heard before Examiner Mulgrew; that of Pacific Motor Tariff Bureau was heard before Commissioners Wakefield and Craemer and Examiner Howard G. Freas; and the remaining matters were heard before Examiner Preston W. Davis.

³ The term "common carrier rate" is now defined as "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 the time of shipment."

transportation. It was asserted that highway carriers were permitted under these rules to meet rates of coastwise vessel carriers, and to construct combinations therewith, only by reason of the prohibition then contained in Section 10 of the Highway Carriers' Act to the effect that the rates established by the Commission for highway carriers should not exceed the rates of common carriers (of whatsoever kind) for transportation of the same property between the same points. It was shown, however, that by an amendment to said Section 10 enacted at the 1939 legislative session, the prohibition was removed in so far as rates of common carriers by vessel were concerned.⁴ In view of this statutory amendment, it was argued, a corresponding change in the alternative application rules should be made.

Reference also was made by petitioners to Section 34(a) of the Public Utilities Act, which declares that it shall be the policy of the State to encourage the use of waterways, ports and harbors, and which directs the Commission to fix rates for water carriers differentially under rates of land carriers, taking into consideration the differences inherent in the respective services.⁵

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Section 10 of the Highway Carriers' Act formerly provided that "In event the commission establishes minimum rates for such highway carriers, such rates shall not exceed the current rates of common carrier or highway common carriers as those terms are defined in the Public Utilities Act, ****." It now provides that "In the event the commission establishes minimum rates for transportation services by such highway carriers, such rates shall not exceed the current rates of common carriers by land subject to the provisions of the Public Utilities Act, ****."

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Section 34(a) of the Public Utilities Act is reproduced below:

"It is hereby declared to be the policy of the State of California that the use of all waterways, ports, and harbors of this State shall be encouraged, and to that end the commission is directed in the establishment of rates for water carriers applying to business moving between points within this State to fix said rates at such a differential under the rates of competing land carriers that said water carriers shall be able fairly to compete for said business, and in the fixing of said rates there shall be taken into consideration quality and regularity of service and class and speed of vessels. The term 'competing land carriers,' as used herein, shall include all land carriers as defined in this act, and a highway contract carrier and a radial highway common carrier as defined in the 'Highway Carriers' Act.'"

It was asserted that any conflict theretofore existing between this section and Section 10 of the Highway Carriers' Act had been removed by the amendment to the latter section.

Exhibits were introduced showing the differentials between land and vessel rates which would exist if the sought modification were made and it was contended that these differentials would give reasonable recognition to the differences in service. In addition, examples were given showing that under the present alternative application rules, highway carriers sometimes have an actual rate advantage over vessel carriers. These examples related principally to instances where minimum drayage rates were in effect for transportation to and from the docks of vessel carriers, but where highway carriers were permitted to use the lower rates provided for 3-mile highway hauls in constructing combinations with vessel rates. It was pointed out, also, that the minimum rates established for highway carriers transporting sugar from San Francisco or Crockett to the Los Angeles area were restricted to split deliveries of component parts weighing not less than 10,000 pounds each, but that by constructing combination with vessel rates highway carriers may split deliver smaller component parts aggregating the same weight, at the same total charge.

Rail and highway carriers stated they had no objection to the granting of the petition, if it be understood that such action would not be construed as a finding as to the reasonableness of the resulting differentials between land carrier and vessel rates. Highway carriers urged, however, that an investigation looking toward the determining of reasonable differentials be instituted.

With the amendment of Section 10 of the Highway Carriers'

Act removing the prohibition against the establishment of rates for highway carriers higher than the corresponding rates of vessel carriers, it appears proper to limit the alternative application of land carrier rates with rates of water carriers. This will be accomplished by appropriate modification of the alternative rules themselves, however, rather than by a change in the definition of the term "common carrier rate". In the absence of a showing as to the relative advantages and disadvantages of land and water transportation, it is not possible at this time to prescribe proper rate differentials for these two types of services. Carriers who are of the opinion that rates of vessel carriers are unduly low are at liberty at all times to bring the matter to the Commission's attention by appropriate complaint; and those deeming a reduction in land carrier rates necessary to enable land carriers to compete fairly with vessel carriers may obtain a hearing upon the filing of an appropriate petition.

Inclusion of Honey and Sausage Casings
in Description of Canned Goods.

Martins, Read & Co., wholesale dealers in dairy and farm products, sought inclusion of honey, in bulk in metal cans, and pickled or salted sausage casings, in bulk in barrels, in the description of "canned goods" contained in Item No. 610 of Highway Carriers' Tariff No. 2, thus making a rating of 90 per cent of 4th⁶ class applicable to these commodities in less-truckload quantities.

The president of this firm testified that sausage casings are shipped in bulk in barrels weighing approximately 600

⁶ At present, both honey and sausage casings, packed as described, are subject to the Western Classification rating of 3rd class in less-truckload quantities, although they are subject to the same rating as canned goods (5th class), in quantities of 30,000 pounds or more.

pounds and valued at from ten dollars to fifty dollars per barrel; that the bulk of the weight consists of the salt in which the casings are preserved; and that there is very little possibility of loss or damage. He asserted, further, that with the use of modern trucks equipped with mechanically operated tailgates, the barrels could easily be handled by one man. This witness stated, in addition, that this commodity competes with cellophane casings shipped into the state from eastern points under freight rates considerably less per casing than the rates which his company must pay on natural casings, due to the great amount of salt which must be included with the latter type. Under the existing level of rates within California, he said, the movement of sausage casings for other than very short distances is seriously impeded. The sales manager of Martins, Read & Co. testified to substantially the same effect. A former truck operator who had previously transported sausage casings for petitioner confirmed the testimony relative to the ease of handling sausage casings. He asserted that barrels of casings could be loaded and unloaded at a rate of approximately 7 minutes per ton, as compared with an estimated time of 15 minutes per ton consumed in loading and unloading commodities now included in the canned goods group.

In regard to honey, it was stated that this commodity is ordinarily shipped in bulk in five-gallon metal cans, packed two cans to the case; that the density of a case of honey is greater than that of a case of canned fruits or vegetables of like size; that the honey is ordinarily partially crystallized and, hence, is not greatly susceptible to damage; and that honey competes with certain types of syrups and molasses which

have a greater value but which are now subject to the 90 per cent of 4th class rating. The secretary of the California State Bee Keepers Association testified that under the existing rates, producers find it necessary to haul honey to market in their own equipment and expressed the belief that the reduced rating sought would aid materially in solving the producer's marketing problems.

The showing made indicates that honey and sausage casings, packed in the manner described by the witnesses, are comparable from a transportation standpoint to commodities already included in the "canned goods" description and that they should be accorded equivalent ratings. The proposed reductions in ratings will be made.

Reduction in Ratings on Varnishes
and Lacquers.

Paints, liquid or paste, not otherwise indexed by name, are rated at 3rd class in the Western Classification, as are varnishes and lacquers. However, a rating of 4th class is provided in the Exception Sheet for paints, liquid or paste, moving intrastate within California. By appropriate petition, du Pont de Nemours & Company sought the establishment of a 4th class rating for varnishes, lacquers, and a number of related commodities, in order to provide a parity with the Exception Sheet rating on paints. This request was joined in by W. P. Fuller Company, Sherwin Williams Company and the Glidden Company.

The traffic counsel of the du Pont company testified that

paints, lacquers and varnishes are often distinguishable only by the ingredients of which they are composed; that all three types of coatings are used for the same purposes and compete with one another, although all forms of paint, varnish and lacquer do not necessarily compete with each other; that the average value of lacquers and varnishes is not substantially in excess of the value of paints;⁷ and that the risk of loss or damage in connection with shipments of either of the three types of coatings is slight. He testified, further, that in Classification of Paints and Varnishes, 163 I.C.C. 725, the average density per cubic foot of paint was stated to be 72.65 pounds, of varnishes 50 pounds and of lacquers 62 pounds.

In that same case, the witness asserted, the Interstate Commerce Commission found that paints, varnishes and lacquers should take a common rating, and prescribed the 3rd class rating for that purpose. That rating was prescribed as a maximum rating, he explained, and lower ratings were later established voluntarily by rail carriers for transportation throughout the entire portion of the United States east of the Rocky Mountains.⁸ A 4th class rating was also in effect, he stated,

⁷ It was shown that, according to the Census of Manufacturers, 1939, Industrial Report #626 of December 17, 1938, 2,532,411 gallons of ready mixed paint having an average value of \$1.72 per gallon, were produced in California during 1937 and that, during the same year, 5,844,603 gallons of varnishes having an average value of \$.82 per gallon and 1,426,904 gallons of lacquers having a value of \$1.82 per gallon were produced in this State.

⁸ Following are the exceptions to the prescribed 3rd class rating said to be in effect in other territories. (55 per cent of 1st class was said to be equivalent to 4th class in Western Trunk Line, Southern and Southwestern Territories and five percentage points in excess of 4th class in the other territories shown):

<u>Territory</u>	<u>Bases Applicable % of First Class</u>	<u>Tariff Authority for Bases</u>
New England	55	Doe's Exceptions I.C.C. 365
Eastern Trunk Line	55	Curlett's Exceptions, ICC A-596
Central Frt. Association	55	Jones' Exceptions I.C.C. 3214
Southern	57	Dulaney's Exceptions I.C.C. 77
Western Trunk Line (East of Rocky Mountains)	55	Kipp's Exceptions I.C.C. A-2913
Southwestern	55	Peel's Exceptions I.C.C. 3090

for interstate transportation between California and North Pacific Coast points (Pacific Freight Tariff Bureau Exception Sheet No. 2-C, I.C.C. 1278); in the territory covered by North Pacific Coast Freight Bureau Tariff I.C.C. No. 565, including the State of Washington; and in Southern Pacific Company's Tariff I.C.C. 4563, P.U.C. 1250, applying within the State of Oregon.

Exhibits were introduced, in addition, comparing class rates prescribed as minimum in Decision No. 31606, supra, for various lengths of hauls, with the corresponding rates in Official, Western Trunk Line, Southwestern and Southern territories. These comparisons were said to demonstrate that the establishment of a 4th class rating on varnishes and lacquers would still result in rates which, mile for mile, would be higher than rates in effect for the same transportation throughout wide territories in other parts of the United States.

The foregoing testimony was confirmed by representatives of W. P. Fuller Company, Sherwin Williams Company and the Glidden Company.

No protest to the reduced rating was entered, although counsel for a highway common carrier cross-examined petitioner's witness and elicited the admission that no specific consideration had been given to the cost of transporting paints, varnishes and lacquers by motor truck.

The evidence in this matter is convincing that paints, varnishes and lacquers should be accorded a parity of ratings and that the 4th class rating presently in effect for paint will not be unduly low for the other two commodities. However, petitioners seek a 4th class rating also on a number of other commodities which, assertedly, comprise the "paint list" to which comparable ratings in other territories are now applicable. No showing was made as to the densities,

values or other transportation characteristics of these commodities and the mere fact that they have been voluntarily accorded a 4th class rating in other territories does not establish the reasonableness of that rating or the propriety of applying it here. The 4th class rating established by the order herein will be limited to paints, lacquers and varnishes not otherwise indexed by name in the Western Classification.

Changes in Ratings on Iron Pipe

Iron or steel pipe, plate or sheet, takes ratings under the Western Classification ranging from 4th class to Double 1st class, depending upon its gauge and diameter. In the Exception Sheet, however, a rating of 3rd class is provided for galvanized iron or steel pipe, 24 gauge and heavier, lock-seamed and soldered, 12 inches or less in diameter, and for spiral seam and straight seam riveted iron or steel pipe 12 inches or less in diameter. A rating of 1¹/₂ 1st class is named in the Exception Sheet for pipe of the latter types when more than 12 inches in diameter. J. P. Haynes, publishing agent of the Exception Sheet, proposed the inclusion of welded iron or steel pipe in the Exception Sheet item, thus making applicable to welded pipe the same ratings as are now provided for riveted and lock-seam soldered pipe. He stated that riveted, lock-seamed soldered and welded pipes are all produced by the same manufacturers and are used on the same projects. He pointed out that both increases and reductions would result if the changed ratings were approved.

The manager of the transportation department of the Sacramento Chamber of Commerce recommended the adoption of the foregoing proposal, modified, however, by limiting the Exception Sheet rating for pipe in excess of 12 inches in diameter to apply only on pipe of 17 gauge or thinner. He testified that of the total of 623 tons of pipe manufactured in Sacramento during the year 1939, 566 tons

were welded and only 57 tons were riveted; and that the value of welded pipe was slightly less than that of riveted pipe, due to the lesser amount of steel used in its manufacture. The modification mentioned was proposed by this witness in order to eliminate increases which would otherwise result in connection with welded pipe 16 gauge or thicker.

