

Decision No. 33286

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4293

ORIGINAL

BY THE COMMISSION:

For additional appearances entered in this proceeding subsequent to October 10, 1939, see Appendix "A" hereof.

SUPPLEMENTAL OPINION AND ORDER

This proceeding involves rates, rules and regulations for the transportation of agricultural products by common, radial highway common and highway contract carriers. This opinion deals with proposed modifications in rates, rules and regulations established by Decision No. 31924, as amended, for the transportation of livestock, concerning which evidence was received at an adjourned hearing held in Los Angeles on April 10, 1940, before Examiner Bryant.

Proposed Exemption of Certain Territory in Vicinity of Los Angeles

California Cotton Oil Corporation urged that the livestock decision be modified so as to exclude certain territory embracing

By Decision No. 31924 of April 11, 1939, as amended, in this proceeding, the Commission established minimum rates, rules and regulations for the transportation of livestock by highway common carriers, radial highway common carriers and highway contract carriers between all points in the state, exclusive of transportation between points of origin and destination within the same incorporated city. The decision also ordered and authorized certain changes in the rates of common carriers by railroad.

Reference herein to the "livestock decision" or to the "livestock tariff" refers respectively to Decision No. 31924, supra, and to Highway Carriers' Tariff No. 3, which is Appendix "C" to said decision.

several municipalities and unincorporated areas included within the rail station limits of Los Angeles, or within all or a portion of the Los Angeles Drayage Area.<sup>3</sup>

The traffic manager of California Cotton Oil Corporation pointed out that the livestock decision prescribed minimum rates for transportation between feed yards located in unincorporated territory of Los Angeles County adjacent to the city of Vernon on the one hand and the various packing plants located in Vernon on the other hand, while no minimum rates have been established to govern the intracity transportation of livestock between competing feed yards located in Vernon and the same packing plants. He stated that the established minimum rates from or to the unincorporated points were somewhat higher than the "going" truck charges for similar transportation of livestock within the cities of Los Angeles and Vernon, and declared that even where the minimum truck charges were predicated upon alternative use of the rail switching charges these differed materially according to the number of railroads which participated in the switch. He stated that in his opinion the existing rate structure was unduly prejudicial to the feed yards located in unincorporated territory, due to the fact that minimum rates were fixed for transportation from and to some feed yards, while comparable intracity transportation performed from and to other yards was exempt from minimum rates. He recognized that the discriminatory feature could be removed by the prescription of reasonable and nondiscriminatory rates for city carriers, but urged that in the meantime, at least, the situation be corrected by exempting additional territory as proposed.

---

3

The original proposal suggested exemption of traffic moving between points within the free switching zone of the rail lines serving Los Angeles. During the course of the hearing it appeared that this description would be indefinite and unsatisfactory, and the proposal was amended to suggest exemption of traffic moving between points within the Los Angeles Drayage Area or, as a satisfactory alternative, within Zones 1-A and 1-D of said area. The Los Angeles Drayage Area referred to herein is described in City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5, which is Appendix "A" to Decision No. 32504 of October 24, 1939, as amended, in Case No. 4121.

The witness explained that California Cotton Oil Corporation operates a livestock feeding yard in connection with its plant situated in unincorporated territory near the city of Vernon, and that this yard is used for custom feeding<sup>4</sup> in active competition with other feed pens located in the cities of Vernon and Los Angeles. He stated that stock fattened at all of these feed yards is subsequently transported to packing plants located in those cities. He introduced an exhibit identifying packing houses and feed yards situated within the Los Angeles area, showing their locations, the railroads serving them, and the highway distances, truck charges and rail switching charges between the several locations. By means of this exhibit the witness pointed out that there are three feed yards in the city of Vernon, and two located in unincorporated territory adjacent to that city; and that thirteen packing houses are situated in close proximity to each other in Vernon, while three are located a few miles distant in the city of Los Angeles. It appears that all of the feed yards and packing houses are located within the so-called station limits of the rail lines at Los Angeles, and also within Zones 1-A and 1-D of the Los Angeles Drayage Area.

Another witness for petitioner testified that on numerous occasions since the effectiveness of the livestock decision, packers and prospective feeders had definitely stated to him that they could not afford to feed their animals at the yard of California Cotton Oil Corporation because of the differential in transportation rates. A representative of a packing company located in the Vernon packing house center testified that his company at various times patronized all of the feed yards in this general territory, including that of California Cotton Oil Corporation, but that the company was now contemplating the

---

4.

Custom feeding refers to the practice of feeding and fattening livestock for others without participation in the ownership of the animals.

purchase of proprietary vehicles in order that it might continue using the latter yard.

The Cudahy Packing Company concurred in general in the proposal of California Cotton Oil Corporation, urging that the exemption be made applicable to the entire Los Angeles Drayage Area pending an investigation dealing specifically and exclusively with the transportation of livestock within that area. No one opposed the suggested modification.

