

Decision No. 316566

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 regula-
tions of all common carriers as
defined in the Public Utilities Act
of the State of California, as
amended, and all highway carriers
as defined in Chapter 223, Statutes
of 1935, as amended, for the trans-
portation, for compensation or hire,
of any and all commodities.

Case No. 4246

ORIGINAL

BY THE COMMISSION:

Additional Appearances

J. L. Stewart, for Armour & Company, Swift & Company
and American Institute of Meat Packers
Raymond L. Weyl, for Spratts Patent Ltd.
Edward R. Mowll, for Old Trusty Dog Food Co.

SUPPLEMENTAL OPINION AND ORDER

This decision deals with certain proposed modifications of Decision No. 31606, as amended, in the above entitled proceeding, wherein minimum rates have been established for the transportation of property within California by common carriers, radial highway common carriers and highway contract carriers. Evidence concerning the first two matters considered was received at public hearings held in San Francisco before Examiner Earl S. Williams. The matters thereafter considered do not appear to require public hearing.

Description of "Canned Goods"

Item No. 610- C of Highway Carriers' Tariff No. 2 (Appendix "D" to said Decision No. 31606) contains a description of "Canned Goods" applicable in connection with certain other items making

reference thereto.¹ Certain rail lines filed a petition alleging that the description was indefinite and uncertain by reason of the fact that packing requirements were not specified. In general, they proposed that the rating and rates on "canned goods" apply only on the articles named in Item 610-C when shipped in earthenware, glass, metal cans, pails or tubs. Certain other types of containers were proposed to be authorized in addition for individual commodities in the group.

A witness for the rail carriers expressed the opinion that the only articles intended by the Commission to be embraced within the canned goods description in Highway Carriers' Tariff No. 2 were those which had theretofore been included in the canned goods description, in Item No. 210 series of Pacific Freight Tariff Bureau Exception Sheet. The latter description, he stated, was restricted to articles commonly known as canned goods and certain articles grouped therewith when moving in glass or in various types of fibre and wooden containers. The inner containers specified in that item, he stated, were intended to permit indefinite preservation of the commodities. In the absence of any container specifications in the description adopted by the Commission, this witness asserted, shippers were taking the position that the canned goods ratings and rates making reference to this description were also applicable on the articles named when shipped in such a manner that the container would not act to preserve the article but would simply protect it from dirt and disfigurement during shipment. He stated that such latter commodities were not ordinarily treated for rate-making purposes in the same category as

¹ The items making reference to Item No. 610-C are Item No. 320-A which provides a rating of 90 per cent of fourth class for less-carload shipments of "canned goods as described in Item No. 610 series"; and Items Nos. 620-A and 630 which name mileage and point-to-point commodity rates on "Canned Goods and Other Articles as described in Item No. 610 series" when in minimum shipments of 20,000 and 30,000 pounds.

canned goods and that the application of the canned goods rates thereon would result in rates not designed for the movement of such commodities. Particular emphasis was placed by the witness on an asserted contention of shippers that the entry in Item No. 610-C reading "Meats, cooked, cured or preserved, with or without cereal or vegetable ingredients" applied to shipments of these commodities in bulk or in any other form under the established less-carload rating of 90 per cent of fourth class. It was urged that if shipper's contention as to cooked, cured or preserved meats was correct, then Item No. 610-C would also permit shipments of such articles as breads, corn and fish, in bulk, or in any other form, under said rating.

Armour and Company, American Institute of Meat Packers and Sacramento Chamber of Commerce opposed the petition of the rail carriers. J. L. Stewart, traffic manager of Armour and Company, California Division, who also appeared as a witness for Swift and Company and the American Institute of Meat Packers, expressed the opinion that in the absence of any restriction as to the containers or forms of shipment in connection with the article "Meats, cooked, cured or preserved, with or without vegetable ingredients" as listed in Item No. 610-C, the less-carload rating of 90 per cent of fourth class was applicable to such commodities when shipped in bulk. He stated that the proposal of the rail carriers, if adopted, would increase the applicable less-carload rates on meats, cooked, cured or preserved from 90 per cent of fourth class to fourth class or higher.²

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Meats cooked, cured or preserved, in bulk, take various ratings in the Western Classification, the less-carload ratings generally ranging from 2nd to 4th class. The less-carload rating on uncooked hams and bacon in bulk is 4th class; on cooked hams, in bulk, 2nd class and on cooked, cured or preserved sausage in bulk, 3rd class.

Witness Stewart testified that cooked, cured or preserved meats in bulk had transportation characteristics comparable to canned meats and other canned goods taking the canned goods rating and rates. He stated that both canned meats and bulk meats usually were handled by the same firms and were shipped to the same customers. He stated further that these commodities were ordinarily packed in the same types of outer containers and that the inherent nature of the bulk meats, together with their outer packing, was such that they had little susceptibility to damage in transit.³ With respect to spoilage, witness Stewart stated that canned hams were susceptible thereto to an extent equal to or greater than bulk hams. He submitted two exhibits (Nos. 489 and 490) consisting of advertising labels and labels placed on canned ham and bulk ham packages and pointed out that the canned ham labels generally contained a warning reading "Perishable - Keep Under Refrigeration," whereas no such warning was placed on the bulk hams. He testified further that the shipping weights of containers of bulk ham generally exceeded those of containers of canned hams. An exhibit comparing the shipping container weights, weights per cubic foot and values per cubic foot of specified bulk meats with certain canned foods taking the canned goods rating and rates was submitted. It shows that the densities of pickled hams and bellies, smoked hams, bacon and picnic hams, cooked hams and various types of sausage, in bulk, were generally somewhat less than hams, luncheon meats, pressed ham and corned beef, in cans. On the other hand it shows that the values per cubic foot were somewhat lower.

³ Exhibit No. 486 introduced by this witness showed that thirty-two claims were paid by for-hire carriers during the period January 2, 1936 to December 31, 1939, inclusive, aggregating \$258.17. Of this amount only \$11.73 was shown to be due to damage to the package and contents, exclusive of damage in truck accidents, or to spoilage of the commodity. The witness stated that 5,500 tons of bulk meats were shipped from the South San Francisco plant of his firm during 1939 and that loss and damage claims thereon amounted to only \$70.82.