Mere comparison with a rating on another commodity possessing similar transportation characteristics is insufficient to justify a change in a classification rating. It must be shown, in addition, that the rating applicable to the commodity with which comparison is made is itself reasonable. In the instance of the reduced ratings on honey and sausage casings hereinbefore found justified, for example, the rating on the compared commodity (canned goods) was prescribed specifically by this Commission. In the instance of the rating hereinbefore found justified for varnishes and lacquers on the basis of the lower rate in effect on paint it was shown that the resulting 4th class rates would not be unreasonably low for the service involved. While it may be that the transportation characteristics of welded steel pipe are so similar to those of riveted pipe as to justify a parity of ratings, however, it has not been demonstrated on this record that the present Exception Sheet rating for riveted pipe should be adopted as the basis for effecting this parity. The Western Classification ratings now apply to welded pipe, which was said to comprise the bulk of the movement of iron and steel pipe. Nothing has been shown to indicate that those ratings would be improper for both kinds of pipe. As a matter of fact, the Western Classification ratings appear to give closer recognition to variations in cost of handling occasioned by differences in diameters and gauges, than do the Exception Sheet ratings. On this record the changed

ratings sought have not been justified and will not be approved.

Exemption of San Francisco Bay Metropolitan Area

Pacific Motor Tariff Bureau (an association of highway common carriers and one express corporation operating between San Francisco and East Bay points) proposed certain modifications of Decision No. 31606, as amended, with respect to rates for the transportation of property between San Francisco and East Bay points.

The modification most strongly advocated by petitioner was that transportation within an area designated as the "San Francisco Bay metropolitan area," embracing the cities of San Francisco, South San Francisco, Richmond, Albany, San Leandro, Berkeley, Emeryville, Oakland, Piedmont and Alameda, be exempted from the application of the minimum rates established by Decision No. 31606, as amended, that the so-called "UV" scale in effect prior to the effectiveness of the latter decision be reinstated;⁹ and that authority be granted under Section 24(a) of the Public Utilities Act permitting the maintenance of higher rates for transportation within the exempted area than are contemporaneously maintained between points within that area on the one hand and points outside on the other hand.

In support of this proposal, it was asserted that the Decision No. 31606 rates were predicated upon average conditions throughout the State; that labor costs in the San Francisco Bay district were higher than in any other part of the State; that, hence, the Decision No. 31606 rates were insufficient and noncompensatory for the transportation in which petitioner's members exclusively engage; and that, due to competitive conditions, rates higher

⁹ The "UV" scale was established by Decision No. 30370, as amended, in Cases Nos. 4088 Parts "U" and "V", and 4145 Parts "F" and "G". It applied for the transportation of property in shipments weighing 20,000 pounds or less and fixed the charge for a shipment weighing 20,000 pounds as minimum for greater quantities.

than the minimum rates could not be maintained successfully by any individual carrier or group of carriers. It was asserted further that San Francisco and the East Bay cities constituted, in reality, a single metropolitan area within which similar transportation conditions obtained and within which the transportation problems of intracity and intercity carriers were inextricably interwoven. It was stated that the area sought to be exempted was less extensive than the Los Angeles drayage area, for which rates were established separately in Case No. 4121.

The proposal that the "UV" scale of rates be reinstated for transportation within the San Francisco Bay metropolitan area was urged by petitioner only as a temporary expedient to give the transbay carriers additional revenue and request was made that an investigation looking toward the determination of proper rates for this transportation be instituted.

While strong preference for the modification above discussed was expressed by petitioner, certain alternative modifications were suggested. These, it was contended, would conserve to some extent the revenues of transbay carriers and would give those carriers a greater opportunity to enjoy compensatory operations under the Decision No. 31606 rates. Most of the modifications suggested in lieu of the proposed exemption of the San Francisco Bay metropolitan area involved changes in the rules relating to the performance of split delivery services. It was stated in this connection that, under the existing split delivery rules, property intended for shipment from San Francisco to East Bay cities could be consolidated with property destined beyond and the entire amount treated as a split delivery shipment. The resulting charges for delivering component parts in the East Bay were often less, it was explained, than if the same property were transported as separate shipments.

The asserted effect of this situation was to divert a substantial amount of traffic from carriers who engaged in transbay transportation exclusively to carriers who served the territory beyond as well. The suggestions were made (as alternatives to the exemption of the San Francisco Bay metropolitan area) that the split delivery rule be amended to confine split deliveries to points within a single destination city; that the additional charges for split delivery service be increased; that the minimum weight of split delivery shipments be increased from 4,000 to 10,000 pounds; or that the spread between the "any quantity" rates and those for minimum weights of 4,000 pounds or greater be narrowed.

The Oakland Chamber of Commerce joined with petitioner in advocating exemption of the San Francisco Bay metropolitan area from Decision No. 31606, as amended, and the reinstatement of the "UV" scale. The San Francisco Chamber of Commerce supported the exemption, but refrained from expressing any opinion as to what rates should be substituted. Neither organization expressed an opinion concerning the proposed modifications of the split delivery rules.

The record is persuasive that transportation conditions within the area here under consideration are more closely akin to drayage than to line-haul transportation and, hence, warrant separate consideration. It is to be noted, however, that petitioner advocates exemption from the Decision No. 31606 rates only on the condition that the "UV" scale of rates be made effective in their place. Yet, at the same time, petitioner asks that a further investigation be had into rates for transportation within the territory involved and, by this request, acknowledges that the "UV" rates would themselves be unsatisfactory in some respects. Although re-establishment of those rates would possibly benefit petitioner's members for a brief period, the dissatisfaction on

the part of shippers which undoubtedly would be engendered would, in all probability, increase the incentive for commencing proprietary operations. Moreover, any increase of the rate level within the territory would encourage the use of split delivery provisions and deplete the revenues of the petitioning short haul carriers by a further diversion to the long line carriers. It might well follow that the carriers would find the increased rate level to have been more than offset by a decreased freight volume.

There are other objections to petitioner's proposal. Although authority to charge lower rates from and to points beyond the metropolitan area than were charged within the area was sought it was not explained wherein higher rates within the territory were justified. Manifestly, the higher labor costs relied upon as justifying higher rates within the San Francisco Bay District obtain in connection with transportation through that district as well, at least where the major portion of the haul is within the territory. Although destination terminal costs may be lower in some instances in connection with traffic transported from San Francisco to points outside the proposed metropolitan area, they would manifestly be offset in a measure by the greater line haul expenses. Then, too, the "UV" scale was not designed for and was never applicable for transportation between certain points within the exempted territory (San Francisco and South San Francisco, for example) and the only rates provided in it for transportation of shipments weighing more than 20,000 pounds were on the basis of the charge for 20,000 pound quantities.

In view of the foregoing, the requested increase in the rates within the San Francisco Bay metropolitan area must be denied;

however, further hearings will be scheduled in the event the Commission is advised that the carriers have specific proposals concerning proper permanent rates for transportation within the territory under consideration and are prepared to justify them in public hearing.

It is contemplated that the entire question of split pickup and split delivery rules will be reviewed by the Commission in the near future and, therefore, it does not appear that any major modification of those rules should be made on the limited record now before us. The record does not indicate that conditions in and around the San Francisco Bay district are so unique as to require special split delivery rules, and modification of present rules should be made only in the light of their effect on transportation throughout the State. This petition will be denied.

Modification of Requirement that New Supplement to Exception Sheet be Approved.

J. P. Haynes has pointed out to the Commission by letter that under the existing requirement in Highway Carriers' Tariff No. 2 it is necessary that approval be obtained of supplements to the Exception Sheet which do nothing more than carry forward ratings previously approved and has requested an appropriate modification to remove the need for this approval in such instances in the future. This modification will be made.

Exemption of Specialized Carriers.

In addition to the foregoing, several petitions have been filed which, it appears, may be disposed of without formal hearing. These petitions were filed by P. C. Cross, an individual doing business as Hemet Bus Line; Lucian Martin, an individual doing business as Big Trees Sightseeing Tours; Mae Spreitz, an individual;

and Feather River Stage Company, and request exemption from the minimum rates, rules and regulations established by Decision No. 31606, supra, as amended, in connection with transportation of shipments weighing 100 pounds or less. Petitioners allege, in general, that they transport freight only on passenger stages incidental to the transportation of passengers and that their operations are similar in all essential respects to those of carriers already exempted. Under the facts and circumstances set forth in the respective petitions, it appears that exemption of these carriers is justified and Decision No. 31606 will be modified to so provide.

Exemption of Transportation between
Sacramento and West Sacramento.

By petition filed in Cases Nos. 4088 and 4145, Sacramento Chamber of Commerce requested exemption of transportation between Sacramento and West Sacramento from the rates established for the transportation of rice. It alleged that this is in the nature of a local drayage haul. The petition also requested that constructive mileage from and to points within one mile of the Sacramento City limits be computed from and to Sacramento proper, in connection with rates for the transportation of rice. These modifications appear proper and will be made.

Exemption of Shipments Moving Between
Points in the Los Angeles Drayage Area.

Prior decisions in Case No. 4246 have exempted from the rates therein established shipments having both origin and destination within the Los Angeles drayage area as defined in Decision No. 31473 in Case No. 4121. By Decision No. 32504 in the latter proceeding, slight changes were made in the boundaries of the drayage area to become effective January 1, 1940. Accordingly, a corresponding boundary revision in this proceeding appears proper and will be made.

Inclusion of Dried Orange Meal and Dried Orange Pulp in Animal and Poultry Feed List.

The Automotive Council of Orange County, by appropriate petition, seeks inclusion of dried orange meal and dried orange pulp in the list of animal and poultry feeds to which the commodity rates provided for "grain, grain products and related articles" apply. It is alleged that these commodities are by-products of citrus juice plants and move in substantial volume within southern California. From a transportation standpoint, dried orange meal is said to be comparable to alfalfa meal and dried orange pulp to dried beet pulp, both of which compared commodities are now subject to the sought rates.

This does not appear to be a matter in which a public hearing is necessary. The proposed adjustment will result in reductions in all instances, since the commodities involved are now subject to class rates. In view of the showing as to the similarity of transportation characteristics between dried orange meal, dried orange pulp and other animal and poultry feeds, the inclusion of the former two commodities in the commodity item appears justified. This petition will be granted.

Consolidation of Hay, Grain, Rice and Pear Rates in Highway Carriers' Tariff No. 2.

A proposal was made that the minimum rates, rules and regulations heretofore established in other proceedings for the transportation of hay, grain, rice and fresh pears be added to Highway Carriers' Tariff No. 2 by appropriate amendment to Decision No. 31606. In

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Specifically, the rates referred to were established by Decision No. 30848 in Case No. 4293, applying to hay and related articles; Decision No. 30640, as amended, in Cases Nos. 4088 Part "F" and 4118 applying to grain and grain products; Decision No. 32319 in Case No. 4088 Part "Z" and Case No. 4145 Part "L", applying to rice; and Decision No. 29927 in Cases Nos. 4088 Part "D" and 4115, applying to fresh pears.

justification of this proposal, it was explained that this would reduce the number of outstanding rate orders and simplify the determination of applicable rates. It was pointed out that Case No. 4246, in which said Decision No. 31606 was issued, embraced the same class of respondents and the same types of transportation as were embraced within the scope of the proceedings in which the rates, rules, and regulations mentioned were originally established. Evidence was introduced to the effect that, on the basis of analyses of cost and rate studies, those minimum rates, rules and regulations are just, sufficient, reasonable and nondiscriminatory.

Upon consideration of the record we are of the opinion and find that Decision No. 31606, as amended, in Case No. 4246 should be further amended by including in Appendix "D" thereof (Highway Carriers' Tariff No. 2) the minimum rates and charges and the rules and regulations set forth in or provided for by Appendix "A" hereto for transportation of hay and related articles, grain and grain products, rice and fresh pears. We are of the further opinion and find that this record does not show to what extent, if at all, existing rates and charges, rules and regulations of common carriers, other than highway common carriers, for transportation of hay and related products, grain and grain products, fresh pears and rice between points for which rates and charges, rules and regulations for transportation of said commodities are set forth in said Appendix "A" are unreasonable, discriminatory, unjustified by transportation conditions or otherwise unlawful, and therefore, that none of such rates, charges, rules or regulations should be required to be changed.