In view of the competition which the record shows to exist between feed yards located in the city of Vernon and feed yards located in unincorporated territory just outside of the city, it is apparent that the present rate structure places a serious handicap upon the latter yards. This is due, of course, not to any defect in the minimum rates which have been established, but to the circumstance that rates have been fixed for some but not all of the yards. The prejudice to the yards situated in unincorporated territory is enhanced by the fact that highway carriers operating within the city of Vernon have reduced their transportation charges to a basis which is lower than that fixed by the Commission as minimum for similar transportation from and to adjacent points.

The Los Angeles Drayage Area was excluded from the application of rates on general commodities established by Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended, in Case No. 4246), for the reason that transportation within that area is the subject of separate and specific consideration in another proceeding, involving all classes of for-hire carriers. Under the circumstances

<sup>5</sup>  
Case No. 4121, In the Matter of the Establishment of just, reasonable and non-discriminatory maximum or minimum or maximum and minimum rates, rules, classifications and regulations for the transportation of property for compensation or hire over the public highways of the City of Los Angeles. Originally only Los Angeles city carriers were respondents, but the scope of the proceeding was subsequently enlarged to include all Los Angeles County for-hire carriers.

here shown to exist it appears that the same territorial exemption should be made in the livestock tariff, and the order herein will so provide.

Revision of "Any Quantity" Livestock Rates

The California Farm Bureau Federation asked that the "any-quantity" rates provided in the livestock tariff for transportation of small shipments by motor truck be materially reduced for all classes of livestock between all points in the state. In addition, a number of radial highway common carriers engaged principally in the transportation of dairy cattle within the so-called Los Angeles milk shed, asked that a basis of zone rates, stated in dollars and cents per head, be substituted for the present any-quantity rates for the transportation of dairy cattle within the so-called Los Angeles milk shed.

A witness for the Federation testified that he had made a careful survey of the rate situation among the livestock shippers and some truck carriers throughout the state, and found that the rates established for "quantity" lots were in general entirely satisfactory,<sup>7</sup> but those for the transportation of small shipments over short distances were considered excessive. He stated that at recent meetings of the California Farm Bureau Federation held in several livestock shipping areas of the state he had found the shippers and carriers to be in substantial agreement as to the level of rates which they would consider fair and reasonable for this transportation. On the strength of this general agreement he recommended, on behalf of the California Farm

6.

The milk shed area referred to is the area from which metropolitan Los Angeles receives its principal milk supply. Roughly, it is bounded by the Pacific Ocean on the south and west, by the Angeles National Forest on the north, and by the Santa Ana River and Santa Ana Mountains on the east. It embraces portions of Los Angeles, San Bernardino, Riverside and Orange Counties. There are more than 800 dairies within this area, milking approximately 100,000 cows.

7

The witness qualified this statement by saying that he believed the truckload rates for transportation of sheep were somewhat high. He recognized, however, that these rates were not directly involved in the scope of the hearing.

Bureau Federation, that the minimum any-quantity rates for the transportation of livestock be reduced to the basis of one-half the present any-quantity rates for distances of sixty miles or less, and double the present 24,000-pound minimum cattle rates for distances over sixty miles.

The witness testified that because of dissatisfaction with the present any-quantity rates, there was a tendency among the farmers to organize cooperative associations for the purpose of obtaining lower transportation charges on their small shipments of livestock. He said that several such organizations had been formed already, and others would probably develop in the near future unless the any-quantity rates were reduced. He stated that in his opinion the creation of these associations for the purpose of performing transportation service was unnecessary, and detrimental to the interests of both farmers and for-hire truck operators. He thought there were enough for-hire carriers in every agricultural community in the state to perform all necessary transportation services, and he believed that the rates should be modified in accordance with his recommendation in order that these carriers might retain the business.

The Agricultural Agent of Santa Barbara County, called as a witness by the California Farm Bureau Federation, testified that several meetings of livestock shippers had been held in his county for the purpose of considering the organization of a cooperative livestock association in order to reduce the transportation charges. This witness said that unless the any-quantity rates were reduced he thought positive action would be taken. A truck operator with headquarters in the same county stated that in his opinion the present any-quantity rates were higher than he could continue to collect. He had no specific

---

Section 1(f) of the Highway Carriers' Act (Statutes 1935, Chapter 223, as amended) provides for the exemption of "Any nonprofit agricultural cooperative association organized and acting within the scope of its powers under Chapter 4, Division VI of the Agricultural Code to the extent only that it may be engaged in transporting its own property or the property of its members."

rate recommendation to offer except that he thought the minimum weight of 16,500 pounds on hogs should be reduced to about 10,000 pounds.

With respect to the proposed revision of rates for transportation of dairy cattle in the Los Angeles milk shed it was explained that the producing cattle, said to number approximately 100,000, are replaced at a rate of about one-third each year. The area does not raise its own dairy cattle, but draws the mature animals from various points throughout the western states. These animals move in carload lots into local sales yards, located principally in the vicinity of Hynes and Bassett, and are there sold to the dairymen at public auction. The sales are held several times weekly and, as the cows are not milked for several hours before the auction, it is essential that they be moved promptly to the dairies for milking after the sale has been consummated. Competition has forced a high standard of butter fat production, and cows which fall below the standard are quickly sold to packing houses and replaced by fresh stock. The purchases and sales by the dairies consist generally of one or two animals at a time, and rarely exceed five or six. For these reasons, witnesses explained, there is a substantial regular movement of dairy cattle from local sales yards to dairies, and from the dairies to stockyards and packing houses. The individual shipments are small and the hauls are relatively short, but the movement in the aggregate amounts to more than 30,000 head a year in each direction.