Armour's traffic manager further testified that cooked, cured and preserved meats in bulk were sold in competition with similar commodities in cans as well as with other canned goods and that the canned goods rating and rates were necessary to permit his company to keep the price of bulk meats sufficiently low to meet the competition of competitive food products. He asserted that extensive national advertising campaigns involving canned ham and other canned meats had increased the demand for these commodities and had made it increasingly difficult to sell bulk meats in competition with canned meats. He stated, moreover, that both proprietary and for-hire truck carriers were extensively used by his firm to distribute its products throughout the state and expressed the opinion that the application of rates on the bulk meats higher than those applicable on the canned meats would cause his company to increase materially its shipments by proprietary truck.

Roy M. Gee, secretary of C. Swanston & Son, appearing as a witness for the Sacramento Chamber of Commerce, testified along the same general lines as witness Stewart. He stated, however, that his firm dealt only in bulk meats. He asserted that bulk meats were sold in active competition with canned meats and other canned food products manufactured by other California meat packers as well as eastern producers of such products. He testified that his firm shipped approximately 1,000 tons of prepared meats in bulk annually and that, of this quantity, only one loss and damage claim, amounting to \$16.20, was paid during the period January 1, 1939 to August 1, 1940. This claim, he stated, resulted from the negligence of the carrier and not from any deficiency in the packing or the inherent nature of the commodity.⁴ Of the total tonnage of less-carload shipments of cooked,

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According to the testimony individual hams and bacon are usually wrapped in paper and packed in crates or boxes lined with heavy paper.

cured or preserved meats in bulk shipped by his firm, he said, approximately 12 per cent moved by rail carriers, 5 per cent by common carrier trucks, 3 per cent by contract truck, and 80 per cent by proprietary trucks. He expressed the opinion that the adoption of the rail proposal would further increase the proportion of his firm's business now handled by proprietary truck.

W. G. Stone, Traffic Manager of the Sacramento Chamber of Commerce, testified as did Witness Stewart, that the gross shipping weights of packages were greater and the values per cubic foot less on cooked, cured or preserved meats in bulk than they were on many of the canned foods taking the canned goods rating and rates. He likewise conceded that the densities of the bulk meats were generally somewhat less than they were for the canned meats.⁵

The canned goods rating and commodity rates provided in Decision No. 31606, in this proceeding, were brought forward from prior minimum rate orders of the Commission without substantial change other than in the commodity description. However, in Item No. 610 of Highway Carriers' Tariff No. 2 (Appendix "D" of Decision No. 31606) the articles taking the commodity rates were listed under the heading "Canned Goods and Other Articles, viz.:", and Item No. 320-A of the tariff in which the 90 per cent of 4th class rating was provided referred to Item 610 for the description of articles taking that rating. Formerly the articles subject to the commodity rates and the canned goods rating were listed under headings of "Canned Goods, Pickles and Preserves." It is apparent that these changes had the

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This witness submitted an exhibit (No. 491) showing a comparison of the gross container shipping weights, the weights per cubic foot and the values per cubic foot, of various grades and sizes of bulk hams and bacon; also bulk frankfurters, sausage and bologna, with canned hams and canned sea food products. He augmented this by testimony indicating the weights per cubic foot and the values per cubic foot of olive oil, olives (large), sweet pickles in 5 gallon kegs, garlic powder and onion powder, which commodities he stated were normally shipped in bulk and were now included in Item No. 210 series of the Exception Sheet. The exhibit and testimony described above generally substantiated the assertions of this witness with respect to the commodities compared.

effect of extending the application of the canned goods rating and commodity rates to apply on all of the commodities included in the list whether or not such commodities were canned goods, pickles or preserves. It appears that the present description extends the canned goods rating and rates to commodities not ordinarily grouped for rate making purposes with canned goods and for which such rating and rates were obviously not designed. The rail proposal appears to include all of the inner containers in which the commodities named in Item No. 610-C of Highway Carriers' Tariff No. 2 are normally packed for preservation and the adoption of those containers appears to be consistent with the evident intention of the Commission in establishing the present canned goods description. In general, the proposal will be adopted.

By the addition of the container requirements proposed by the rail lines, cooked, cured or preserved meats, when shipped in bulk, in crates or boxes, would be specifically excluded from the application of the 90 per cent of fourth class rating and the commodity rates now applicable on canned goods. Consideration must therefore be given to the contention of protestants that the proposed increase has not been justified on this commodity and that the canned goods rating and rates are proper for said commodity and should be allowed to continue in effect. The evidence indicates that the nature of cooked, cured or preserved meats in bulk and the character of packing ordinarily used are such that these commodities have little susceptibility to spoilage or damage in transit. It further indicates that cooked, cured or preserved meats in bulk are sold in active competition with similar meats in cans and that both commodities are frequently shipped by the same firms to the same customers. In view of these circumstances and in the absence of convincing evidence that the canned goods rating and rates are improper for the transportation of the bulk meats the present rates thereon should not be disturbed.

Reduction in rates on Dog Biscuits, whole, broken or ground

Spratts Patent Limited, California Animal Products Company and Old Trusty Dog Food Company sought inclusion of "Dog Biscuits, whole, broken or ground" in the description of "Grain, Grain Products and Related Articles" contained in Item No. 652¹/₂-A of Highway Carriers' Tariff No. 2, for which commodities specific rates are named in Item No. 654 of the tariff.⁶ In justification petitioner's witness pointed out that dog biscuits, when moving in less-carload quantities, took the same rating in the Western Classification as animal or poultry feed.⁷ He pointed out also that animal feeds, except cooked or baked cakes, biscuits or breads, were authorized to move under the sought commodity rates. He asserted that the sought commodity rates applied on dog foods other than those specifically excluded under the description cooked or baked cakes, biscuits or breads, of which, the witness declared, there are numerous varieties. He testified that the dog biscuits manufactured by petitioners were made of substantially the same ingredients as were used in uncooked dog foods manufactured by milling companies. He testified further that the dog biscuits were valued and sold at approximately the same prices as the uncooked dog foods and that both types of dog foods were sold competitively to the same customers. The witness stated, moreover, that low rates on dog foods were necessary to enable manufacturers of these commodities to meet the competition of "table

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Animal and poultry foods composed of grain and grain products are included in Item 652¹/₂-A. Cooked or baked cakes, biscuits and breads are specifically excluded.