Therefore, good cause appearing,

IT IS HEREBY ORDERED:

1. That Decision No. 31606, of December 27, 1938, as amended, in Case No. 4246, be and it is hereby further amended by adding to paragraph (c) of Finding No. 14 thereof the following carriers:

O. C. Cross, doing business as Hemet Bus Line,
Lucian Martin, doing business as Big Trees
Sightseeing Tours,
Mae Spreitz,
Feather River Stage Company.

2. That said Decision No. 31606, as amended, be and it is hereby further amended by adding to Appendix "D" thereof (Highway Carriers' Tariff No. 2) the original pages attached hereto in the appendix designated as Appendix "A" and substituting therein for presently effective pages the revised pages also attached hereto in said Appendix "A", the changes to become effective as shown in the respective pages, which said original pages and revised pages and pages for which said revised pages, respectively, are to be substituted, are numbered as follows, to-wit:

First Revised Title Page (cancels Original Title Page
[Corrected])
Third Revised Page 4 (cancels Second Revised Page 4)
Third Revised Page 5 (cancels Second Revised Page 5)
Second Revised Page 6 (cancels First Revised Page 6)
Second Revised Page 7 (cancels First Revised Page 7)
Second Revised Page 8 (cancels First Revised Page 8)
Third Revised Page 9 (cancels Second Revised Page 9)
Third Revised Page 11 (cancels Second Revised Page 11)
Third Revised Page 12 (cancels Second Revised Page 12)
First Revised Page 13 (cancels Original Page 13)
Sixth Revised Page 14 (cancels Fifth Revised Page 14)
Sixth Revised Page 15 (cancels Fifth Revised Page 15)
Second Revised Page 16 (cancels First Revised Page 16)
Second Revised Page 17 (cancels First Revised Page 17)
Second Revised Page 18 (cancels First Revised Page 18)
Second Revised Page 23 (cancels First Revised Page 23)
First Revised Page 24 (cancels Original Page 24)
Third Revised Page 26 (cancels Second Revised Page 26)

Original Page 27-A
Original Page 27-B
First Revised Page 32 (cancels Original Page 32)
First Revised Page 33 (cancels Original Page 33)
First Revised Page 34 (cancels Original Page 34)
First Revised Page 35 (cancels Original Page 35)
Original Page 35-A
Second Revised Page 39 (cancels First Revised Page 39)
First Revised Page 47 (cancels Original Page 47)
Original Page 49-A
Original Page 51-A
Original Page 51-B
Original Page 51-C
Original Page 51-D
Original Page 51-E
Original Page 51-F
Original Page 51-G
Original Page 51-H
Original Page 51-I
Original Page 66-F

3. That no common carriers, excepting highway common carriers other than those named in Finding No. 14 of said Decision No. 31606, as amended, shall be required to publish or maintain the rates, charges, rules or regulations established by said Decision No. 31606, as amended by prior orders and by this order for the transportation of grain and grain products, and related articles, as described in Items Nos. 652 to 653, inclusive, of Highway Carriers' Tariff No. 2; hay and related articles, as described in Items Nos. 657 or 658 of said tariff; rice, as described in Item No. 728; or fresh pears, as described in Item No. 651; (original pages 49-A, 51-A to I, inclusive, and 66-F, in Appendix "A" hereof).
4. That increases in published rates or charges of common carriers, required to be made as a result of the amendments to Appendix "D" (Highway Carriers' Tariff No. 2) of said Decision No. 31606, by Ordering Paragraph No. 2 hereof, shall be made effective on the effective dates of the respective amendments, on not less than five (5)

days' notice to the Commission and to the public; and that reductions in published rates or charges, resulting from the aforesaid amendments may be made effective on or after said respective effective dates, if the carrier so elects, on not less than five (5) days' notice to the Commission and to the public.

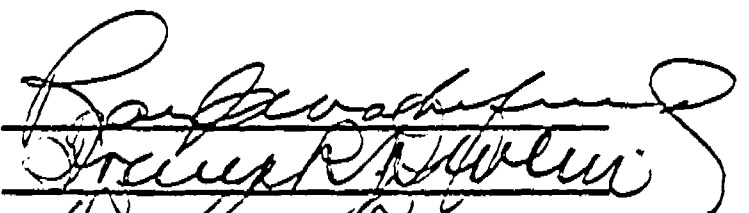
5. That, effective on the effective date hereof, this order shall cancel and supersede the following decisions:

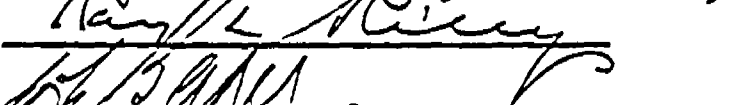
<u>Decision No.</u>	<u>Case No.</u>
29618	(4088, Part "D"
29927	(4115)
30640	(4088, Part "F"
30912	(4118)
31058	(4145)
31310	(4293)
31622	
31626	
31828	
32051	
32319	(4088, Part "Z"
	(4145, Part "L"


6. That the petition of Pacific Motor Tariff Bureau, referred to in the preceding opinion, be and it is hereby denied.


This order shall become effective twenty (20) days after the date hereof.

Dated at San Francisco, California, this 5th day of December, 1939.



 Frank P. Webb


 Harry K. Rice


 J. B. Allen


 James J. Cremer
 Commissioners.

First Revised Title Page
Cancels
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. 68, C.R.C.-W.C. No. 1 of R. C. Fyle, 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 the provisions of such supplements and reissues have been approved by the Commission.

▲ Change, neither increase nor reduction, Decision No.

EFFECTIVE 1939, Except as provided on Page 1-A.
Correction No. 60 (Original Title Page (Corrected) effective August 7, 1939, except as provided on Page 1-a)

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

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*Fruit, Pears, fresh	651
*Grain, Grain Products and Related Articles	652-656
*Hay and Related Articles	657-658
Lumber and Forest Products	660-680-690
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*Rice	728
Soap, Lard and Related Articles	730
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*Change.

EFFECTIVE

Issued by The Railroad Commission of the State of California,
 Correction No. 61 San Francisco, California.

Third Revised Page....3

 Cancels

Second Revised Page...3

HIGHWAY CARRIERS' TARIFF NO. 2

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*Change.

EFFECTIVE

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

Correction No. 62

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	Bolts, wooden	660,690
Adapters, Casing	700-720	Bone, ground	652 $\frac{1}{2}$,654
Adjusters and Boards	700-720	Book Cases	660,690
Air Compressors (M)	700-720	Borax	730
Ale	310,360,600	Boxes, Well Derrick or Stuffing	700-720
Ale, Ginger	600	Brackets, Cornice	660,690
Alfalfa	652 $\frac{1}{2}$,654	Brackets, Insulator	660,690
Anvils (M)	700-720	Bran	652,652 $\frac{1}{2}$,654
Aprons, Window	660,690	Bran, cottonseed (M)	652 $\frac{1}{2}$,654
Arms, wooden	700-720	Bran, Rice	652 $\frac{1}{2}$,654
Asphalt	723-727	Breads	(1)
Astragals	660,690	Breakfast Nook Sets	660,690
Atmospheric Water Cooling Towers	660,690,700,710,720	Brewers' Flakes	652,652 $\frac{1}{2}$,654
Bakery Goods	360	Brewers' Grains	652,652 $\frac{1}{2}$,654
Balusters	660,690	Brick, Fire	700-720
Balustrade Work	660,690	Brine	(1)
Bark	660,690	Broths	(1)
Barley	652,652 $\frac{1}{2}$,654	Buckwheat	652,652 $\frac{1}{2}$,654
Barrels, Pump Working	700-720	Buffets	660,690
Bars, Grate	700-720	Built-in Fixtures	660,690
Base Boards	660,690	Butter, Fruit	(1)
Beads, Angle, Corner, Cornice	660,690	Buttermilk	(1)
Beans, Mesquite	652 $\frac{1}{2}$, 654	Buttermilk, dried	652 $\frac{1}{2}$,654
Beans and Pork	(1)	Butter, Peanut	(1)
Bee Hives	660,690	Cabinets, Kitchen	660,690
Beer	310,360,600	Cabinets, Medicine	660,690
Beer Tonic	310,360,600	Cabinets, Telephone	660,690
Beet Pulp	652 $\frac{1}{2}$,654	Cake, Babassu Nut	652 $\frac{1}{2}$,653,654
Belts (M)	700-720	Cake, Coconut	652 $\frac{1}{2}$,653,654
Beverage Containers	600	Cake, Copra	652 $\frac{1}{2}$,653,654
Beverage Preparations	360	Cake, Corn Germ	652 $\frac{1}{2}$,653,654
Beverages	310,360,600	Cake, Corn Oil (M)	652 $\frac{1}{2}$,654
Bits, Drilling	700-720	Cake, Cottonseed	652 $\frac{1}{2}$,653,654
Blacksmith's Rotary		Cake, Flaxseed	653,654
Blowers (M)	700-720	Cake, (Grain)	652,652 $\frac{1}{2}$,654
Blinds (Shutter)	660,690	Cake, Hemp Seed	652 $\frac{1}{2}$,653,654
Blocks (Base, Center, Corner, Head)	660,690	Cake, Kapok Seed	652 $\frac{1}{2}$,653,654
Blocks, Casing, Crown or Underreamer Dressing	700-720	Cake, Linseed	652 $\frac{1}{2}$,653,654
Blocks, Wooden Paving	660,690	Cake, Mesquite (M)	652 $\frac{1}{2}$,654
Blowers, Blacksmith's Rotary (M)	700-720	Cake, Palm	652 $\frac{1}{2}$,653,654
Boards, Base	660,690	Cake, Palm Kernel	652 $\frac{1}{2}$,653,654
Boards, Ironing	660,690	Cake, Peanut	652 $\frac{1}{2}$,653,654
Boiler Flues	700-720	Cake, Perilla	653,654
Boiler Fronts (M)	700-720	Cake, Perilla Seed	652 $\frac{1}{2}$,653,654
Boiler Parts (M)	700-720	Cake, Rape Seed	652 $\frac{1}{2}$,653,654
Boilers (M)	700-720	Cake, Safflower Seed	653,654
Boiler Tubes	700-720	Cake, Sesame Seed	652 $\frac{1}{2}$,653,654
		Cake, Soya Bean	652 $\frac{1}{2}$,653,654
		Cake, Sunflower Seed	652 $\frac{1}{2}$,653,654
		Cake, Tucum Nut	652 $\frac{1}{2}$,653,654
		Cake, Velvet Bean	652 $\frac{1}{2}$,653,654

- (1) See "Canned Goods and Other Articles as described in Item No. 610 series."
(2) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE

Correction No. 63

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

INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Candles (M)	723,727	Compound, paint thinning (M)	723-727
Candy	360	Compound, radiator cleaning (M)	723-727
Canned Goods and Other Articles as described in Item No. 610 series	320,360,610,620,630	Compound, rust preventing or removing (M)	723-727
Cants, Wheel, wooden	660,690	Compound, type cleaning (M)	723-727
Cants, wooden	700-720	Compound, waterproofing (M)	723-727
Caps, Column	660,690	Condiments, prepared	(1)
Caps, Sand Line	700-720	Confectionery	360
Carriers (used packages)	330	Containers, Beverage	600
Carriers, empty	631	Cooler Closets	660,690
Cases (Built-in Fixtures)	660,690	Corn	(1) 652,652½,654
Casing, Door and Window Panel	660,690	Corn Cobs	652,652½,654
Casing Shoes	700-720	Cornice Brackets	660,690
Castings, Swing Post	700-720	Corn, Kafir	652,652½,654
Catchers, Tubing	700-720	Corn Steep Water	652,652½,654
Catsup	(1)	Countershafts, Oil Well	700-720
Cement, pipe fitting (M)	723-727	Covers, Guy Wire	660,690
Cereal Food Preparations	655,656	Covers, Thief Hole	700-720
Cereals, cooked	655,656	Cow Peas	652½,654
Chaff	652,652½,654	Cranes, Derrick	700-720
Charcoal (M)	652½,654	Cross Arms, wooden	660,690
Chests of Drawers	660,690	Crystals, Citrus Fruit Juice	360
Chili, ground	(1)	Cupboards	660,690
China Closets	660,690	Cylinders, Well Pump	700-720
Chloride of Lime Bleach	730	Darso	652,652½,654
Chocolate	360	Derrick Cranes	700-720
Chocolate Coating	360	Derricks	700-720
Chops	652,652½,654	Dessert Preparations	360
Chowders	(1)	Disinfectants	730
Citrus Fruit Juice	360	Distillers' Grains	652,652½,654
Powders or Crystals	360	Doors	660,690
Clamps	700-720	Drain Pipe Solvent	730
Clamps, Disconnecting, Drilling, Drive or Gas Packing	700-720	Dressing, automobile top (M)	723-727
Clay, Fire (M)	700-720	Dressing, belt (M)	723-727
Clippings	652,652½,654	Dressing, Salad	(1)
Coating, Chocolate	360	Drill Bitheads	700-720
Cocoa	360	Durra	652,652½,654
Cocconut	360	Dust, Elevator	652,652½,654
Cocconut, not desiccated	(1)	Earth, Infusorial	650
Coffee	360	Eggs, shelled	360
Coffee Substitutes	360	Egyptian Wheat	652,652½,654
Colorings, Confectioners	360	Elevator Dust	652,652½,654
Columns	660,690	Elevators, Pipe or Sucker Rod	700-720
Compound, anti-freeze (M)	723-727		
Compound, carbon removing (M)	723-727		