The petitioning carriers assert that they perform at least 90 per cent of the transportation of the replacement cows from local sales yards to the dairies, and of the discarded cows from the dairies to stockyards and packing houses; and that this transportation constitutes the bulk of their business. With few exceptions the carriers own and operate only one motor vehicle each, and the service which they render is a peculiar one which is apparently directly responsive to the needs of the local dairy industry, and is not competitive with that

rendered by common carriers or by other classes of for-hire carriers. <sup>9</sup>

Petitioners testified that in their opinion the minimum rates applicable to the transportation of dairy cattle in small shipments were higher than the shippers could afford to pay for the service. They stated without hesitation that the effective rates for the larger shipments were entirely satisfactory to themselves and, so far as they knew, to their shippers, and were applied without difficulty when larger shipments were offered - as, for example, in the movement of a herd from one dairy to another.

Carrier witnesses declared further that the use of constructive mileages in determining applicable rates, as required under the livestock decision, is impracticable and unsatisfactory so far as the transportation of dairy cattle in small shipments within the Los Angeles milk shed is concerned. In support of this contention they explained that the individual dairies are generally small in area, are frequently close together or adjoining, and in some cases as many as fifteen or twenty of them may front on a single street or road within a distance of one mile or less. Under these conditions, the carriers said, the mileage basis is difficult to apply and inevitably productive of disputes and differences of opinion between carriers and shippers, and is particularly unsatisfactory under circumstances such as prevail here, where it is of primary importance that the transportation be performed rapidly and without delay.

The same witnesses stated also that the weight basis is undesirable for the transportation of dairy cattle from the sales yards to the dairies. <sup>10</sup> In this connection they explained that the animals

---

9. The record shows that all of the petitioners make it a practice to be present at the sales yards during the auctions, and there solicit the transportation service from the dairymen as each purchase is made. To a large extent each operator regularly secures the shipments of certain dairies which he considers as his own clientele.

10. The established minimum rates are stated in cents per 100 pounds.



are purchased on the basis of their estimated productive capacity rather than upon the basis of weight, and for this reason the purchasers are not interested in weight and the sales yards are not equipped with livestock scales. The witnesses referred to the fact that the cows must be transported to the dairies without delay, and declared that if the carriers were to attempt to weigh the animals at public scales in the vicinity of the sales yards, the congestion resulting from a large number of carriers trying to obtain weights at the same time would make it physically impossible to perform the weighing and transportation service in an acceptable manner.

The witnesses recognized that these objections to the weight basis were not applicable to the transportation of discarded dairy cattle from dairies to packing houses, inasmuch as in this case the animals are sold upon the basis of weight and the weights are obtainable at destination. They asserted, however, that as to this traffic the any-quantity weight rates now applicable under the livestock tariff were unreasonably high, and, as previously explained, that the use of constructive mileages as now required was burdensome and generally impracticable. They declared that the transportation had been more satisfactorily performed in the past upon a per-head basis, and recommended the adoption of that basis here.

For transportation of dairy cattle within the Los Angeles milk shed, petitioners proposed the use of zone rates, stated upon the basis of dollars and cents per head. Under their proposal the Los Angeles milk shed would be divided into nine zones, which petitioners defined by reference to the streets, roads or other geographical features which would separate and bound them. The proposed rates, while stated on the zone plan, were constructed on the general basis of 75 cents per head for the first 10 miles, \$1.00 per head for distances of over 10 but not over 20 miles, and an additional 50 cents per head for each

additional 10 miles thereafter. Petitioners selected basing points in each of the nine zones for the purpose of converting these distance rates into zone rates, and therefrom developed rates of 75 cents per head for intrazone movement, \$1.00 per head for transportation between certain adjacent zones, \$1.50 per head for transportation into the next zone beyond, and so on, to a maximum of \$3.00 per head between the most distant zones. A minimum charge was proposed of \$1.00 per shipment.

Petitioners explained that the proposed rates were intended primarily for the transportation of cattle moving in shipments of five head or less, but said that they should be permitted to apply to any number of head subject to the alternative use of the established weight rates where lower charges would result. This plan, the carriers said, would permit them to assess the proposed rates on shipments of eight or ten animals or more, if the occasion should arise, but would not preclude the use of the established weight rates which are entirely satisfactory for minimum weights of 14,000 or 24,000 pounds.

The proposed rate revision for dairy cattle was approved and supported by the California Farm Bureau Federation; the Central Milk Sales Agency (a cooperative marketing organization representing some 650 dairies in the area involved); and by Western Consumers Dairy. The managers of the latter two organizations were called as witnesses, and testified in support of the petition.

No one opposed either of the above proposed modifications.