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Dog Biscuits, whole, broken or ground are rated in the Western Classification under the heading "Feed, Animal or Poultry" at fourth class less-carload and fifth class, minimum carload weight 36,000 pounds. Feed, Animal or Poultry, prepared, not otherwise indexed by name, is rated under the same heading at fourth class less-carload and Class B, minimum carload weight 36,000 pounds.

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scraps" used as dog food. Dog biscuits, he asserted, were included with animal or poultry feed in tariffs issued by the Transcontinental Freight Bureau. Higher rates on dog biscuits than on other types of dog foods, he claimed, had resulted in a reduction in the volume of sales of dog biscuits. The witness testified further that the existing rates had resulted in a diversion of traffic from for-hire carriers to proprietary trucks, through customers hauling their purchases of dog biscuits in lieu of utilizing for-hire carriers to perform the transportation.

While dog biscuits are said to have approximately the same value as uncooked prepared dog foods and to be competitive with such commodities, the record contains no specific evidence of the particular types of uncooked prepared dog food taking the animal feed rates with which dog biscuits compete. Nor does it contain any evidence showing the values of the commodities compared or other evidence which will reasonably support the assertions made by petitioner that dog biscuits have transportation characteristics similar to and that they are competitive with the types of prepared dog foods which now take the animal feed rates. Under these circumstances, the reduced rating cannot be said to have been justified from the standpoint of the relationship with other commodities now taking the grain, grain products and related articles rates. No convincing showing has been made that a reduction in the present rates is necessary to permit the free movement of the commodity involved by for-hire carriers. The petition will be denied.

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Exhibit No. 1, attached to the petition, shows that present any-quantity rates on dog biscuits from San Francisco to representative points in northern California range from 8 to 19½ cents per 100 pounds higher than the rates applicable on uncooked animal feeds.

Amendment of Newspaper Exemption.

Item No. 40 series of Highway Carriers' Tariff No. 2 exempts "newspapers" from the application of the minimum rates. This exemption was based upon a showing that transportation of newspapers for retail distribution was a specialized service for which the general merchandise rates were not appropriate. Question has arisen as to whether the exemption covers scrap or waste newspapers. It is evident that the peculiarities surrounding transportation of newspapers for retail distribution do not attend transportation of scrap or waste newspapers and that the exemption should not apply to the latter service. In order to clarify the item, the exemption reading "Newspapers" will be amended to read "Newspapers (not scrap or waste)."

Modification Correcting Clerical Error in Grain Rates.

Minimum rates for the transportation of grain, grain products and related articles were originally established by Decision No. 30640 in Cases Nos. 4088, Part "F" and 4118. These rates were adopted in this proceeding by Decision No. 32609 of December 5, 1939, and are set forth in Items Nos. 654 and 656 series of Highway Carriers' Tariff No. 2. In effecting the adjustment, a rate of 11 cents per 100 pounds, minimum weight 30,000 pounds, for distances of over 110 miles but not over 120 miles was inadvertently published in Item No. 654 instead of the previously effective rate of $11\frac{1}{2}$ cents per 100 pounds. Similarly, a rate of 74 cents per 100 pounds, minimum weight 10,000 pounds, for distances of over 500 miles but not over 525 miles was set forth in Item No. 656 in place of the previously effective rate of 73 cents per 100 pounds. Appropriate tariff corrections will be made.

Enlargement of Pickup and Delivery Zones at
Hayward, San Jose and Hanford.

Petitions were filed by the Southern Pacific Company for authority to extend its pickup and delivery limits at Hayward, by the Southern Pacific Company and The Western Pacific Railroad Company (T. M. Schumacher and Sidney M. Ehrman, Trustees) to extend their pickup and delivery limits at San Jose; and by The Atchison, Topeka & Santa Fe Railway Company and Southern Pacific Company, jointly, to extend their pickup and delivery limits at Hanford. The allegations in these petitions are substantially the same, namely that the areas proposed to be included are a part of the industrial or residential development of the points involved and that the industries and persons located in the extended areas should be accorded a rate parity with those located within existing pickup and delivery limits.

The petitions will be granted. In passing upon the propriety of extensions of pickup and delivery zones presently maintained by common carriers, however, it should be understood that we are here concerned only with determination whether or not the minimum rates established by Decision No. 31606, as amended, for transportation from and to points within existing zones, should be authorized to be applied likewise from and to points within the proposed enlarged zones. Whether or not the carriers' services should be expanded in the areas not now served, and whether or not the carriers' operating rights should be enlarged to permit service from and to points or territories which they are not now authorized to serve, are questions not at issue in this proceeding.

Oil Well Supply Rates.

Transportation of mixed shipments generally is subject to Item No. 90 series of Highway Carriers' Tariff No. 2. By amendment

effective October 1, 1940, however, special provision was made for mixed shipments of oil, water or gas well outfits and supplies with other commodities. This latter provision was based upon a specific record dealing with the particular commodities involved and it was intended by the Commission that it should supersede the general rule where these commodities were included in a mixed shipment. The rule governing mixed shipments generally will therefore be amended to show that it will not apply to the latter type of mixed shipments.

Also, hourly rates have been provided in the tariff, effective October 1, 1940, for the service of "stringing" in connection with the transportation of iron or steel pipe. These rates are set forth in Item No. 720 series which, according to its phrasing, applies only to "oil field transportation." The latter item will be amended to show specifically, that the rates therein will apply to the service of stringing pipe, regardless of the territory in which the service is performed.

Mixed Shipments Involving Household Goods

Item No. 90-C of Highway Carriers' Tariff No. 2 is currently applicable to mixed shipments which include commodities for which rates are provided in other tariffs issued by the Commission. Mixed shipments of used household goods and other articles, however, are specifically provided for in City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4. The provisions of the household goods tariff were established upon a comprehensive record in which evidence relating to mixed shipments of household goods and other property was received. Item No. 90-C of Highway Carriers' Tariff No. 2 therefore will be amended to exclude the mixed shipments in question.