Compound, cleaning (M)	723-727	Emmer	652, 652 ¹ / ₂ , 654
Compounds, Cleaning, Scouring or Washing	730	Engines (M)	700-720
Compound, electrical insulating (M)	723-727	Ether (M)	723-727
Compounds, Flavoring	360	Exterminators, vermin (M)	723-727
Compounds, Food Curing, Preserving or Seasoning	360	Extracts	360
Compounds, Lard	360	Extracts, Malt	600
Compounds, Oil Well Drilling Mud	700-720	Farina	652, 652 ¹ / ₂ , 654
		Feed, Animal	652, 652 ¹ / ₂ , 654
		Feed, Barley Hay (M)	652 ¹ / ₂ , 654
		Feed, Bean Straw (M)	652 ¹ / ₂ , 654

- (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

Correction No. 64

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

INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Feed, Clover	652½, 654	Glucose	360
Feed, Gluten	652, 652½, 654	Grain Products as described	652, 652½, 654
Feed, Mill	652, 652½, 654	Grain	652, 652½, 654
Feed, Poultry	652, 652½, 654	Grains, Brewers'	652, 652½, 654
Feed, Sorghum (M)	652½, 654	Grains, Distillers'	652, 652½, 654
Feterita	652, 652½, 654	Grate Bars	700-720
Fig Paste	350	Grille Work	660, 690
Fig Pulp	350	Grips	700-720
Figs, dried	350, 640	Grit	652½, 654
Fire Brick	700-720	Grits	652, 652½, 654
Fire Clay (M)	700-720	Groats	652, 652½, 654
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	Hay	657, 658
Flakes, Brewers'	652, 652½, 654	Heading	660, 690
Flakes, Hominy	652, 652½, 654	Heads, Control Casing, Drive Pipe or Casing	700-720
Flavoring Compounds	360	Hegari	652, 652½, 654
Flaxseed	652, 654	Higera	652, 652½, 654
Flour, Bean	653, 654	Hominy	(1) 652, 652½, 654
Flour, Grain	652, 652½, 654	Hominy Flakes	652, 652½, 654
Flour, Potato	653, 654	Honey	360, 610
Flour, Prepared	653, 654	Honey Box Lumber	660, 690
Flour, Rice	653, 654	Hooks, Casing, Sucker Rod, Throwoff or Tubing	700-720
Flowers, fresh cut	340	Horseradish	360
Flues, Boiler	700-720	Hulls	652, 652½, 654
Fodder, bean, cane, corn or pea	657, 658	Hulls, cottonseed	652½, 654
Fondant, Candy	360	Hulls, rice	652½, 654
Food Preparations	360	Ice Cream	370
Food Preparations, Cereal	655, 656	Icings	360
Forges	700-720	Insecticides (M)	723-727
Frames (Blind, screen and door)	660, 690	Ironing Boards	660, 690
Frames, Window	660, 690	Iron, Plate or Sheet	700-720
Flues, Boiler	700-720	Jacks, Oil Well Pumping	700-720
Fruit, candied, crystallized, glazed or stuffed	360	Jacks, Well Tool	700-720
Fruit, crushed	(1)	Jam	(1)
Fruit, dried	350, 640	Jams, Door	660, 690
Fruit (not dried, evaporated nor fresh)	(1)	Jelly	(1)
Fruit Juice	600	Joints, Rotary Tool and Sucker Rod	700-720
		Juice, Clam	(1)
		Juice, Fruit	(1)

Fruit Juice Powders or Crystals, Citrus	360	Juice, Tomato	(1)
Fruit Syrup	360	Juice, Vegetable	(1)
Gable Ornaments	660,690	Kafir Corn	652,652 ¹ ,654
Garlic Chips	(1)	Kaoliang	652,652 ¹ ,654
Garlic Powder	(1)	Kelp	652 ¹ ,654
Gas, petroleum liquefied	723-727	Kitchen Cabinets	660,690
Gauges, Bit	700-720	Lard	360,730
Gelatine	360	Lard Compounds	360
Generators, Electric (M)	700-720	Lard Substitutes	360,730
Germ	652,652 ¹ ,654	Lath	660,690
Ginger Ale	600	Leaves, cactus	657,658
		Lentils (M)	653,654

(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

Correction No. 65

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

INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Lime, Chlorinated	730	Meat other than fresh	360
Liners	700-720	Mechanics' Tools (M)	700-720
Liners, Polished Rod	700-720	Medicine Cabinets	660,690
Linos, Measuring	700-720	Middlings	652,652 ¹ ,654
Links	700-720	Milk (condensed or evaporated)	(1)
Liquid, cigar or cigarette lighter (M)	723-727	Milk, dried	652 ¹ ,654
Liquors, Malt	360,600	Milk, dry	(1)
Liquors, Vinous	360,600	Milk, flaked	360
Lubricant, Grease Binder	723-727	Milk, Kalted	360
Lumber	660,690	Milk, powdered	(1) 360
Lye, Concentrated	730	Milk, sour skim	652 ¹ ,654
Macaroni	360	Milo Mafre	652,652 ¹ ,654
Macaroni (M)	653,654	Mince Meat	(1)
Macaroni (prepared)	(1)	Molasses	(1)652 ¹ ,654
Machines, Oil Well Pulling	700-720	Molding, Carpenters'	660,690
Machines, Rotary Drilling	700-720	Molding, Casing	660,690
Maize	652,652 ¹ ,654	Mud Mixer Parts	700-720
Malt	652,652 ¹ ,654	Mustard	360
Malt Sprouts	652,652 ¹ ,654	Mustard (prepared)	(1)
Malt Syrup	360	Noodles	360
Mantel Shelves	660,690	Noodles (M)	653,654
Mash	652,652 ¹ ,654	Nuts, edible, shelled	360
Meal, Alfalfa	652 ¹ ,653,654	Oats	652,652 ¹ ,654
Meal, Babassu Nut	652 ¹ ,653,654	Oats, rolled	652,652 ¹ ,654
Meal, Bean Straw	652 ¹ ,653,654	Offal	652,652 ¹ ,654
Meal, Clover	652 ¹ ,653,654	Oil, cooking	730
Meal, Coconut	652 ¹ ,653,654	Oil, Fish (M)	652 ¹ ,654
Meal, Copra	652 ¹ ,653,654	Oil, Olive	(1)
Meal, Corn Germ	652 ¹ ,653,654	Oil (other than medicinal) (M)	723-727
Meal, Corn Oil (M)	652 ¹ ,654	Oil, petroleum medicinal (M)	723-727
Meal, Cottonseed	652 ¹ ,653,654	Oil, Salad	(1) 730
Meal, Fish	652 ¹ ,653,654	Olives	(1)
Meal, Flaxseed	653,654	Onion Chips	(1)
Meal, Gluten	652,652 ¹ ,654	Onion Powder	(1)
Meal, (Grain)	652,652 ¹ ,654	Ornaments, Gable	660,690
Meal, Hemp Seed	652 ¹ ,653,654	Outfits, insect destroying (M)	723-727
Meal, Kapok Seed	652 ¹ ,653,654	Outfits, Oil, Water or Gas Well	700-720
Meal, Linseed	652 ¹ ,653,654	Outfits, Wire Line Pumping	700-720
Meal, Meat	652 ¹ ,654	Packers	700-720
Meal, Mesquite (M)	652 ¹ ,654	Paint, asphaltic (M)	723-727
Meal, Palm	652 ¹ ,653,654	Paint, liquid (M)	723-727
Meal, Palm Kernel	652 ¹ ,653,654	Paint, liquid or paste	377
Meal, Peanut	652 ¹ ,653,654		
Meal, Perilla	653,654		
Meal, Perilla Seed	652 ¹ ,653,654		
Meal, Rape Seed	652 ¹ ,653,654		
Meal, Rice	652 ¹ ,654		
Meal, Safflower Seed	653,654		

Meal, Sesame Seed	652 ¹ , 653, 654	Penoling	660, 690
Meal, Soya Bean	652 ¹ , 653, 654	Parts, Boiler (M)	700-720
Meal, Sunflower Seed	652 ¹ , 653, 654	Parts, Mud Mixer	700-720
Meal, Tucum Nut	652 ¹ , 653, 654	Paste, Alimentary	360
Meal, Velvet Bean	652 ¹ , 653, 654	Paste, Confectioners'	360
Meats, cooked, cured or preserved	(1)	Paste, Tomato	(1)
		Peanut Butter	(1)

(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

Correction No. 66

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

INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Pears, fresh	651	Reels, Sand	700-720
Peas, Cow	652 $\frac{1}{2}$, 654	Relishes (prepared)	(1)
Peas, split or whole (M)	653, 654	Repellents, insect (M)	723-727
Peat Moss	652 $\frac{1}{2}$, 654	Rice-and-Milk	(1)
Pectin, Fruit or Vegetable	(1)	Rice, Brewers'	728
Pencil Slats	660, 690	Rice, Cleaned	728
Petroleum and Petroleum Products as described in Western Classification	723-727	Rice, Paddy	728
Pickets	660, 690	Rig Irons	700-720
Pickles	(1)	Rings and Wedges	700-720
Pie Preparations	(1)	Rods, Polished or Valve	700-720
Pilasters	660, 690	Rods, Pull (M)	700-720
Piles	660, 690	Rods, Sucker	700-720
Pimentos	(1)	Rope (M)	700-720
Pin, insulator	660, 690	Rope, Wire	700-720
Pins, wooden	700-720	Rocettes	660, 690
Pipe, cast or wrought iron	700-720	Running Gears, steam boiler (M)	700-720
Pipe material, wooden	660, 690	Rye	652, 652 $\frac{1}{2}$, 654
Pipe, plate or sheet iron	700-720	Saddles, Jack	700-720
Pipe, wooden	660, 690	Sago	360
Plugs, Cementing	700-720	Sago (M)	653, 654
Plugs, Dry Hole	700-720	Salt	360, 380
Plywood	660, 690	Sand Reels	700-720
Poles, Plant	660, 690	Sandwich Spread	(1)
Poles, Telegraph and Telephone	660, 690	Sash	660, 690
Polish, floor (M)	723-727	Sauces, prepared	(2)
Polish, furniture (M)	723-727	Sausage	(1)
Polish, metal (M)	723-727	Sausage Casings	610
Polish, Rice	652 $\frac{1}{2}$, 654	Savors, Oil	700-720
Polish, vehicle (M)	723-727	Sawdust	660, 690
Popcorn	360	Scourings	652, 652 $\frac{1}{2}$, 654
Porch Work	660, 690	Scrap, Fish	652 $\frac{1}{2}$, 654
Porter	310, 360, 600	Screenings, Alfalfa Seed	652 $\frac{1}{2}$, 654
Posts	660, 690	Screenings, Bean	652 $\frac{1}{2}$, 654
Potato Chips	360	Screenings, Flaxseed	652 $\frac{1}{2}$, 654
Poultry Litter	652 $\frac{1}{2}$, 654	Screenings, Grain, ground	652, 652 $\frac{1}{2}$, 654
Powder, Baking or Yeast	360	Screenings, Grain, un-ground	652, 652 $\frac{1}{2}$, 654
Powders, Citrus Fruit Juice	360	Screenings, Millet	652 $\frac{1}{2}$, 654
Power Pumps (M)	700-720	Screenings, Paddy Rice	652 $\frac{1}{2}$, 654
Powers, Pumping	700-720	Screenings, Pea	652 $\frac{1}{2}$, 654
Protectors, Box and Pin	700-720	Screens	660, 690
Prunes (dried)	350, 640	Scroll Work	660, 690
Puddings	(1)	Seed, Broom Corn	652, 654
Pulleys, Tug	700-720	Seed, Flaxseed	652, 654
Pull Rod Blocks, wooden	700-720	Seed, Hemp	652, 654
Pulp, Beet	652 $\frac{1}{2}$, 654	Seed, Melilotus	652 $\frac{1}{2}$, 654
		Seed, Millet	652, 654
		Seed, Rape	652, 654
		Seed, Sorghum	652 $\frac{1}{2}$, 654
		Seed, Sunflower	652 $\frac{1}{2}$, 654