The evidence adduced in the original hearings in this matter are devoted mainly to transportation of livestock in truckload quantities and the testimony concerning transportation of small shipments was of a very general nature. The minimum rates for "any quantity" shipments established as a result of those hearings were related to the rates established for the transportation of general merchandise, and it was anticipated they would find their principal use in preventing a break down of the truckload rates through the splitting of a single shipment

into two or more parts. While no new cost evidence was introduced in the instant hearings, the characteristics of livestock transportation in small shipments were described with much greater completeness and detail. The augmented record now indicates that the proposed rates for any-quantity shipments will give the carriers a reasonable opportunity to enjoy compensatory operations and that in any event those rates are as high as the carriers can hope to obtain in competition with proprietary carriage through the medium of shipper associations.

The record is convincing, also, that rates in cents per 100 pounds are unsatisfactory for transportation of dairy cattle in small shipments within the Los Angeles milk shed. The rates proposed by petitioners appear to meet the approval of carriers and shippers involved, and to be more readily adaptable to this service. Carrier witnesses testified that these rates are substantially the same as those under which they earned a satisfactory profit during an earlier period. Under the circumstances we are of the opinion that the proposed rates should be approved and established by the Commission as minimum rates for the transportation of dairy cattle within the area involved, subject to the alternative use of other rates provided in the livestock tariff when lower charges result therefrom.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 3 (Appendix "C" of Decision No. 31924 of April 11, 1939, as amended) be and it is hereby amended by substituting therein and adding thereto, to become effective July 15, 1940, the now and revised pages attached hereto and hereby made a part hereof which new and revised pages are numbered as follows:

First Revised Page 2 cancels Original Page 2  
First Revised Page 3 cancels Original Page 3  
First Revised Page 4 cancels Original Page 4  
First Revised Page 5 cancels Original Page 5  
Original Page 9-A  
First Revised Page 10 cancels Original Page 10  
Original Page 11  
Original Page 12  
Original Page 13  
Original Page 14

IT IS HEREBY FURTHER ORDERED that the tariff filings required or authorized to be made by common carriers may be made on not less than three (3) days' notice to the Commission and to the public.

In all other respects said Decision No. 31924, as amended, shall remain in full force and effect.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 3<sup>rd</sup> day of July, 1940.

Ray L. Rice  
Frank D. Wiley  
Robert A. Waples  
W. H. A.  
Justin J. Casner  
Commissioners.

APPENDIX "A"

W. E. Allan dba Upland Transfer & Storage Co.  
H. R. Brashear, for Los Angeles Chamber of Commerce  
Clayton W. Conrow, for Arroyo Grande Trucking Co.  
Hugh S. Center, for Coast Line Truck Service Inc.  
J. E. Cote, for Citizens Trucking Company  
H. W. Dail, for International Brotherhood of Teamsters  
T. H. Eichberg, for Hendrix Truck Corporation  
William Gissler, for Eureka Commission Co.  
A. J. Happe, for Happe Transfer Co.  
Robert Hays, for El Centro Chamber of Commerce  
Harry Helferich, for American Fruit Growers, Inc.  
Paul O. Helm, for Calavo-Subtropic Fruit Co.  
V. P. Hunt, for V. P. Hunt Company  
J. M. Hunton, for Visalia Truck Company  
C. F. Kemm, for Imperial County Farm Bureau  
Cliff Landmark, for Anthony Camphuysen and certain  
other petitioners  
Richard J. Low, for Coast Line Truck Service, Inc.  
Irving F. Lyons, for Cannery League of California  
Chester McNutt, for Chester McNutt Trucking Co.  
Wm. Meinhold, for Southern Pacific Company  
W. O. Richardson, for Cudahy Packing Company  
H. L. Smith, for Southern Pacific Company  
L. W. Smith, for T. A. L. Loretz  
F. W. Turcotte, for Dale C. Ramsey, dba Valley Truck  
Co. & Hugh L. Keating, Trustee of the Estate  
of Chas. B. Lee dba Farmers Trucking Service,  
a bankrupt  
Ware and Berol by Dewitt M. Manning, for Truck  
Owners Association of California  
Edwin G. Wilcox, for Oakland Chamber of Commerce

First Revised Page....2  
 Cancels  
 Original Page.....2

HIGHWAY CARRIERS' TARIFF NO. 3

TABLE OF CONTENTS	Item No. (series) except as shown
Correction Number Checking Sheet .....	Page 1
Rates .....	170-#200
Rules and Regulations:	
Accessorial Charges .....	100
Alternative Application of Combinations with Common Carrier Rates .....	160
Alternative Application of Common Carrier Rates ..	150
Application of Tariff - Carriers .....	20
Application of Tariff - Commodities .....	40
Application of Tariff - Territorial .....	30
Computation of Distances .....	80
Definition of Technical Terms .....	10
Loading and Unloading .....	90
Method of Determining Livestock Weights .....	120
Mixed Shipments .....	70
Rates Based on Varying Minimum Weights .....	60
Sheep Camp Outfits .....	110
Shipments to be Rated Separately .....	50
Split Delivery .....	140
Split Pickup .....	130
Technical Terms, Definition of .....	10
Weights, Livestock, Method of Determining .....	120
*Zones, Territorial .....	210-220
*Change, Decision No.	
EFFECTIVE JULY 15, 1940	
Issued by The Railroad Commission of the State of California, San Francisco, California.	
Correction No. 2	