Petition of Richfield Oil Corporation For Reduced Rates on Petroleum Products

By appropriate petition, Richfield Oil Corporation seeks

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certain additions to and amendments of Item No. 727 of Highway Carriers' Tariff No. 2, which names point-to-point rates for transportation of petroleum and petroleum products. It points out that the rates in that item were published for the purpose of enabling intrastate highway carriers to meet rates maintained by rail carriers for transportation between California points over interstate routes, but that the currently effective interstate rates are lower in some instances than those named in the item. Petitioner alleges that highway carriers require a rate parity to be on a competitive basis and that moreover, shippers desiring to use the services of highway carriers are placed at a disadvantage when required to pay rates higher than would be charged for rail transportation. The item will be amended to reflect the present basis of interstate rail rates. This will involve not only the amendments and additions sought by Richfield Oil Corporation, but also various other changes corresponding to changes made in the interstate basis from time to time since the establishment of the intrastate rates.

Depot Deductions

Item No. 110-B of Highway Carriers' Tariff No. 2 provides for deductions from the rates specifically set forth, subject to certain conditions, when the carriers receive the property at or deliver it to an established depot. Provision is made that "In no case shall the net transportation rate be less than 10 cents per 100 pounds." In view of the fact that numerous of the rates specifically published in the tariff are less than 10 cents per 100 pounds the sentence quoted will be amended by addition of the phrase "when applying the provisions of this paragraph."

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2

(Appendix "D" to Decision No. 31606, as amended) be amended by substituting therein, to become effective November 1, 1940, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Eighth Revised Page 14 (cancels Seventh Revised Page 14)
Fourth Revised Page 17 (cancels Third Revised Page 17)
Fourth Revised Page 18 (cancels Third Revised Page 18)
Fourth Revised Page 47 (cancels Third Revised Page 47)
First Revised Page 51-E (cancels Original Page 51-E)
First Revised Page 51-G (cancels Original Page 51-G)
Third Revised Page 57 (cancels Second Revised Page 57)
Second Revised Page 62 (cancels First Revised Page 62)

IT IS HEREBY FURTHER ORDERED that Southern Pacific Company be and it is hereby authorized to establish for transportation from or to points which it may be authorized to serve within the following described territory the rates prescribed by Decision No. 31606, as amended, for transportation from or to points within the existing pickup and delivery limits of Hayward.

"All points within the city limits; also that area outside the city limits within the following boundaries:

(a) Beginning at the intersection of the northern city limits and Foothill Boulevard; thence northwesterly along Foothill Boulevard to Mattox Road; southwesterly along Mattox Road to East Fourteenth Street; northwesterly along East Fourteenth Street to Lewelling Boulevard; westerly along Lewelling Boulevard to Meekland Avenue; southeasterly along Meekland Avenue to the city limits at 'A' Street; along the northern city limits to point of beginning.

(b) Beginning at the intersection of the western city limits and 'A' Street; thence westerly along 'A' Street to Hesperian Boulevard; southeasterly along Hesperian Boulevard to Winton Avenue; northeasterly along Winton Avenue to the city limits; along the western city limits to point of beginning.

(c) Beginning at the southern city limits and Soto Road; thence southeasterly along Soto Road to Orchard Avenue; northeasterly along Orchard Avenue to Hayward-Niles Road; northwesterly along the Hayward-Niles Road to the city limits; along the southeasterly city limits to point of beginning."

IT IS HEREBY FURTHER ORDERED that Southern Pacific Company and The Western Pacific Railroad Company (T. M. Schumacher and Sidney M. Ehrman, Trustees) be and they are hereby authorized to establish, for transportation from or to points which they may be authorized to serve within the following described territories, the rates prescribed by Decision No. 31606, as amended, for transportation from or to points within the existing pickup and delivery limits of San Jose:

"All points within the city limits; also that area outside the city limits within the following boundaries:

- (a) Beginning at the intersection of Bayshore Highway and the city limits at Coyote River; thence southeasterly along Bayshore Highway to city limits at McKee Road; southwesterly and northerly along the city limits to point of beginning.
- (b) Beginning at the intersection of Bonita Avenue and East San Antonio Street; thence southeasterly along Bonita Avenue to Sunny Court; southwesterly along Sunny Court to McLaughlin Avenue; northwesterly along McLaughlin Avenue to East San Antonio Street; northeasterly along East San Antonio Street to point of beginning.
- (c) Beginning at the intersection of Monterey Road and Cottage Grove Avenue; thence southeasterly along Monterey Road to Tully Road; northeasterly on Tully Road to Southern Pacific Company right-of-way; northwesterly along Southern Pacific Company right-of-way to city limits; southwesterly along the city limits to Monterey Road; southeasterly along Monterey Road to point of beginning.
- (d) Beginning at the intersection of Almaden Road and Malone Road; thence northeasterly along Almaden Road to Alma Avenue; northeasterly along Alma Avenue to the city limits; southwesterly and southerly along the city limits to point of beginning.
- (e) Beginning at the point where Lincoln Avenue crosses Los Gatos Creek; thence southwesterly along Los Gatos Creek to Carolyn Avenue; southeasterly along Carolyn Avenue to Garfield Avenue; northeasterly along Garfield Avenue to Lincoln Avenue; northwesterly along Lincoln Avenue to point of beginning.
- (f) Beginning at the point where Lincoln Avenue crosses Los Gatos Creek; thence northwesterly along Lincoln Avenue to the city limits; northeasterly, southeasterly and southwesterly along the city limits to point of beginning.
- (g) Beginning at the intersection of Bascom Avenue and Forrest Street; thence southerly along Bascom Avenue to Moorpark Avenue; easterly along Moorpark Avenue to the city limits at Race Street; northeasterly and westerly along the city limits to point of beginning."

IT IS HEREBY FURTHER ORDERED that The Atchison, Topeka & Santa Fe Railway Company and Southern Pacific Company be and they are hereby authorized to establish for transportation from or to points which they may be authorized to serve within the following described territory, the rates prescribed by Decision No. 31606, as amended, in Case No. 4246, for transportation from or to points within the city limits of Hanford:

"All points within the city limits; also that area outside the city limits within the following boundaries:

Beginning at the intersection of Seventh Street and East County Road; thence easterly along Seventh Street to Peoples Ditch Company Canal; southerly along Peoples Ditch Company Canal to Southern Pacific Company right-of-way; southwesterly along Southern Pacific Company right-of-way to East County Road; northerly along East County Road to point of beginning."