Pulp, Fruit or Vegetable	(1)	Seed, Sweet Clover	652 $\frac{1}{2}$, 654
Pummies	652, 652 $\frac{1}{2}$, 654	Seed, Vetch	652 $\frac{1}{2}$, 654
Pumps, Power (M)	700-720	Seed, Wild Mustard	652, 654
Puree, Tomato	(1)	Semolina	652, 652 $\frac{1}{2}$, 654
Rails, Hand	660, 690	Shakes	660, 690
Raisins	350, 640	Shallu	652, 652 $\frac{1}{2}$, 654
Rams, Bit	700-720	Shavings	660, 690
Ravioli (prepared)	(1)	Shells (M)	652 $\frac{1}{2}$, 654
Red Dog	652, 652 $\frac{1}{2}$, 654	Shelves	660, 690
Redwood Bark	652 $\frac{1}{2}$, 654	Shelves, Mantel	660, 690
Reels, Measuring	700-720	Shingles	660, 690
		Ship Knees	660, 690

(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

Correction No. 67

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

INDEX OF COMMODITIES (Concluded)			
COMMODITY	Item Number	COMMODITY	Item Number
Shoes, Casing	700-720	Telephone Cabinets	660,690
Shook, box or crate	660,690	Tamper Screws	700-720
Shortening	360	Templates, Box and Pin	700-720
Shorts	652,652 $\frac{1}{2}$,654	Thief Hole Covers	700-720
Shrock Kafir	652,652 $\frac{1}{2}$,654	Ties, railroad	660,690
Sideboards	660,690	Timbers, mining	660,690
Silo Material, wooden	660,690	Timbers, rough	660,690
Sinkboards	660,690	Tongs, pipe	700-720
Sink Sets	660,690	Tonics	600
Skimmings	652,652 $\frac{1}{2}$,654	Tools, Drilling or Fishing	700-720
Slips	700-720	Tools, Mechanics (M)	700-720
Smoketacks (M)	700-720	Towers, Atmospheric Water Cooling	660,690,700,710,720
Soap	730	Trucks, Steam Boiler (M)	700-720
Soap, liquid	723-727,730	Tubes, Boiler	700-720
Soap Powder	730	Tubing, Cast or Wrought Iron	700-720
Soda (Beverage)	600	Tubing, Plate or Sheet Iron	700-720
Soda, Washing	730	Tubs, Cooling	700-720
Solvent (M)	723-727	Underresmors	700-720
Solvent, Drain pipe	730	Valves	700-720
Soups	(1)	Valves, Pump Working Barrel	700-720
Spaghetti	360	Varnish	377
Spaghetti (M)	653,654	Vegetables (not dehydrated, dried, evaporated nor fresh)	(1)
Spaghetti (prepared)	(1)	Veneering	660,690
Spelt	652,652 $\frac{1}{2}$,654	Vermicelli	360
Spices	360	Vermicelli (M)	653,654
Spiders	700-720	Vermicelli (prepared)	(1)
Spindles	660,690	Vinegar	(1)
Sprouts, Malt	652,652 $\frac{1}{2}$,654	Wagons, Casing or Bit	700-720
Spudding Shoes and Rings	700-720	Wainscoting	660,690
Stain, wood (M)	723-727	Washing powders	730
Stair Work	660,690	Washing soda	730
Stakes	660,690	Water as described	600
Staves	660,690	Wax, automobile, boat, floor or furniture (M)	723-727
Steam Boiler Trucks (M)	700-720	Wedges	660,690,700,710,720
Steel, plate or sheet	700-720	Wedges, mine	660,690
Stops, pole, wooden	660,690	Welsh Rarebit	(1)
Stirrups, Disconnecting	700-720		
Stock, battery separator	660,690		
Stools, Window	660,690		
Stout	310,360,600		
Straw	657,658		
Sugar	360,390,740,750		
Swabs	700-720		
Swivels, Hydraulic Rotary	700-720		
Syrup	360,(1)		
Syrup, Fruit	360		
Syrup, grape juice	600		
Syrup, Malt	360,600		

Tank Material, wooden	660,690	Wheat	652,652 ¹ / ₂ ,654
Tanks, Iron or Steel	700-720	Wheat, Egyptian	652,652 ¹ / ₂ ,654
Tanks, oil and gas separating (M)	700-720	Wheels, Band, Bull or Calf	700-720
Tank Steel	700-720	Window Seats	660,690
Tapioca	360	Wine	400
Tapioca (M)	653,654	Wire Rope	700-720
Tea	360	Wobblers	700-720
		Wrenches	700-720
		Yeast	360

(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

Correction No. 68 Issued by The Railroad Commission of the State of California,
San Francisco, California.

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HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
<p>10-C Cancels 10-B</p>	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11 Series)</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.</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 the provisions of 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 style="text-align: center;">(Continued)</p>
	<p>▲ Change, neither increase nor reduction, Decision No.</p>
	<p style="text-align: center;">EFFECTIVE</p>
<p>Correction No. 69</p>	<p style="text-align: center;">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)
<p>11-A Cancels 11</p>	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11 Series)</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 PICKUP SHIPMENT means a shipment consisting of several component parts, received during one day and transported under one shipping 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. 68, C.R.C.-W.C. No. 1 of R. C. Fyfe, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p>
	<p>▲ Change, neither increase nor reduction, Decision No.</p>
	EFFECTIVE
Correction No. 70	Issued by The Railroad Commission of the State of California, San Francisco, California.

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HIGHWAY CARRIERS' TARIFF NO. 2

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-A Cancels 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 Items Nos. 30 to 33 series, inclusive, of City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504 in Case No. 4121).</p> <p>♦(e) Shipments (1) between Sacramento and North Sacramento; (2) between Sacramento and West Sacramento; (3) between said cities on the one hand and the adjacent plants of the Lumbermen's Supply, Inc., Swanston & Son, Sacramento Wool Company, Sacramento Food Company and Essex Lumber Company on the other hand; and (4) 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>
	<p>↓ Reduction ♦Increase and Reduction) Decision No.</p>
EFFECTIVE	
Correction No. 71	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>40-F Cancels 40-E</p>	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES (Items Nos. 40 and 41 Series)</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, dehydrated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, *** Fruit, dried, unmanufactured and unprocessed (Subject to Note 7), Fruit, fresh (Subject to Note 4), Fungicides, agricultural, *** Hops, Ice Cream Mix, unflavored, Insecticides, agricultural, *** Live stock, Logs (wood), Margarine, Milk, liquid (Subject to Note 2),</p> </td> <td style="vertical-align: top;"> <p>Newspapers, Nuts, edible, in the shell, Pits, fruit, Poultry, live or dressed, *** Sand, Rock, Gravel, Road Building Material, Excavated Material, Building Materials, Asphaltic Concrete, Decomposed Granite and Stabilizing Materials when transported in dump trucks, ▲ Screenings, rice (other than paddy rice), Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 10), Seed, cotton, ▲ Seeds, field (Subject to Note 9), Shell Marl, crushed, ground or powdered, *** 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, (except Mesquite), Lentils, Onions, Peas, (except Cow 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: center;">(Continued in Item No. 41 Series)</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, dehydrated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, *** Fruit, dried, unmanufactured and unprocessed (Subject to Note 7), Fruit, fresh (Subject to Note 4), Fungicides, agricultural, *** Hops, Ice Cream Mix, unflavored, Insecticides, agricultural, *** Live stock, Logs (wood), Margarine, Milk, liquid (Subject to Note 2),</p>	<p>Newspapers, Nuts, edible, in the shell, Pits, fruit, Poultry, live or dressed, *** Sand, Rock, Gravel, Road Building Material, Excavated Material, Building Materials, Asphaltic Concrete, Decomposed Granite and Stabilizing Materials when transported in dump trucks, ▲ Screenings, rice (other than paddy rice), Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 10), Seed, cotton, ▲ Seeds, field (Subject to Note 9), Shell Marl, crushed, ground or powdered, *** 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, (except Mesquite), Lentils, Onions, Peas, (except Cow Peas), Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</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, dehydrated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, *** Fruit, dried, unmanufactured and unprocessed (Subject to Note 7), Fruit, fresh (Subject to Note 4), Fungicides, agricultural, *** Hops, Ice Cream Mix, unflavored, Insecticides, agricultural, *** Live stock, Logs (wood), Margarine, Milk, liquid (Subject to Note 2),</p>	<p>Newspapers, Nuts, edible, in the shell, Pits, fruit, Poultry, live or dressed, *** Sand, Rock, Gravel, Road Building Material, Excavated Material, Building Materials, Asphaltic Concrete, Decomposed Granite and Stabilizing Materials when transported in dump trucks, ▲ Screenings, rice (other than paddy rice), Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 10), Seed, cotton, ▲ Seeds, field (Subject to Note 9), Shell Marl, crushed, ground or powdered, *** 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, (except Mesquite), Lentils, Onions, Peas, (except Cow Peas), Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p>		
<p>***Reference to fodder, grain, grain products, hay, leaves, rice and straw eliminated. Neither increase nor reduction.) ▲ Change, neither increase nor reduction.)</p>	<p>Decision No.</p>		
	EFFECTIVE		
<p>Correction No. 72</p>	<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)
<p>41-C Cancels 41-B</p>	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES (Concluded) (Items Nos. 40 and 41 Series)</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).</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.-***</p> <p>▲ Note 4.-Exemption will not apply to transportation of fresh pears for which rates are provided in Item No. 651 series.</p> <p>Note 5.-***</p> <p>Note 6.-(***, 11-18-39).</p> <p>Note 7.-Exemption applies only as to dried fruit in its natural state and which has not been cleaned, washed, stemmed or otherwise prepared or partially prepared for human consumption.</p> <p>Note 8.-***</p> <p>▲ Note 9.-Exemption does not apply to seeds as described in Item No. 652½ series.</p> <p>▲ Note 10.-Exemption does not apply to sea shells as described in Item No. 652½ series.</p>
	<p>***Eliminated. Neither increase nor reduction. } Decision No. ▲ Change, neither increase nor reduction. }</p>
EFFECTIVE	
Correction No. 73	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>50-B Cancels 50-A</p>	<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>
<p>60-A Cancels 60</p>	<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 pickup or split delivery shipments, as defined in Item No. 10 series, may be combined under the provisions of Items Nos. 160, 170, 220, 230, 251, 252 and 253 series.)</p>
<p>70-B Cancels 70-A</p>	<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 Note.)</p> <p>▲ Note.-Charges for the transportation of bakery goods, viz.: breads or cakes, may be assessed on the net weight of such commodities.</p>
<p>80</p>	<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>
<p style="text-align: center;">▲ Change, neither increase nor reduction, Decision No.</p>	
<p style="text-align: center;">EFFECTIVE</p>	
<p>Correction No. 74</p>	<p style="text-align: center;">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)
	MIXED SHIPMENTS
	<p>1. Commodities for which rates are provided in this tariff:</p> <p>(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.</p> <p>(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>
90-B Cancel 90-K	<p>2. Commodities for which rates are provided herein, moving in mixed shipments containing commodities for which rates are provided in other effective tariffs of the Commission, or in mixed shipments containing commodities upon which no minimum rates or charges have been established by this Commission:</p> <p>(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:</p> <p>(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>
	A Change, neither increase nor reduction, Decision No.
	EFFECTIVE
Correction No. 75	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)
100-A Cancels 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, as amended, or as may be amended, 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 pickup and delivery zones (computed in accordance with the method hereinabove provided), distances from or to points located within the San Francisco pickup and delivery zone or located within the Oakland pickup and delivery zone shall be the average of the distances from or to the San Francisco pickup and delivery zone and the Oakland pickup 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. ▲3. For transportation under rates in Item No. 654 series, between points lying within the Imperial Valley Irrigation District on the one hand and points lying without such district on the other hand, distances shall be those computed in accordance with said Decision No. 31605, as amended, from or to the City of Imperial.
110-A Cancels 110 10-28-39	<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 of origin to point of destination, subject to Items Nos. 120, 130 and 140 series.</p> <p>(b) Except as provided in Notes 1 and 2 hereof, 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.</p> <p>Note 1.-No deduction from rates specifically named herein 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> <p>Note 2.-No deduction from rates specifically named herein shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.</p>
▲ Change, neither increase nor reduction, Decision No.	
EFFECTIVE	
Issued by The Railroad Commission of the State of California, Correction No. 76 San Francisco, California.	