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

HIGHWAY CARRIERS' TARIFF NO. 3

Item No.	SECTION NO. 1 - RULES AND REGULATIONS
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>(a) CALVES means bovine animals weighing 450 pounds or less.</p> <p>*(b) CATTLE means bovine animals weighing more than 450 pounds. (See also paragraph (e-a) hereof).</p> <p>(c) CARRIER means a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).</p> <p>(d) 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>(e) 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>*(e-a) DAIRY CATTLE means cattle which are or have been used or useful in connection with the production of milk by dairies.</p> <p>*10-A Cancels 10</p> <p>(f) POINT OF DESTINATION means the precise location at which livestock 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 livestock 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 livestock into or upon, or the unloading of livestock from rail cars or vessels.</p> <p>(i) RATE includes charge and also the 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 livestock and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>(k) SHIPMENT means a quantity of livestock 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>

(l) SPLIT PICKUP SHIPMENT means a shipment consisting of several component lots, 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 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.

(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component lots 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, 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.

(n) TEAM TRACK means a point at which livestock 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 livestock from and to common carriers by vessel.

\*Change, Decision No.

EFFECTIVE JULY 15, 1940.

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



First Revised Page.....4

    Cancels

Original Page.....4

HIGHWAY CARRIERS' TARIFF NO. 3

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)																				
20 11-7-39	<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 livestock by radial highway common-carriers and highway contract carriers, as defined in said Act.</p> <p>When livestock in continuous through movement is transported by two or more carriers, the rates 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 of livestock between all points within the State of California, except:</p> <p>(a) Shipments having both point of origin and point of destination within the same incorporated city.</p> <p>(b) 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, as amended, in Case No. 4121).</p>																				
*40-A Cancels 40	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply for the transportation of livestock, viz.:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Bucks</td> <td style="width: 25%;">(1) Dairy Cattle</td> <td style="width: 25%;">Kids</td> <td style="width: 25%;">Sheep Camp Outfits</td> </tr> <tr> <td>Bulls</td> <td>Ewes</td> <td>Lambs</td> <td>Sows</td> </tr> <tr> <td>Calves</td> <td>Goats</td> <td>Oxen</td> <td>Steers</td> </tr> <tr> <td>Cattle</td> <td>Hogs</td> <td>Pigs</td> <td>Stags</td> </tr> <tr> <td>Cows</td> <td>(2)Horses</td> <td>Sheep</td> <td>Swine</td> </tr> </table> <p>NOTE 1.-Cattle rates apply on: Bulls, Cattle, Cows, Dairy Cattle, Oxen, Steers.</p> <p>NOTE 2.-Sheep Rates apply on: Bucks, Calves, Ewes, Goats, Kids, Lambs, Sheep, Sheep Camp Outfits (Subject to Item No. 110 series).</p> <p>NOTE 3.-Hog Rates apply on: Hogs, Pigs, Sows, Stags, Swine.</p> <p>(1) For specific rates on Dairy Cattle, see Section 3 of this tariff.</p> <p>(2) For application of rates on Horses, see Item No. 70 series.</p>	Bucks	(1) Dairy Cattle	Kids	Sheep Camp Outfits	Bulls	Ewes	Lambs	Sows	Calves	Goats	Oxen	Steers	Cattle	Hogs	Pigs	Stags	Cows	(2)Horses	Sheep	Swine
Bucks	(1) Dairy Cattle	Kids	Sheep Camp Outfits																		
Bulls	Ewes	Lambs	Sows																		
Calves	Goats	Oxen	Steers																		
Cattle	Hogs	Pigs	Stags																		
Cows	(2)Horses	Sheep	Swine																		

SHIPMENTS TO BE RATED SEPARATELY

\*50-A  
Cancels  
50

Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier, ▲ except that 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. 130 and 140 series.

RATES BASED ON VARYING MINIMUM WEIGHTS

60  
11-7-39

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 (see Item No. 70 series) the deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated livestock in the shipment.

- \*Change, Decision No.
- Reduction
- ▲ Change, neither increase nor reduction

EFFECTIVE JULY 15, 1940

Correction No. 4

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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
<p>*70-A Cancels 70</p>	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>Rates on mixed shipments of livestock shall be assessed in accordance with the following:</p> <p>(a) Mixed shipments of cattle with calves, sheep, goats or hogs shall be subject to the rate and minimum weight applicable to cattle in straight shipments.</p> <p>(b) Mixed shipments of sheep or goats (or sheep and goats) with hogs shall be charged for at the rate and minimum weight applicable to hogs in straight shipments.</p> <p>(c) Mixed shipments of calves and hogs shall be charged for at the rate and minimum weight applicable to hogs in straight shipments.</p> <p>(d) Horses or other animals for which rates are not provided in this tariff, when shipped in mixed shipments with cattle, calves, sheep, goats or hogs, shall be charged for according to the type of stock with which they are included (cattle, calves, sheep, goats or hogs, as the case may be).</p> <p>▲(e) Mixed shipments of dairy cattle with other classes of livestock transported within or between zones described in Items Nos. 210 and 220 series, shall be subject to the rate and minimum weight provided in this tariff for cattle in straight shipments.</p>
<p>▲80-A Cancels 80</p>	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>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 Distance Table No. 3 (Appendix "A" of Decision No. 31605, as amended, in Case No. 4088, Part "X", Case No. 4145 and Case No. 4246).</p>
<p>90 11-7-39</p>	<p style="text-align: center;">LOADING AND UNLOADING</p> <p>Rates include service of driver only for loading into and unloading from carrier's equipment. See Item No. 100 series for charges for additional help.</p>