IT IS HEREBY FURTHER ORDERED that the petition of Spratts Patent Ltd., California Animal Products Company and Old Trusty Dog Food Company be and it is hereby denied.

IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carriers as a result of amendments of Highway Carriers' Tariff No. 2 herein, or which are herein authorized, shall be made effective on November 1, 1940, on not less than three (3) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that in all other respects Decision No. 31606, as amended, shall remain in full force and effect.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 1st day of October, 1940.

Ray & Allen
Frank R. Smith
Raymond J. ...
W. H. ...
Justin J. Carver
Commissioners

| Item No. | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued) | | |
|-------------------------|---|--|---|
| 40-H Cancels 40-G | <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" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p>Accessories, motion picture, Automobiles, set up,</p> <p>Baggage, Butter, dairy, Buttermilk, liquid (Subject to Note 2),</p> <p>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, Commodities when transported in dump trucks, for which rates are provided in Decision No. 32566 of November 14, 1939, as amended, in Case No. 4246, Cotton, Cream (Subject to Note 2),</p> <p>Directories, telephone,</p> <p>Eggs (other than shelled, desiccated or frozen),</p> <p>Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, Fodder, Bean, Cane, Corn or Pea (Subject to Note 7), Fruit, dried, unmanufactured and unprocessed (Subject to Note 4), Fruit, fresh (Subject to Note 3), Fungicides, agricultural,</p> <p>Hops,</p> <p>Ice Cream Mix, unflavored, Insecticides, agricultural,</p> </td> <td style="vertical-align: top; width: 50%;"> <p>Leaves, Cactus, dried (Subject to Note 7), Live stock, Logs (wood),</p> <p>Margarine, Milk, liquid (Subject to Note 2),</p> <p>◆(1) Newspapers, (not scrap or waste), Nuts, edible, in the shell,</p> <p>Pits, fruit, Poultry, live or dressed,</p> <p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5), Seed, cotton, Seeds, field, as described in Note 6, Shell Marl, crushed, ground or powdered, Straw (Subject to Note 7), Sulphur,</p> <p>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. 32629 of December 7, 1939, in Case No. 4246,</p> <p>Vegetables, fresh, Vegetables, dried, viz.: Beans, (except Mesquite), Lentils, Onions, Peas, (except Cow Peas), Pepper Pods, Voting Booths, Ballot Boxes, Election Texts 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,</p> <p>Baggage, Butter, dairy, Buttermilk, liquid (Subject to Note 2),</p> <p>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, Commodities when transported in dump trucks, for which rates are provided in Decision No. 32566 of November 14, 1939, as amended, in Case No. 4246, Cotton, Cream (Subject to Note 2),</p> <p>Directories, telephone,</p> <p>Eggs (other than shelled, desiccated or frozen),</p> <p>Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, Fodder, Bean, Cane, Corn or Pea (Subject to Note 7), Fruit, dried, unmanufactured and unprocessed (Subject to Note 4), Fruit, fresh (Subject to Note 3), Fungicides, agricultural,</p> <p>Hops,</p> <p>Ice Cream Mix, unflavored, Insecticides, agricultural,</p> | <p>Leaves, Cactus, dried (Subject to Note 7), Live stock, Logs (wood),</p> <p>Margarine, Milk, liquid (Subject to Note 2),</p> <p>◆(1) Newspapers, (not scrap or waste), Nuts, edible, in the shell,</p> <p>Pits, fruit, Poultry, live or dressed,</p> <p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5), Seed, cotton, Seeds, field, as described in Note 6, Shell Marl, crushed, ground or powdered, Straw (Subject to Note 7), Sulphur,</p> <p>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. 32629 of December 7, 1939, in Case No. 4246,</p> <p>Vegetables, fresh, Vegetables, dried, viz.: Beans, (except Mesquite), Lentils, Onions, Peas, (except Cow Peas), Pepper Pods, Voting Booths, Ballot Boxes, Election Texts and Election Supplies, when transported from or to polling places.</p> |
| | <p>Accessories, motion picture, Automobiles, set up,</p> <p>Baggage, Butter, dairy, Buttermilk, liquid (Subject to Note 2),</p> <p>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, Commodities when transported in dump trucks, for which rates are provided in Decision No. 32566 of November 14, 1939, as amended, in Case No. 4246, Cotton, Cream (Subject to Note 2),</p> <p>Directories, telephone,</p> <p>Eggs (other than shelled, desiccated or frozen),</p> <p>Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, Fodder, Bean, Cane, Corn or Pea (Subject to Note 7), Fruit, dried, unmanufactured and unprocessed (Subject to Note 4), Fruit, fresh (Subject to Note 3), Fungicides, agricultural,</p> <p>Hops,</p> <p>Ice Cream Mix, unflavored, Insecticides, agricultural,</p> | <p>Leaves, Cactus, dried (Subject to Note 7), Live stock, Logs (wood),</p> <p>Margarine, Milk, liquid (Subject to Note 2),</p> <p>◆(1) Newspapers, (not scrap or waste), Nuts, edible, in the shell,</p> <p>Pits, fruit, Poultry, live or dressed,</p> <p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5), Seed, cotton, Seeds, field, as described in Note 6, Shell Marl, crushed, ground or powdered, Straw (Subject to Note 7), Sulphur,</p> <p>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. 32629 of December 7, 1939, in Case No. 4246,</p> <p>Vegetables, fresh, Vegetables, dried, viz.: Beans, (except Mesquite), Lentils, Onions, Peas, (except Cow Peas), Pepper Pods, Voting Booths, Ballot Boxes, Election Texts and Election Supplies, when transported from or to polling places.</p> | |

◆Increase.

◆Reduction.

(1) Decision No.