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-B Cancel 200-A	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>◆(a) Common carrier rates, except rates of coastwise common carriers by vessel, 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 Notes 1 and 2).</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 Notes 1 and 2.)</p> <p>Note 1.-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> <p>◆Note 2.-In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 657 series, there shall be added to the rail rate 25 cents per ton for shrinkage.</p>
	<p>◆Increase. ▲Change, neither increase nor reduction. } Decision No.</p>
EFFECTIVE	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 77</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
210-A Cancels 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, except rates of coastwise common carriers by vessel, 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 applies. (See Notes 1, 2 and 3.)</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, 2 and 3.)</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, 2 and 3.)</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> <p>▲ Note 3.-In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 657 series, there shall be added to the rail rate (or the combined rail and highway carrier rate) 25 cents per ton for shrinkage.</p>
◆ Increase. ▲ Change, neither increase nor reduction.) Decision No.
EFFECTIVE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	
Correction No. 78	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>240-A Cancels 240</p>	<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 Note); (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 pickup or split delivery shall not be accorded unless included in the common carrier rate. (See Items Nos. 220 and 230 series for exception.) <p>^Note.- For loading or unloading other than tailgate loading or tailgate unloading of Lumber and Forest Products as described in Item No. 660 series or of hay and related articles as described in Items Nos. 657 and 658 series, the charge will be one cent per 100 pounds.</p>
<p>241-A Cancels 241 8-9-39</p>	<p style="text-align: center;">RATE ARBITRARY FOR SHIPMENTS TRANSPORTED FROM OR TO LOS ANGELES ZONES OR SAN FRANCISCO OR OAKLAND PICKUP AND DELIVERY ZONES</p> <p>(Applies only in connection with shipments for the transportation of which charges are based on rates making specific reference to this item.)</p> <p>A rate arbitrary of 4 cents per 100 pounds shall be added to rates otherwise applicable under the provisions of this tariff, 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 Pickup and Delivery Zones as described in Item No. 260 series (See Note).</p> <p>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>
<p style="text-align: center;">^ Change, neither increase nor reduction, Decision No.</p>	
<p style="text-align: center;">EFFECTIVE</p>	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 79</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*251 Added	<p style="text-align: center;">SPLIT PICKUP</p> <p style="text-align: center;">(Applies in connection with rates in Section No. 3 making specific reference hereto.)</p> <p>The charge for a split pickup shipment as defined in Item No. 10(1) shall be the charge applicable for transportation of a single shipment of the same kind and quantity of property for the distance from the first point of origin to point of destination, using the shortest constructive highway route via the several points of origin plus the additional charges provided in paragraph (1). If all component parts are picked up at points taking the same rates within the corporate limits of a single incorporated city, the charges provided in paragraph (1) shall be in addition to the rate applicable from points within such city.</p> <ol style="list-style-type: none"> (1) An additional charge of 1 cent per 100 pounds, minimum 25 cents per pickup in excess of one, shall be assessed. (2) Prior to the first pickup 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. (3) No shipment shall be accorded both split pickup and split delivery.
	<p>*Change, neither increase nor reduction, Decision No.</p>
EFFECTIVE	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 80</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*252 Added	<p style="text-align: center;">SPLIT DELIVERY</p> <p style="text-align: center;">(Applies in connection with rates in Section No. 3 making specific reference hereto.)</p> <p>The charge for a split delivery shipment as defined in Item No. 10(m) shall be the charge applicable for transportation of a single shipment of the same kind and quantity of property for the distance from point of origin to last point of destination, using the shortest constructive highway route via the several points of destination, plus the additional charges provided in paragraph (1). If all component parts are delivered to points taking the same rates within the corporate limits of a single incorporated city, the charges provided in paragraph (1) shall be in addition to the rate applicable to points within such city.</p> <ol style="list-style-type: none"> (1) An additional charge of 1 cent per 100 pounds, minimum 25 cents per delivery in excess of one, shall be assessed. (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. (3) No shipment shall be accorded both split pickup and split delivery.
*253 Added	<p style="text-align: center;">SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p style="text-align: center;">(Applies in connection with rates in Section No. 3 making specific reference hereto.)</p> <p>Charges on shipments 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, may be computed by use of combinations with common carrier rates, as follows:</p> <ol style="list-style-type: none"> (1) Compute the charge applicable under Item No. 200 series or Item No. 210 series for the weight of the composite shipment from point of origin to any team track. (2) Add to such charge the charges provided in this tariff for a split delivery shipment (see Item No. 252 series) from the team track to which the common carrier rate used applies to the point of destination or points of destination of the several component parts (or for separate shipments of each component part, whichever is lower). (See Note.) <p>Note.-If the point of destination of any component part is within the limits of an incorporated city within which the team track is located, and no rate for transportation from the team track 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 to such point of destination.</p>
*Change, neither increase nor reduction, Decision No.	
EFFECTIVE	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 81</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>270-A Cancels 270</p>	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Items Nos. 270 and 271 series)</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 3.8 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; southwestery along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to U.S. Highway No. 60; southwestery 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, Topoka & Santa Fe Railway Company; southwestery along said right of way to Washington Avenue; southerly along Washington Avenue, through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to the county road intersecting U.S. Highway No. 395, 2.1 miles north of the unincorporated community of Temecula; southerly along said county road to U.S. Highway No. 395; south-easterly 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 style="text-align: right;">(Continued)</p>

EFFECTIVE JANUARY 1, 1940.

Issued by The Railroad Commission of the State of California,
 Correction No. 82 San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>270-A Cancels 270</p>	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued) (Items Nos. 270 and 271 series)</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; southwesterly 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. 33 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>
	<p>EFFECTIVE JANUARY 1, 1940.</p>
<p>Correction No. 83</p>	<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)
<p>270-A Cancels 270</p>	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued) (Items Nos. 270 and 271 series)</p> <p>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 Miles 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; south-westerly 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.</p> <p>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 northeasterly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U.S. Highway No. 66 to State Highway 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 ***</p> <p style="text-align: center;">(Continued)</p>
	<p>***Description eliminated, Decision No.</p> <p style="text-align: right;">EFFECTIVE JANUARY 1, 1940</p> <p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>

Correction No. 84

(1) First Revised Page....35

Cancel

Original Page.....35

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
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TERRITORIAL DESCRIPTIONS (Continued)
(Items Nos. 270 and 271 series)

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.)

*271
Added

1. BAKERSFIELD TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of U.S. Highway No. 99 on the Kern County-Tulare County Boundary Line; thence southeasterly along an imaginary line paralleling U.S. Highway No. 99 to its intersection with State Highway No. 178; thence southerly along said imaginary line to its intersection with U. S. Highway No. 466 and County Road 1.7 miles east of Edison; thence southerly along said County Road to its intersection with County Road north of Arvin; thence westerly along said County Road through Weedpatch to its junction with U.S. Highway No. 99; thence southerly along U.S. Highway No. 99 to its junction with State Highway No. 166; thence westerly along State Highway No. 166 to its junction with U.S. Highway No. 399 at Maricopa; thence northwesterly along U.S. Highway No. 399 to Taft; thence northwesterly along State Highway No. 33 to its intersection with U.S. Highway No. 466 at Blackwells Corner; thence easterly along U.S. Highway No. 466 to its junction with County Road 6.2 miles east of Lost Hills; thence northerly along said County Road to its intersection with the Kern County-Kings County Boundary Line; thence easterly along the Kern County Boundary Line to point of beginning.

2. COACHELLA VALLEY TERRITORY includes that area lying between the Little San Bernardino Mountains and Cottonwood Mountain on the one hand, and the San Jacinto and Santa Rosa Mountains on the other; and bounded on the northwest by Edom on U.S. Highway No. 99 and Indian Wells on State Highway No. 111, and on the southeast by the Riverside-Imperial County Line on U.S. Highway No. 99 and Southern Pacific Company station of Mortmar on State Highway No. 111.

3. IMPERIAL VALLEY TERRITORY includes that area bounded on the south by the International Boundary Line; on the east by the East High Line Canal to the point at which it intersects the main line of the Southern Pacific four miles east of Miland; on the north by the main line (trans-continental route) of Southern Pacific Company; and on the west by a series of imaginary lines drawn from Southern Pacific station of Wister to Kane Springs on U.S. Highway No. 99; thence south to Plaster City on U.S. Highway No. 80; thence south to the International Boundary Line.

(Continued)

*Change, neither increase nor reduction, Decision No.
(1) For Item No. 270 series, originally carried on this page, see First Revised Page 34.

EFFECTIVE

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

Correction No. 85

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 270 and 271 series)</p> <p>4. LANCASTER TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of Mojave on U.S. Highway No. 466; thence southerly along an imaginary line paralleling State Highway No. 7, passing through Redman to Littlerock; northwesterly along State Highway No. 138 from Littlerock through Palmdale and Elizabeth Lake to its intersection with the Los Angeles Aqueduct, northeasterly along the Los Angeles Aqueduct to its intersection with U.S. Highway No. 466, thence southeasterly along U.S. Highway No. 466 to point of beginning.</p> <p>5. LOS ANGELES-HYNES TERRITORY includes that area embraced by the following: Commencing at the point where State Highway No. 27 (Topanga Canyon Road) meets the Pacific Ocean; thence northerly along said highway through Girard until it intersects Los Angeles City Boundary Line approximately two miles north of Chatsworth; thence northeasterly following said boundary line until it meets the southern boundary of the Angeles National Forest at a point approximately two miles west of Olive View Sanitarium; thence easterly following said Angeles National Forest boundary until it intersects State Highway No. 39 (San Gabriel Forest Highway) north of Azusa; thence southerly on said Highway No. 39 (variously called Azusa Avenue, Clondora Avenue, La Habra Road, and Huntington Beach Boulevard) and passing through Puente and Buena Park to its meeting with the Pacific Ocean at Gamewell 1.6 miles southeast of Huntington Beach; thence northwesterly following the coast line to point of beginning.</p> <p>6. SALTON SEA TERRITORY includes that area lying directly between the Coachella and Imperial valleys, as these latter are defined above.</p> <p>7. SAN DIEGO TERRITORY includes that area embraced by the following imaginary line starting at the northerly junction of U.S. Highways 10LE and 10LW (4 miles north of La Jolla); thence easterly to Miramar on State Highway No. 395; thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U.S. Highway No. 80; thence southeasterly to Jamul on State Highway No. 94; thence due south to the International Boundary Line, west to the Pacific Ocean and north along the coast to point of beginning.</p>
*271 Added	
*Change, neither increase nor reduction, Decision No.	
EFFECTIVE	
Correction No. 86	Issued by The Railroad Commission of the State of California, San Francisco, California.

Second Revised Page....39

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First Revised Page.....39

HIGHWAY CARRIERS' TARIFF NO. 2

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
*377 Added	Paints or Varnishes, not otherwise indexed by name in the Western Classification, Bronzing Liquids, Lacquers or Shellacs, liquid or paste, less carload	4
380	Salt, common, less carload	90% of 4
390-A Cancel 390 (8-7-39)	Sugar (Applies only in connection with rates which are subject to a minimum weight of less than 10,000 pounds)	90% of 4
400	Wine, domestic, having a declared value of not more than \$2.00 per gallon, less carload	4
*Reduction, Decision No.		
EFFECTIVE		
Correction No. 87	Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto.)	
	CANNED GOODS AND OTHER ARTICLES, viz.:	
610-A Cancel 610	<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, * Honey, in bulk in metal cans, 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, Milk (not malted), dry or powdered, Mince Meat,</p>	<p>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), Pimentos (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, * Sausage Casings, pickled or salted, in bulk in barrels, 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>
	* Reduction, Decision No.	
		EFFECTIVE
Correction No. 88		Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
□ 631	Carriers, (employed in the transportation of Pears) empty, returned or when shipped for a return pay load via the same carrier as the outbound movement of Pears (see Item No. 651 series).			
	FROM	To	(1) Rates	
	Ukiah *Hopland Santa Rosa Sebastopol Petaluma	Points in Lake County not more than 20 miles distant by highway from Lakeport	5 5 7 7 8	
	San Francisco Mountain View Sunnyvale Santa Clara San Jose		12 14 14 14 14	
	*Campbell *Luther Los Gatos *Soabright, Gilroy		14 14 14 16 15	
	Los Angeles Hayward *Niles *Centerville Modesto		33 13 13 13 16	
	Stockton San Leandro Alameda Oakland Emeryville		15 12 12 12 12	
	Berkeley Albany El Cerrito Richmond Williams		12 12 12 12 7	
	Colusa Sacramento Yuba City Marysville		8 12 9 9	
	*Rates apply from points of origin not more than 2 miles distant by highway from the rail depot.			