ACCESSORIAL CHARGES

An additional charge of \$1.00 per man per hour, minimum charge 50 cents, shall be made for helpers for loading or unloading, or any accessorial or incidental service which is not authorized to be performed under the rates named in this tariff or for which a charge is not otherwise provided.

The following additional charges shall be made for the performance of bedding service and/or the furnishing of bedding material incidental to the transportation of shipments of livestock on which rates, carrying a minimum weight of 12,000 pounds or greater, are assessed:

100  
11-7-39

- 75 cents per truck unit, single deck; 100 cents per truck double deck
- 100 cents per single deck truck and trailer unit
- 100 cents per single deck tractor and semi-trailer unit
- 150 cents per double deck truck and trailer unit
- 150 cents per double deck tractor and semi-trailer unit.

SHEEP CAMP OUTFITS

Rates provided in this tariff for the transportation of sheep will also apply to sheep camp outfits, as described in Note 1, when said outfits accompany shipments of sheep. (See Exception.)

110-A  
Cancels  
110

NOTE 1.-Sheep camp outfits include wagons, dogs, horses, mules, burros, camp equipment comprising tents, stoves, cooking utensils, cots, bedding, harness and other appurtenances in use at camp, but do not include hay, grain, feed, merchandise, groceries or clothing.

EXCEPTION.-The provisions of this item will not apply in connection with shipments transported at "any quantity" rates.

\*Change, Decision No.  
↓Reduction  
▲Change, neither increase nor reduction

EFFECTIVE JULY 15, 1940

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 5

SECTION NO. 2

-----  
LIVESTOCK RATES  
-----

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

\*Change, Decision No.

EFFECTIVE JULY 15, 1940

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 10

First Revised Page....10  
 Cancels  
 Original Page.....10

HIGHWAY CARRIERS' TARIFF NO. 3

Item No.	SECTION NO. 2									
	RATES (In Cents per 100 Pounds)									
For Application of Rates, See Notes 1, 2 and 3 of Item No. 40 series.										
MILES		CATTLE			SHEEP			HOGS		
But not Over	Quantity	Minimum Weight		Any Quantity	Minimum Weight		Any Quantity	Minimum Weight		
		14,000 Pounds	24,000 Pounds		12,000 Pounds	20,000 Pounds		16,500 Pounds	24,000 Pounds	
0	3	12	4	3½	12	6	5	12	4	3½
3	5	12½	4½	4	12½	7	6	12½	5	4
5	10	13	5½	4½	13	8	6½	13	5½	4½
10	15	13½	6½	5	13½	9	7	13½	6	5
15	20	14	7	5½	14	10	7½	14	6½	5½
20	25	14½	7½	6	14½	11	8	14½	7	6
25	30	15	8	6½	15	12	8½	15	7½	6½
30	35	15½	8½	7	15½	13	9	15½	8	7
35	40	16	9	7½	16	14	10	16	8½	7½
40	45	16½	9½	8	16½	15	11	16½	9	8
45	50	17	10	8½	17	16	12	17	10	8½
50	60	18	11½	9	18	17½	13	18	11½	9
60	70	19	13	9½	19	19	14	19	12½	9½
70	80	21	14½	10½	21	20½	15	21	14	10
80	90	23	16	11½	23	22	16	23	15½	11
90	100	25	17½	12½	25	23½	17	25	16½	11½
100	110	27	19	13½	27	25	18	27	18	12½
110	120	29	20	14½	29	26½	19	29	19½	13½
120	130	31	21½	15½	31	28	20	31	20½	14
130	140	33	23	16½	33	29½	21	33	22	15
140	150	35	24½	17½	35	31	22	35	23½	16
150	160	37	26	18½	37	32½	23	37	24½	17
160	170	39	27	19½	39	34	24	39	26	17½
170	180	41	28½	20½	41	35½	25	41	27	18½
180	190	43	30	21½	43	37	26	43	28½	19½
190	200	45	31½	22½	45	38½	27½	45	30	20½
200	220	49	34½	24½	49	41½	30	49	32½	22
220	240	53	37	26½	53	44½	32½	53	35	24
240	260	57	40	28½	57	47½	35	57	37½	26
260	280	61	43	30½	61	50½	37½	61	40	28
280	300	65	46	32½	65	53½	40	65	42½	30
300	325	69	49	34½	69	57	42½	69	45	32
325	350	73	52	36½	73	60½	45	73	48	34
350	375	77	55	38½	77	64	47½	77	51	36
375	400	81	58	40½	81	67½	50	81	54	38