EFFECTIVE NOVEMBER 1, 1940

Correction No. 155

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) |
|--------------------------|--|
| *90-D Cancels 90-C | <p style="text-align: center;">MIXED SHIPMENTS</p> <p>(1)</p> <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> <p>(1) Paragraph 1 hereof will not apply to mixed shipments which are subject to the provisions of Item No. 365 series of this tariff.</p> <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. (See Notes 1 and 2.)</p> <p>NOTE 1.-The provisions of this rule will not apply to mixed shipments containing petroleum or petroleum products in bulk in tank trucks, tank trailers or tank semi-trailers for which rates are provided in tariff designated City Carriers' Tariff No. 5, Highway Carriers' Tariff No. 6 (Appendix "C" of Decision No. 32608, as amended, in Cases Nos. 4246 and 4434).</p> <p>NOTE 2.-The provisions of this rule will not apply to mixed shipments containing used property, viz.: household goods, personal effects and office and store fixtures and equipment, for which rates are provided in the tariff designated City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4, (Appendix "A" of Decision No. 32629, as amended, in Cases Nos. 4246 and 4434).</p> |

3. Intrastate and Interstate Tonnage:

(a) When property consisting of part intrastate and part interstate tonnage is received as a single shipment, the intrastate portion may be charged for at the rate which would be applicable on such portion were the entire quantity intrastate in character. In no event shall the aggregate charge on the intrastate and interstate portions be less than the charge herein provided for an intrastate shipment of the same combined quantity.

*Change, Decision No.

EFFECTIVE NOVEMBER 1, 1940

Correction No. 159

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>100-B Cancel 100-A 1-16-40</p> | <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 "A", 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 Items Nos. 654 and 728 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. |
| <p>110-C Cancel 110-B</p> | <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 named herein. (See Note 3.) In no case shall the net transportation rate be less than 10 cents per 100 pounds when applying the provisions of this paragraph.</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> |

NOTE 3.-When the commodity upon which charges are to be computed is rated at a percentage or multiple of classes 1, 2, 3 or 4, the deductions under this rule shall be made from the resulting rate.

*Change, Decision No.

EFFECTIVE NOVEMBER 1, 1940

Correction No. 157

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, in earthenware, glass, metal cans, pails or tubs, except as otherwise provided, viz.: | |
| | Beans and Pork, Breads, Brine, Broths, Butter, fruit, in packages named, or in fibre cans, or in bulk, Butter, peanut (peanut paste), in packages named, or in bulk, Buttermilk (not Casein), Catsup, in packages named, or in bulk, Chili, ground, Chowders, Coconut, prepared, Corn, Dressing, salad, Feed, animal, in metal cans, containing more than 50 per cent of meat, 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, in packages named, or in bulk, Garlic Chips, Garlic Powder, Hominy, Honey, in bulk in metal cans, Jam, in packages named, or in fibre cans, or in bulk, Jelly, in packages named, or in fibre cans, or in bulk, Juice, clam, Juice (not syrup) fruit, unfermented, in packages named, or in bulk, Juice, tomato, in packages named, or in bulk, Juice, vegetable, | Milk (not malted), Buttermilk (not Casein) or Dry Milk Solids, powdered or flaked, in packages named, or in fibre cans, or in bulk, Mince Meat, in packages named, or in cartons, Molasses or Syrup (except coloring, flavoring, fruit, malt, or medicated), Mustard (prepared), in packages named, or in bulk, Oil, olive or salad, Olives, in packages named, or in bulk, Onion Chips, Onion Powder, Paste, tomato, Pectin, fruit or vegetable, Pickles (Cauliflower, Cucumber, Dill Weed, Kraut, Mangoes, Onions and Tomato), in packages named, or in bulk, Pie Preparations (fruit in syrup or in paste form compounded with flour or sugar and flavored), Pimentos (canned peppers), Puddings, Pulp, fruit or vegetable, in packages named, or in bulk, Puree, tomato, Ravioli (prepared), with or without cheese, meat or vegetable ingredients, Rice-and-milk, cooked, in packages named, or in bulk, 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, |
| 610-D Cancels 610-C | | |

Macaroni (prepared), with or without cheese, meat or vegetable ingredients,
Meats, cooked, cured or preserved, with or without cereal or vegetable ingredients, in packages named, or in bulk in crates or boxes,
Milk (condensed or evaporated), liquid, in packages named, or in bulk,

Vegetables (not dehydrated, dried, evaporated nor fresh) in packages named, or in bulk,
Vermicelli (prepared), with or without cheese, meat or vegetable ingredients,
Vinegar, in packages named, or in bulk,
Welsh Rarebit.

◆ Increase, Decision No.

EFFECTIVE NOVEMBER 1, 1940

Correction No. 152 Issued by The Railroad Commission of the State of California,
San Francisco, California.

First Revised Page....51-E

Cancel:

Original Page.....51-E

HIGHWAY CARRIERS' TARIFF NO. 2

| 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. 653½ series for Application of Rates in this item. | | | | | | | |
| | MILES | | (1) RATES | | | | | |
| | (See Note 1) | | Minimum Weight in Pounds | | | | | |
| | Over | But not Over | 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 | 5 | 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 | 10½ | 6½ | 5½ |
| | 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 | -- | 29 | 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 | 69 | -- | 56 | 48 | 36½ | 33½ |
| | 400 | 425 | 70 | -- | 58 | 51 | 38½ | 35½ |
| | 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 |

654-A
Cancel:
654

| | | | | | | | |
|--------------------------------|-----|----|----|----|------|------|-------|
| 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 |

(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.

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

◆Increase, Decision No.

EFFECTIVE NOVEMBER 1, 1940

Correction No. 153 Issued by The Railroad Commission of the State of California,
San Francisco, California.