□ Change, neither increase nor reduction, Decision No.
(1) Not subject to Items Nos. 110, 160, 170, 220 or 230 series.

EFFECTIVE

Correction No. 89 Issued by The Railroad Commission of the State of California,
San Francisco, California.

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)			
			In Cents per 100 Pounds			
	Fruit, viz.: Pears, fresh, in packages					
	From	To	RATES (See Notes)			
			Minimum Weight in Pounds			
			4,000	10,000	18,000	30,000
		Ukiah	15	12	10	9
		*Hopland	15	12	10	9
		Santa Rosa	28	22	17	14
		Sebastopol	28	22	17	14
		Petaluma	32	25	19	15
		San Francisco	48	39	30	24
		Mountain View	58	46	34	27
		Sunnyvale	58	46	34	27
		Santa Clara	58	46	34	27
		San Jose	58	46	34	27
		*Campbell	58	46	34	27
		*Luther	58	46	34	27
		Los Gatos	60	48	36	28
		*Seabright	65	53	41	32
		Gilroy	62	50	38	30
	Points in Lake County not more than 20 miles distant by highway from Lakeport	Los Angeles	100	90	80	60
		Hayward	52	42	32	25
		*Niles	52	42	32	25
		*Centerville	52	42	32	25
		Modesto	60	50	41	32
		Stockton	55	45	36	29
		San Leandro	48	39	30	24
		Alameda	48	39	30	24
		Oakland	48	39	30	24
		Emeryville	48	39	30	24
		Berkoley	48	39	30	24
		Albany	48	39	30	24
		El Cerrito	48	39	30	24
		Richmond	48	39	30	24
		Napa	38	30	23	18
		Williams	28	22	17	14
		Colusa	32	25	19	15
		Sacramento	48	39	30	24
		Yuba City	38	30	23	18
		Marysville	38	30	23	18
	*Rates apply to points of destination not more than 2 miles distant by highway from the rail depot.					
	NOTE 1.-Estimated Weights. Fresh pears in standard pear boxes, inside depth including cloats 8½ inches, inside width 11½ inches, outside length 19-3/8 inches, shall be transported at an estimated weight of 50 pounds per box.					
	NOTE 2.-Rates are not subject to Items Nos. 110, 160, 170, 220 or 230 series. For Split Pickup and Split Delivery charges, see Items Nos. 251 and 252 series.					
	□ Change, nother increase nor reduction, Decision No.					
	EFFECTIVE					
	Issued by The Railroad Commission of the State of California, San Francisco, California.					
	Correction No. 90					

2651
Added

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto.)	
	GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:	
	Grain, viz.:	
	Grain, dried, threshed, viz.:	
	Barley, Buckwheat, Emmer, Oats, Rye, Spelt, Wheat;	
	Corn or Maize (except Pop Corn);	
	Sorghum Grains, threshed, or in heads unthreshed, viz.:	
	Darco, Durra, Egyptian Wheat, Feterita, Hogari (Higera), Kafir Corn,	
	Kaoliang, Milo Maize, Shallu, Sharock Kafir;	
	Screenings from grains specified above, unground, not containing more than 5% Flaxseed.	
	Grain Products, dry and uncooked (see Note 1), manufactured, milled,	
	mixed or packed directly from the articles specified above and con-	
	sisting entirely of material thereof, viz.:	
	Bran,	Grits,
	Brewers' Flakes,	Groats,
	Cake or Meal (except Corn	Hominy,
	Oil Cake or Meal),	Hominy Flakes,
	Chaff,	Hulls,
	Chops,	Malt,
	Clippings,	Malt Sprouts,
	Corn Cobs, ground,	Mash, spent grain,
	Corn Steep Water, solid,	Meal, gluten,
	dried,	Middlings,
*652	Distillers' Grains,	Mill Feed (Wheat mixed
Added	Elevator Dust,	Feed consisting of Bran,
	Farina,	Shorts or Middlings),
	Feed, animal or poultry,	Oats, rolled,
	consisting entirely of	Offal,
	whole grain or the direct	Pummies, chopped or ground,
	products thereof as named	Red Dog,
	in this item,	Scourings,
	Feed, gluten,	Screenings, ground, (from
	Flour,	grains specified above and not
	Germ,	containing more than 5%
	Grain, broken, chopped,	Flaxseed),
	cracked, crimped, crushed,	Semolina,
	cut, ground, hulled,	Shorts,
	pulverized, rolled,	Skimmings,
	skinned or split,	
	NOTE 1.-Steaming as a preliminary to further process of manufacture	
	to produce articles in this list shall not be considered cooking.	
	Seed, viz.:	
	Broom Corn Seed,	Millet,
	Flaxseed,	Rape,
	Hemp,	Wild Mustard.
*Change, neither increase nor reduction, Decision No.		
EFFECTIVE		
Issued by The Railroad Commission of the State of California,		
Correction No. 91	San Francisco, California.	

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto.)	
	GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:	
	Feed, Animal or Poultry, and other articles not prepared for human consumption, viz.:	
	Feed, Animal or Poultry (except cooked or baked cakes, biscuits or bread - see Note 1), consisting of mixtures of blended products containing 70% or more by weight of two or more of the following articles (except as noted):	
	Grain or Grain Products specified in Item No. 652 series,	
	Alfalfa,	Clover Feed,)
	Barley Hay Feed,	Sorghum Feed,) cut or ground,
	Bean Straw Feed,)
	The following articles not to exceed 70% of the total weight of such prepared animal or poultry feed:	
	Bran, Cottonseed,	
	Cake or Meal, viz.:	
	Babassu Nut,	Hemp Seed,
	Coconut (Copra),	Kapok Seed,
	Corn Germ,	Linseed,
	Corn Oil,	Mesquite,
	Cottonseed,	Palm,
	Palm Kernel,	Soya Bean,
	Peanut,	Sunflower Seed,
	Perilla Seed,	Tucum Nut,
	Rape Seed,	Velvet Bean,
	Sesame Seed,	
	Hulls, Cottonseed, whole or ground,	
	Milk or Buttermilk, dried,	
	Milk, sour skim,	
	Molasses, viz.: Blackstrap, Beet Sugar Final or Corn Sugar Final (Hydrol),	
	Rice Bran, Hulls or Polish.	
	NOTE 1.-Steaming as a preliminary to further process of manufacture to produce animal or poultry feed as described herein shall not be considered cooking.	
	Alfalfa, cut or ground, sweetened or unsweetened,	Meal, viz.:
	Bone, ground,	Clover,
	Kelp, dried or ground,	Fish,
	Meal, viz.:	Meat, dried,
	Alfalfa,	Orange, dried,
	Bean Straw, sweetened or unsweetened,	Milk or Buttermilk, dried,
		Milk, sour skim,
		Orange Pulp, dried,
		Scrap, Fish, ground or pulverized,
	Beans, Mesquite,	Screenings, ground or unground,
	Bran, Rice,	from Flaxseed, and containing
	Charcoal, crushed or ground, (not exceeding 33-1/3% of total weight of shipment),	not more than 5% of Flaxseed or other seed,
	Cow Peas,	Screenings, viz.:
	Grit (ground or crushed rock),	Alfalfa Seed,
	Hulls, Cottonseed,	Bean,
	Hulls, Rice, whole or ground,	Millet,
	Meal, Rice (mixture of Rice	Paddy Rice,
	Bran and Rice Polish),	Pea,

*652¹
Added

Poultry Litter (not exceeding
20% of total weight of ship-
ment) viz.:
Peat Moss,
Redwood Bark, ground,
Pulp, Beet, sweetened or un-
sweetened, dry,
Rice Polish,

Seed, viz.:
Sorghum,
Sunflower,
Sweet Clover (Melilotus),
Vetch,
(1) Shells, crushed,
(1) Shells, clam, mussel or oyster,
whole or broken.

Oil, Fish (not exceeding 10% of total weight of shipment).

(1) In mixed shipments only.

*Change, neither increase nor reduction, Decision No.

EFFECTIVE

Correction No. 92 Issued by The Railroad Commission of the State of California,
San Francisco, California.

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
<p>*653 Added</p>	<p>(Applies in connection with rates making specific reference hereto.)</p> <p>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:</p> <p>Flour, viz.: Bean, Potato, Rice, Flour, prepared, edible, manufactured from one or more articles shown under head of "Grain" in Item No. 552 series, or Rice Flour, with not to exceed 30% of other ingredients,</p> <p>Split Peas, Whole Peas, Lentils, Tapioca, Sago, Macaroni,) Not fully cooked Noodles,) or ready for Spaghetti,) human consump- Vermicelli,) tion.</p> <p>Cake or Meal, sweetened or unsweetened, viz.:</p> <p>Babassu Nut, Palm, Copra (Cocoanut), Palm Kernel, Corn Germ, Peanut, Cottonseed, Perilla, Flaxseed (Linseed), Perilla Seed, Hemp Seed, Rape Seed, Kapok Seed, Safflower Seed, Sesame Seed, Soya Bean, Sunflower Seed, Tucum Nut, Velvet Bean.</p>	<p>Provided weight does not exceed 15% of total weight of shipment.</p>
	<p>APPLICATION OF RATES IN ITEMS MAKING SPECIFIC REFERENCE HERETO</p> <p>(a) Rates include services of driver and one helper to perform loading, unloading, or other accessorial services.</p> <p>(b) Demurrage shall be computed in accordance with the provisions of Note 1, Item No. 130 series.</p> <p>(c) Rates are not subject to the provisions of Items Nos. 110, 120, 160, 170, 220 or 230 series. For split pick-up and split delivery charges, see Items Nos. 251, 252 and 253 series.</p> <p>*653 1/2 Added (d) Pickups Following Harvesters: (Will not apply in connection with rates in Item No. 656 series). When pickups are made from several points in one field, at which points the commodities have theretofore been deposited by the harvester, the point of origin will be deemed to be the point at which the load is completed. A charge of \$2.00 per hour shall be assessed for the aggregate time in excess of 20 minutes per ton consumed in performing such pickups.</p> <p>(e) Premiums and Advertising Matter: The rates on articles in packages containing premiums shall be 110 per cent of the rates applicable to the same articles without premiums. Advertising matter, not to exceed 5 per cent of the gross weight of the shipment, may be included at the rate applicable to the lowest rated article in the shipment.</p>	
<p>*Change, neither increase nor reduction, Decision No.</p>		
<p>EFFECTIVE</p>		
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 93</p>		

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds				
	GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, as described in Items Nos. 652 to 653 series, inclusive. See Item No. 653 $\frac{1}{2}$ series for Application of Rates in this item.						
MILES (See Note 1) But not Over over		(1) RATES Minimum Weight in Pounds					
		Any Quantity	2,000	4,000	10,000	20,000	30,000
	0 3	22	17	14	4 $\frac{1}{2}$	3 $\frac{1}{2}$	3
	3 5	22	17	14	5 $\frac{1}{2}$	4 $\frac{1}{2}$	4
	5 10	23	18	14	6	5	4 $\frac{1}{2}$
	10 15	24	19	15	6 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$
	15 20	26	20	16	7	5	4 $\frac{1}{2}$
	20 25	26	22	16	8	5 $\frac{1}{2}$	5
	25 30	27	22	17	8 $\frac{1}{2}$	5 $\frac{1}{2}$	5
	30 35	27	23	18	9	6	5 $\frac{1}{2}$
	35 40	29	25	18	10	6	5 $\frac{1}{2}$
	40 45	30	26	18	10 $\frac{1}{2}$	6 $\frac{1}{2}$	5 $\frac{1}{2}$
	45 50	31	27	19	11	6 $\frac{1}{2}$	5 $\frac{1}{2}$
	50 60	32	29	20	12	7	6
	60 70	33	31	22	13 $\frac{1}{2}$	8	7
	70 80	34	34	22	15	9	8
	80 90	35	--	23	16	10	8 $\frac{1}{2}$
	90 100	37	--	25	17	11	9 $\frac{1}{2}$
*654 Added	100 110	38	--	26	18	12	11
	110 120	38	--	27	19	13	11
	120 130	40	--	28	20 $\frac{1}{2}$	14	12
	130 140	41	--	29	21 $\frac{1}{2}$	15	12 $\frac{1}{2}$
	140 150	42	--	30	22 $\frac{1}{2}$	16	13 $\frac{1}{2}$
	150 160	43	--	31	23 $\frac{1}{2}$	17	14 $\frac{1}{2}$
	160 170	44	--	33	24 $\frac{1}{2}$	17 $\frac{1}{2}$	15 $\frac{1}{2}$
	170 180	46	--	34	25 $\frac{1}{2}$	18	16
	180 190	46	--	34	26 $\frac{1}{2}$	19	17
	190 200	48	--	36	28	19 $\frac{1}{2}$	17 $\frac{1}{2}$
	200 220	50	--	38	29 $\frac{1}{2}$	21	19
	220 240	52	--	40	31 $\frac{1}{2}$	23	20 $\frac{1}{2}$
	240 260	54	--	42	33 $\frac{1}{2}$	24 $\frac{1}{2}$	22 $\frac{1}{2}$
	260 280	57	--	45	36	26	24
	280 300	59	--	47	38	28	25 $\frac{1}{2}$
	300 325	61	--	50	40 $\frac{1}{2}$	30	27 $\frac{1}{2}$
	325 350	63	--	51	43	32	29 $\frac{1}{2}$
	350 375	66	--	54	45 $\frac{1}{2}$	34 $\frac{1}{2}$	31 $\frac{1}{2}$
	375 400	69	--	56	48	36 $\frac{1}{2}$	33 $\frac{1}{2}$
	400 425	70	--	58	51	38 $\frac{1}{2}$	35 $\frac{1}{2}$