\*170-A  
 Cancels  
 170

400	425	85	61	42½	85	71	52½	85	57	40
425	450	89	64	44½	89	74½	55	89	60	42
450	475	93	67	46½	93	78	57½	93	63	44
475	500	97	70	48½	97	81½	60	97	66	46
500	525	101	73	50½	101	85	62½	101	69	48
525	550	105	76	52½	105	88	65	105	72	50
550	575	109	79	54½	109	91	67½	109	75	52
575	600	113	82	56½	113	94	70	113	78	54
600	625	117	85	58½	117	97	72½	117	81	56
625	650	121	88	60½	121	100	75	121	84	58
650	675	125	91	62½	125	103	77½	125	87	60
675	700	①129	94	64½	①129	106	80	①129	90	62
For dis- tances over 700 miles add for each 25 miles or fraction thereof...		①3½	3	2	①3½	3	2½	①3½	3	2

\*Change, Decision No.  
 Reduction in Any Quantity rates, except as otherwise shown.  
 ① No change.

EFFECTIVE JULY 15, 1940

Correction No. 6 Issued by The Railroad Commission of the State of California,  
 San Francisco, California.

SECTION NO. 3

-----  
DAIRY CATTLE RATES  
-----

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

\*Change, Decision No.

EFFECTIVE JULY 15, 1940

Issued by The Railroad Commission of the State of California,  
Correction No. 11 San Francisco, California.



Item No.	SECTION NO. 3 RATES (In cents per head)									
200	DAIRY CATTLE, as described in Item No. 10 series.									
	Between  And	ZONES  (See Items Nos. 210 and 220 series for territorial zone descriptions.)								
		ZONES	A	B	C	D	E	F	G	H
	A	75								
	B	100	75							
C	200	150	75							
D	200	200	200	75						
E	150	150	150	100	75					
F	100	100	200	150	100	75				
G	150	200	300	200	200	150	75			
H	100	150	250	200	200	100	100	75		
	100	150	250	250	200	150	150	100	75	
<p>Rates are subject to a minimum charge of \$1.00 per shipment. Not subject to the provisions of Item No. 120 series.</p>										
<p>↓ Reduction, Decision No.</p>										
<p>EFFECTIVE JULY 15, 1940</p>										
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>										
<p>Correction No. 7</p>										

Item No.	SECTION NO. 3	RATES (Continued)
	TERRITORIAL ZONE DESCRIPTIONS (Items Nos. 210 and 220 series)	
	<p>The following territorial zone descriptions include both sides of streets, boulevards, roads, avenues or highways named, and apply in connection with rates making specific reference hereto:</p>	
	ZONE A	
	<p>Beginning at the intersection of Slauson Avenue and La Brea Avenue; thence northerly along La Brea Avenue to Santa Monica Boulevard; easterly along Santa Monica Boulevard to Cahuenga Boulevard; northwesterly along Cahuenga Boulevard to Barham Boulevard; northerly along Barham Boulevard to Olive Avenue; northeasterly along Olive Avenue to Alameda Avenue; northeasterly along Alameda Avenue to San Fernando Road; southeasterly along San Fernando Road to Colorado Street; easterly along Colorado Street and Colorado Boulevard to North Figueroa Street; southerly along North Figueroa Street to Pasadena Avenue; easterly along Pasadena Avenue to Mission Street; easterly along Mission Street to Los Robles Avenue; southeasterly along Los Robles Avenue to Wilson Avenue; southerly along Wilson Avenue to Atlantic Boulevard; southerly along Atlantic Boulevard to Firestone Boulevard; westerly along Firestone Boulevard and Manchester Avenue to Avalon Boulevard; northerly along Avalon Boulevard to Slauson Avenue; westerly along Slauson Avenue to point of beginning.</p>	
	ZONE B	
*210	<p>Beginning at the intersection of Atlantic Boulevard and Anaheim Telegraph Road; thence northerly along Atlantic Boulevard to Huntington Drive; north-easterly along Huntington Drive and Falling Leaf Avenue to Foothill Boulevard (U.S. Highway No. 66); easterly along Foothill Boulevard to Irwindale Avenue; southerly along Irwindale Avenue to Arroyo Avenue; easterly along Arroyo Avenue to Glendora Avenue; southwestery along Glendora Avenue to Pomona Boulevard; northwesterly and southwestery along Pomona Boulevard to Hacienda Boulevard; southwestery along Hacienda Boulevard to Whittier Boulevard; westerly along Whittier Boulevard to La Mirada Avenue; southerly along La Mirada Avenue to Imperial Highway; westerly along Imperial Highway to Valley View Avenue; northerly along Valley View Avenue to Anaheim Telegraph Road; northwesterly along Anaheim Telegraph Road to point of beginning.</p>	