First Revised Page....51-G
 Cancels
 Original Page.....51-G

HIGHWAY CARRIERS' TARIFF NO. 2

| 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. 653 $\frac{1}{2}$ series for Application of Rates in this item. | | | | | | | |
| MILES | | RATES | | | | | | |
| (See Note 1) | | Minimum Weight in Pounds | | | | | | |
| Over | But not Over | Any Quantity | 2,000 | 4,000 | 10,000 | 20,000 | 30,000 | |
| 0 | 3 | 25 | 19 | 16 | 5 $\frac{1}{2}$ | 4 | 3 $\frac{1}{2}$ | |
| 3 | 5 | 25 | 19 | 16 | 6 $\frac{1}{2}$ | 5 | 4 $\frac{1}{2}$ | |
| 5 | 10 | 26 | 20 | 16 | 7 | 5 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | |
| 10 | 15 | 27 | 22 | 17 | 8 | 6 | 5 | |
| 15 | 20 | 29 | 23 | 18 | 8 $\frac{1}{2}$ | 6 | 5 | |
| 20 | 25 | 29 | 24 | 18 | 9 $\frac{1}{2}$ | 6 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | |
| 25 | 30 | 31 | 25 | 19 | 10 | 6 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | |
| 30 | 35 | 31 | 26 | 20 | 10 $\frac{1}{2}$ | 7 | 6 | |
| 35 | 40 | 32 | 28 | 20 | 11 $\frac{1}{2}$ | 7 | 6 | |
| 40 | 45 | 33 | 29 | 21 | 12 | 8 | 7 | |
| 45 | 50 | 35 | 31 | 22 | 12 $\frac{1}{2}$ | 8 | 7 | |
| 50 | 60 | 36 | 32 | 23 | 14 | 8 $\frac{1}{2}$ | 8 | |
| 60 | 70 | 37 | 35 | 24 | 15 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 8 $\frac{1}{2}$ | |
| 70 | 80 | 39 | 38 | 25 | 17 | 10 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | |
| 80 | 90 | 40 | -- | 26 | 18 | 12 | 10 $\frac{1}{2}$ | |
| 90 | 100 | 41 | -- | 28 | 19 $\frac{1}{2}$ | 13 | 11 $\frac{1}{2}$ | |
| 100 | 110 | 42 | -- | 29 | 21 | 14 $\frac{1}{2}$ | 13 | |
| 110 | 120 | 43 | -- | 31 | 22 | 15 $\frac{1}{2}$ | 13 $\frac{1}{2}$ | |
| 120 | 130 | 45 | -- | 32 | 23 | 16 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | |
| 130 | 140 | 46 | -- | 32 | 24 | 17 $\frac{1}{2}$ | 15 | |
| 140 | 150 | 48 | -- | 34 | 25 $\frac{1}{2}$ | 19 | 16 $\frac{1}{2}$ | |
| 150 | 160 | 49 | -- | 35 | 26 $\frac{1}{2}$ | 20 | 17 | |
| 160 | 170 | 50 | -- | 37 | 28 | 20 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | |
| 170 | 180 | 51 | -- | 38 | 29 | 21 | 19 | |
| 180 | 190 | 52 | -- | 39 | 30 $\frac{1}{2}$ | 22 | 20 | |
| 190 | 200 | 54 | -- | 41 | 32 | 22 $\frac{1}{2}$ | 20 $\frac{1}{2}$ | |
| 200 | 220 | 56 | -- | 43 | 33 $\frac{1}{2}$ | 24 $\frac{1}{2}$ | 22 $\frac{1}{2}$ | |
| 220 | 240 | 59 | -- | 45 | 36 | 26 $\frac{1}{2}$ | 24 $\frac{1}{2}$ | |
| 240 | 260 | 61 | -- | 48 | 38 $\frac{1}{2}$ | 28 $\frac{1}{2}$ | 26 $\frac{1}{2}$ | |
| 260 | 280 | 64 | -- | 50 | 41 | 30 $\frac{1}{2}$ | 28 | |
| 280 | 300 | 67 | -- | 53 | 43 | 32 | 30 | |
| 300 | 325 | 68 | -- | 56 | 46 | 34 $\frac{1}{2}$ | 32 $\frac{1}{2}$ | |
| 325 | 350 | 71 | -- | 58 | 49 | 37 | 34 $\frac{1}{2}$ | |
| 350 | 375 | 74 | -- | 60 | 52 | 39 $\frac{1}{2}$ | 37 | |
| 375 | 400 | 77 | -- | 63 | 55 | 42 | 39 | |
| 400 | 425 | 79 | -- | 66 | 58 | 44 $\frac{1}{2}$ | 41 $\frac{1}{2}$ | |
| 425 | 450 | 81 | -- | 68 | 61 | 47 | 44 | |
| 450 | 475 | 84 | -- | 70 | 64 | 49 | 46 | |
| 475 | 500 | 86 | -- | 73 | 67 | 51 $\frac{1}{2}$ | 48 | |
| 500 | 525 | 89 | -- | 76 | 73 | 54 $\frac{1}{2}$ | 51 | |

656-A
 Cancels
 656

| | | | | | | | |
|-----|-----|-----|----|----|-----|-----|-----|
| 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.

↓ Reduction, Decision No.

EFFECTIVE NOVEMBER 1, 1940

Correction No. 154 Issued by The Railroad Commission of the State of California,
San Francisco, California.