425	450	72	—	61	53½	40½	37½
450	475	74	—	62	56	42½	39½
475	500	77	—	65	58½	45	42
500	525	79	—	67	64	47	44
525	550	82	—	70	66	49	46
550	575	83	—	72	68	51	48
575	600	86	—	74	70	53	50
600	625	88	—	76	72	55	52
625	650	90	—	78	74	57½	54
650	675	93	—	81	77	59½	56
675	700	94	—	83	79½	61½	58

(1) Exception to mileage rates	(2)5	(2)4	(2)3½
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NOTE 1.—Exception 2 of Item No. 100 series will not apply in connection with rates in this item.

(2) Applies only for transportation within Imperial Valley Irrigation District for distances of 10 miles or less, or for distances of more than 10 miles when movement is to a team track or to an established depot.

*Change, neither increase nor reduction, Decision No.

EFFECTIVE

Correction No. 94 Issued by The Railroad Commission of the State of California,
San Francisco, California.

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
*655 Added		<p>(Applies in connection with rates making specific reference hereto.)</p> <p>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:</p> <p>Food Preparations, (not included in Items Nos. 652 to 653 series, inclusive, viz.:</p> <p>Cereals, cooked (Prepared cereals ready for human consumption but without further cooking), viz.:</p> <p>Bran; Bran and Wheat combined, flaked; or Bran or Bran and Wheat combined with dried fruit, flaked or shredded,</p> <p>Corn, roasted, Flaked or shredded, not otherwise specified: Compressed, in flakes, or in forms not flat, Not compressed, in flakes, or in forms not flat, Flaked Wheat and Ground Flaxseed, combined, Granulated, Hollow Forms, (food preparations made of flour and cut from tubes), Oats, flaked and toasted, Puffed, Rice, rolled and toasted,</p> <p>Cereals, not otherwise specified, (cracked, ground, granulated, hulled or rolled cereals, partially prepared for human consumption, but requiring cooking).</p>
		<p>*Change, neither increase nor reduction, Decision No.</p>
EFFECTIVE		
Correction No. 95	Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds				
	GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:						
Food Preparations, as described in Item No. 655 series.							
See Item No. 653½ series for Application of Rates in this item.							
MILES (See Note 1) Over	But not over	RATES					
		Any Quantity	Minimum Weight in Pounds				
			2,000	4,000	10,000	20,000	30,000
0	3	25	19	16	5½	4	3½
3	5	25	19	16	6½	5	4½
5	10	26	20	16	7	5½	4½
10	15	27	22	17	8	6	5
15	20	29	23	18	8½	6	5
20	25	29	24	18	9½	6½	5½
25	30	31	25	19	10	6½	5½
30	35	31	26	20	10½	7	6
35	40	32	28	20	11½	7	6
40	45	33	29	21	12	8	7
45	50	35	31	22	12½	8	7
50	60	36	32	23	14	8½	8
60	70	37	35	24	15½	9½	8½
70	80	39	38	25	17	10½	9½
80	90	40	—	26	18	12	10½
90	100	41	—	28	19½	13	11½
100	110	42	—	29	21	14½	13
110	120	43	—	31	22	15½	13½
120	130	45	—	32	23	16½	14½
130	140	46	—	32	24	17½	15
140	150	48	—	34	25½	19	16½
150	160	49	—	35	26½	20	17
160	170	50	—	37	28	20½	18½
170	180	51	—	38	29	21	19
180	190	52	—	39	30½	22	20
190	200	54	—	41	32	22½	20½
200	220	56	—	43	33½	24½	22½
220	240	59	—	45	36	26½	24½
240	260	61	—	48	38½	28½	26½
260	280	64	—	50	41	30½	28
280	300	67	—	53	43	32	30
300	325	68	—	56	46	34½	32½
325	350	71	—	58	49	37	34½
350	375	74	—	60	52	39½	37
375	400	77	—	63	55	42	39
400	425	79	—	66	58	44½	41½

*656
Added

425	450	81	—	68	61	47	44
450	475	84	—	70	64	49	46
475	500	86	—	73	67	51½	48
500	525	89	—	76	74	54½	51
525	550	92	—	78	75	56½	53
550	575	94	—	81	78	59	55½
575	600	96	—	83	80	61	57½
600	625	99	—	86	83	63½	60
625	650	102	—	88	85	66	62
650	675	104	—	91	88½	69	64½
675	700	106	—	94	91	71	66½

NOTE 1.—Exception 2 of Item No. 100 series will not apply in connection with rates in this item.

*Change, neither increase nor reduction, Decision No.

EFFECTIVE

Correction No. 96 Issued by The Railroad Commission of the State of California,
San Francisco, California.

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds					
	<p>If the charge accruing under rates shown in Item No. 658 series is lower than the charge accruing under the distance rates in this item, such lower charge will apply.</p> <p>HAY AND RELATED ARTICLES, viz.:</p> <p>Rates in this item apply only as indicated below:</p>							
	COMMODITY	FROM	TO					
	Hay	Points in California	Points in California					
	Fodder, Bean, Cane, Corn or Pea, Leaves, Cactus, dried, Straw.	Coachella Valley Territory, Imperial Valley Territory, Salton Sea Territory, as described in Item No. 271 series.	Points of destination not more than 240 miles distant from point of origin.					
	Subject to Note 1 of Item No. 658 series.							
	MILES		RATE		MILES		RATE	
	But not Over	over	Any Quantity	Minimum Weight 20,000 Pounds	But not Over	over	Any Quantity	Minimum Weight 20,000 Pounds
*657 Added	0	3	15	3	160	180	43	18
	3	5	17	4½	180	200	45	18½
	5	10	19	5	200	225	47	19
	10	20	22	5½	225	250	49	19½
	20	30	24	6	250	275	51	21
	30	40	27	7	275	300	54	22½
	40	50	29	8	300	325	57	24
	50	60	30	9	325	350	59	25½
	60	70	31	10	350	375	62	26½
	70	80	32	11	375	400	64	27½
	80	90	33	12	400	425	66	29
	90	100	34	13	425	450	69	30
	100	120	37	14½	450	475	72	31
	120	140	39	16	475	500	74	32
	140	160	41	17	500	...	(1)	(2)
	<p>(1) Add to rate for 500 miles 2 cents per 100 pounds for each 25 miles or fraction thereof.</p> <p>(2) Add to rate for 500 miles 1 cent per 100 pounds for each 25 miles or fraction thereof.</p>							
*Change, neither increase nor reduction, Decision No.								
EFFECTIVE								
Issued by The Railroad Commission of the State of California, San Francisco, California.								
Correction No. 97								

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds			
	HAY AND RELATED ARTICLES, viz.: Fodder, bean, cane, corn or pea, Hay, Leaves, cactus, dried, Straw, See Item No. 271 series for description of territories.				
		To Los Angeles-Hynes Territory	To San Diego Territory		
		RATE (See Note 1)			
	From	Any Quantity	Minimum Weight 20,000 Pounds	Any Quantity	Minimum Weight 20,000 Pounds
	Bakersfield Territory	(1) 41	(1) 17	-	-
	Coachella Valley Territory	39	15	47	18
	Imperial Valley Territory	47	18½	41	16
	Lancaster Territory	(1) 34	(1) 12	-	-
	Salton Sea Territory	43	17	47	18
	(1) Rates apply only for transportation of Hay.				
	NOTE 1.-(a) Rates include services of driver and one helper to perform loading, unloading or other accessorial services. (b) Demurrage shall be computed in accordance with the provisions of Note 1, Item No. 130 series. (c) Rates are not subject to the provisions of Items Nos. 110, 150, 160, 170, 220 or 230 series. (d) When baled hay or any other commodity described in this item is picked up from several points in a single field, the point of origin of the composite shipment shall be deemed to be the point of pickup most distant from point of destination. An additional charge of 1-1/4 cents per 100 pounds shall be assessed for picking up and loading baled hay from scattered points in the field. (e) Stopping for display or sale in transit. When upon order of the consignee or consignor, a truck is stopped and held in transit prior to the start of the physical discharge of its load, for purposes of display or sale of such load, or other cause, a charge of \$1.50 per hour but not to exceed \$15.00 per period of 24 hours shall be assessed for time so consumed in excess of 4 hours. When arrival at point where load is held is made after 1:00 P.M., free time will be computed from 7:00 A.M., of the day following such arrival.				

*658
Added

*Change, neither increase nor reduction, Decision No.

EFFECTIVE

Correction No. 98 Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds					
	RICE, viz.: Brewers', Cleaned, whole or broken (including rice screenings), Paddy (rough), See Item No. 653½ series for Application of Rates in this item.							
	MILES (See Note 1) But not Over over		(1) RATES					
			Minimum Weight in Pounds					
			Any Quantity	2,000	4,000	10,000	20,000	30,000
	0	3	22	17	14	4½	3½	3
	3	5	22	17	14	5½	4½	4
	5	10	23	18	14	6	5	4½
	10	15	24	19	15	6½	5½	4½
	15	20	26	20	16	7	5	4½
	20	25	26	22	16	8	5½	5
	25	30	27	22	17	8½	5½	5
	30	35	27	23	18	9	6	5½
	35	40	29	25	18	10	6	5½
	40	45	30	26	18	10	6½	5½
*728 Added	45	50	31	27	19	11	6½	5½
	50	60	32	29	20	12	7	6
	60	70	33	31	22	13½	8	7
	70	80	34	34	22	15	9	8
	80	90	35	--	23	16	10	8½
	90	100	37	--	25	17	11	9½
	100	110	38	--	26	18	12	11
	110	120	38	--	27	19	13	11½
	120	130	40	--	28	20½	14	12
	130	140	41	--	28	21½	15	12½
	140	150	42	--	30	22½	16	13½
	150	160	43	--	31	23½	17	14½
	160	170	44	--	33	24½	17½	15½
	170	180	46	--	34	25½	18	16
	180	190	46	--	34	26½	19	17
	190	200	48	--	36	28	19½	17½
	200	220	50	--	38	29½	21	19
	220	240	52	--	40	31½	23	20½
	240	260	54	--	42	33½	24½	22½
	260	280	57	--	45	36	26	24
	280	300	59	--	47	38	28	25½
	300	325	61	--	50	40½	30	27½
	325	350	63	--	51	43	32	29½
	350	375	66	--	54	45½	34½	31½
	375	400	68	--	56	48	36½	33

400	425	70	--	58	51	38½	34½
425	450	72	--	61	53½	40½	36½
450	475	74	--	62	56	42½	38
475	500	77	--	65	58½	45	39½
500	525	79	--	67	63½	47	41½
525	550	82	--	70	66	49	43
550	575	83	--	72	68	51	44½
575	600	86	--	74	70	53	46½
600	625	88	--	76	72	55	48
625	650	90	--	78	74	57½	49½
650	675	93	--	81	77	59½	51½
675	700	94	--	83	79½	61½	53

(1) Exception to mileage rates

(2)5

(2)4

(2)3½

NOTE 1.-Exception 2 of Item No. 100 series will not apply in connection with rates in this item.

(2)Applies only for transportation within Imperial Valley Irrigation District for distances of 10 miles or less, or for distances of more than 10 miles when movement is to a team track or to an established depot.

*Change, neither increase nor reduction, Decision No.

EFFECTIVE

Correction No. 99

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