ZONE C

Beginning at the intersection of Arroyo Avenue and Glendora Avenue in West Covina; thence easterly along Arroyo Avenue and U. S. Highways Nos. 70 and 99 to Archibald Avenue; southerly along Archibald Avenue to River Street; southeasterly along River Street to the Santa Ana River; southwesterly along the Santa Ana River to Placentia Yorba Boulevard; northerly and northwesterly along Placentia Yorba Boulevard to Richfield Road; northerly along Richfield Road to Yorba Linda Boulevard; easterly along Yorba Linda Boulevard to Imperial Highway; northwesterly and westerly along Imperial Highway to La Mirada Avenue; northerly along La Mirada Avenue to Whittier Boulevard; easterly along Whittier Boulevard to Hacienda Boulevard; northerly along Hacienda Boulevard to Pomona Boulevard; northerly and easterly along Pomona Boulevard to Glendora Avenue; northeasterly along Glendora Avenue to point of beginning.

ZONE D

Beginning at the point Jefferson Street crosses the Santa Ana River; thence southerly along Jefferson Street to Santa Ana Canyon Road; southwesterly along Santa Ana Canyon Road to Santiago Boulevard; southeasterly along Santiago Boulevard to Chapman Avenue; easterly along Chapman Avenue to Crawford Canyon Road; southeasterly along Crawford Canyon Road to Newport Avenue; southwesterly along Newport Avenue to Irvine Boulevard; southeasterly along Irvine Boulevard to Central Avenue; southwesterly along Central Avenue to Laguna Road; southerly along Laguna Road and its prolongation to the Pacific Ocean at Laguna Beach; northwesterly along the shore line of the Pacific Ocean to the Santa Ana River; northwesterly along the Santa Ana River to point of beginning.

\*Change, Decision No.

EFFECTIVE JULY 15, 1940

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

Correction No. 8

Item No.	SECTION NO. 3	RATES (Continued)
	TERRITORIAL ZONE DESCRIPTIONS (Concluded) (Items Nos. 210 and 220 series)	
	ZONE E	
	<p>Beginning at the intersection of U.S. Highway No. 101 Alternate and Bay Boulevard; thence northeasterly along Bay Boulevard to Los Alamitos Boulevard; northerly along Los Alamitos Boulevard to Cerritos Avenue; easterly along Cerritos Avenue to Hansen Street; northerly along Hansen Street and Luitwieler Road to Imperial Highway; easterly along Imperial Highway to Yorba Linda Boulevard; westerly along Yorba Linda Boulevard to Richfield Road; southerly along Richfield Road to Walnut Street; westerly along Walnut Street to Jefferson Street; southerly along Jefferson Street to the Santa Ana River; southwesterly along the Santa Ana River to U.S. Highway No. 101 Alternate; northwesterly along U.S. Highway No. 101 Alternate to point of beginning.</p>	
	ZONE F	
*220	<p>Beginning at the point the prolongation of Avalon Boulevard meets the Pacific Ocean; thence northerly along the prolongation of Avalon Boulevard and Avalon Boulevard to Firestone Boulevard; easterly along Firestone Boulevard to Atlantic Boulevard; northerly along Atlantic Boulevard to Anaheim Telegraph Road; southeasterly along Anaheim Telegraph Road to Valley View Avenue; southerly along Valley View Avenue to Artesia Avenue; easterly along Artesia Avenue to Hansen Street; southerly along Hansen Street to Cerritos Avenue; westerly along Cerritos Avenue to Los Alamitos Boulevard; southerly along Los Alamitos Boulevard to Bay Boulevard; southwesterly along Bay Boulevard and its prolongation to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.</p>	
	ZONE G	
	<p>Beginning at the point the prolongation of Torrance Boulevard meets the Pacific Ocean; thence easterly along Torrance Boulevard to Madrona Avenue; southerly along Madrona Avenue to Carson Street; easterly along Carson Street to Avalon Boulevard; southerly along Avalon Boulevard and its prolongation to the Pacific Ocean; southerly, westerly and northerly along the shore line of the Pacific Ocean to point of beginning.</p>	
	ZONE H	
	<p>Beginning at the point the prolongation of Culver Boulevard meets the Pacific Ocean; thence northeasterly along Culver Boulevard to Jefferson Boulevard; northeasterly along Jefferson Boulevard to Slauson Avenue; easterly along Slauson Avenue to Avalon Boulevard; southerly along Avalon Boulevard to Carson Street; westerly along Carson Street to Madrona Avenue; northerly along Madrona Avenue to Torrance Boulevard; westerly along Torrance Boulevard and its prolongation to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.</p>	

ZONE I

Beginning at the point the prolongation of Sunset Boulevard meets the Pacific Ocean; thence northeasterly along Sunset Boulevard to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Ventura Boulevard; southeasterly along Ventura Boulevard and Cahuenga Boulevard to Santa Monica Boulevard; westerly along Santa Monica Boulevard to La Brea Avenue; southerly along La Brea Avenue to Slauson Avenue; westerly along Slauson Avenue to Jefferson Boulevard; southwesterly along Jefferson Boulevard to Culver Boulevard; southwesterly along Culver Boulevard and its prolongation to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning

\* Change, Decision No.

EFFECTIVE JULY 15, 1940

Correction No. 9

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