Cancel

| Item No. | SECTION NO. 3 COMMODITY RATES (Continued) | | | | | | | | | | | | | | | | | | | | |
|--|--|-----------------------------|-----------------------------|---------------------------------------|--|---|-----|---|-----|------------------------------------|-----|-----------|--|---------------|-----|---------------|-----|----------|--|---------------|-----|
| 700-B Cancels 700-A | Item cancelled. Item No. 365 series and class rates apply. | | | | | | | | | | | | | | | | | | | | |
| *720-B Cancels 720-A | <p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE</p> <p>Rates in this item apply for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or casinghead plants, and only when the point of origin is at a well site or within an oilfield and the point of destination is also at a well site or within the same or another oilfield. (See Note L.) Rates in this item apply also for stringing pipe as provided in Item No. 175 series.</p> <p>Rates in this item apply only for distances not exceeding 35 miles.</p> | | | | | | | | | | | | | | | | | | | | |
| | <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Type of Equipment</th> <th style="text-align: right;">(2) Rates in cents per hour</th> </tr> </thead> <tbody> <tr> <td colspan="2">Trucks or Tractors and Semi-trailers:</td> </tr> <tr> <td>Less than 3-ton carrying capacity</td> <td style="text-align: right;">300</td> </tr> <tr> <td>Over 3-ton to and including 6-ton carrying capacity..</td> <td style="text-align: right;">350</td> </tr> <tr> <td>Over 6-ton carrying capacity</td> <td style="text-align: right;">400</td> </tr> <tr> <td colspan="2">Trailers:</td> </tr> <tr> <td>4-Wheel</td> <td style="text-align: right;">100</td> </tr> <tr> <td>6-Wheel</td> <td style="text-align: right;">150</td> </tr> <tr> <td colspan="2">Dollies:</td> </tr> <tr> <td>2-Wheel</td> <td style="text-align: right;">100</td> </tr> </tbody> </table> | Type of Equipment | (2) Rates in cents per hour | Trucks or Tractors and Semi-trailers: | | Less than 3-ton carrying capacity | 300 | Over 3-ton to and including 6-ton carrying capacity.. | 350 | Over 6-ton carrying capacity | 400 | Trailers: | | 4-Wheel | 100 | 6-Wheel | 150 | Dollies: | | 2-Wheel | 100 |
| | Type of Equipment | (2) Rates in cents per hour | | | | | | | | | | | | | | | | | | | |
| Trucks or Tractors and Semi-trailers: | | | | | | | | | | | | | | | | | | | | | |
| Less than 3-ton carrying capacity | 300 | | | | | | | | | | | | | | | | | | | | |
| Over 3-ton to and including 6-ton carrying capacity.. | 350 | | | | | | | | | | | | | | | | | | | | |
| Over 6-ton carrying capacity | 400 | | | | | | | | | | | | | | | | | | | | |
| Trailers: | | | | | | | | | | | | | | | | | | | | | |
| 4-Wheel | 100 | | | | | | | | | | | | | | | | | | | | |
| 6-Wheel | 150 | | | | | | | | | | | | | | | | | | | | |
| Dollies: | | | | | | | | | | | | | | | | | | | | | |
| 2-Wheel | 100 | | | | | | | | | | | | | | | | | | | | |
| <p>NOTE L.-When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.</p> <p>(2) Rates shall be computed on the following basis: loading time, plus double the driving time from point of origin to point of destination, plus unloading time. Minimum Charge, 1 hour.</p> <p>Rates include vehicle and driver. When necessary for carrier to furnish extra help other than driver, such service shall be charged for at a rate of not less than 75 cents per hour per extra man furnished.</p> | | | | | | | | | | | | | | | | | | | | | |
| *Change, Decision No. | | | | | | | | | | | | | | | | | | | | | |
| EFFECTIVE NOVEMBER 1, 1940 | | | | | | | | | | | | | | | | | | | | | |
| Issued by The Railroad Commission of the State of California, San Francisco, California. | | | | | | | | | | | | | | | | | | | | | |

Correction No. 156

| Item No. | SECTION NO. 3 | | COMMODITY RATES (Continued) In cents per 100 Pounds | | | | | | | |
|---|---|---------------------|--|------------------------|------------|----------|------|------|-----|----|
| | <p>If the charge accruing under the distance rates in Item No. 725 series is lower than the charge accruing under the rates in this item on the same shipment such lower charge will apply.</p> <p>Rates provided in this item will apply only from railhead points of origin to railhead points of destination at stations named or at unnamed intermediate railhead points in California, viz.:</p> | | | | | | | | | |
| NAME OF RAILROAD | | | BETWEEN | AND | | | | | | |
| Southern Pacific Company | | | Stacy | Westwood Alturas | | | | | | |
| San Diego and Arizona Eastern Railway Company | | | Campo | Jacumba Hot Springs | | | | | | |
| | COMMODITY | FROM | TO | ◆ RATES | | | | | | |
| | | | | Column A | Column B | Column C | | | | |
| | | | | (20) | (30) | (20) | (30) | (30) | | |
| * (3) 727-A Cancel 727 | Column A rates apply on: Petroleum and Petroleum products as described in Item No. 723 series except as provided in Note 1. Column B rates apply on: Petroleum Crude Oil, Petroleum Fuel Oil, Petroleum Gas Oil. Column C rates apply on: Asphalt (asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish). NOTE 1.-Column A rates will not apply on articles for which rates are provided in Column B nor on Asphalt. | San Francisco | Susanville | 36 | 31½ | 36 | 29 | 23½ | | |
| | | | Westwood | 36 | 31½ | 36 | 29 | 23½ | | |
| | | | Viewland | -- | -- | -- | 30 | 26 | | |
| | | | Ravendale | 46 | 39½ | -- | 30 | 28 | | |
| | | | Madeline | 46 | 39½ | -- | 30 | 29 | | |
| | | | Alturas | 49 | 41½ | -- | 30 | 30 | | |
| | | | Group "A" Points as described in Item No. 724 series. | Susanville | 36 | 31½ | 36 | 29 | 23½ | |
| | | | | Westwood | -- | -- | -- | 29 | 23½ | |
| | | | | Viewland | -- | -- | -- | 30 | 26 | |
| | | | | Ravendale | -- | -- | -- | 30 | 28 | |
| | | | | Madeline | -- | -- | -- | 30 | 29 | |
| | | | | Alturas | -- | -- | -- | 30 | 30 | |
| | | | | Sacramento | Wendel | 29 | 25½ | 29 | 25½ | 19 |
| | | | | | Alturas | -- | -- | -- | 30 | 30 |
| | | | | | Susanville | 29 | 25½ | 29 | 25½ | 19 |
| | Group "B" Points as described in Item No. 724 series. | Susanville) | 65 | (1)57 | -- | 40 | 40 | | | |
| | | Westwood) | | (2)53 | | | | | | |
| | San Diego | Jacumba Hot Springs | -- | -- | -- | 10 | -- | | | |

(20) Minimum weight 20,000 pounds.

(30) Minimum weight 30,000 pounds.

*Change, Decision No.

◆ Decrease.

◆ Increase.

(1) Will not apply on Engine Naphtha Distillate.

(2) Applies only on Engine Naphtha Distillate.

(3) Rates formerly named from San Diego to Campo, Plaster City, El Centro, Holtville, Imperial, Calexico, Calipatria, Westmorland, Brawley, Niland, Fuller and Colorado cancelled. After date of cancellation rates elsewhere in the tariff will apply.

EFFECTIVE NOVEMBER 1, 1940

Correction No. 158

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