

Decision No. 35484A

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 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 Statutes 1935, Chapter )  
223, as amended, for the transporta- )  
tion, for compensation or hire, of )  
any and all agricultural products. )

ORIGINAL

Case No. 4293

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

An adjourned hearing was held in this proceeding before Examiner Bryant in Los Angeles on March 10, 1941, for the purpose of affording a hearing herein to certain highway carriers who had not previously had an opportunity to be heard respecting the subject matter of this proceeding. Minimum rates, rules and regulations applicable to all other highway carriers have heretofore<sup>1</sup> been established herein by Decision No. 31924, as amended. The carriers for whom this hearing was held include those who first obtained permits as radial highway common carriers or highway contract carriers between August 29, 1940 and February 21, 1941, inclusive, and radial highway common carriers and highway contract

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<sup>1</sup> Decision No. 31924 of April 11, 1939, in the above entitled proceeding established minimum rates and rules and regulations for the transportation of livestock between all points in California by highway common carriers, radial highway common carriers and highway contract carriers. These rates and rules and regulations were promulgated in the form of a loose-leaf tariff entitled Highway Carriers' Tariff No. 3, which was attached to said Decision No. 31924 as Appendix "C" thereof. Decision No. 31924 has subsequently been modified, supplemented, and amended from time to time and new and revised pages incorporating such changes in the tariff have been issued.

carriers named in Appendix "A" hereof. The record shows that the order instituting investigation herein was duly served on and notice of said hearing herein duly given all such carriers.

Evidence was introduced at the hearing, based upon studies of rates and costs of operation, that the minimum rates and charges and the rules and regulations established by said Decision No. 31924, as amended, and as set forth in Highway Carriers' Tariff No. 3, as supplemented, amended and modified are just, reasonable and nondiscriminatory for all highway carriers, including those carriers hereinabove referred to as well as those previously subject thereto. No criticism was made of the propriety of those minimum rates and charges, rules and regulations and no reason was advanced why they should not be applied as minimum by said carriers. The minimum rates and charges and rules and regulations contained in said Highway Carriers' Tariff No. 3 are based upon favorable conditions effecting the various types of operation and appear to be equally proper for the carriers for whom this hearing was provided and for the others.

We therefore conclude that the minimum rates, charges, accessorial charges, and the ratings, rules and regulations established in and by Decision No. 31924, as supplemented, amended and modified, and as set forth in said Highway Carriers' Tariff No. 3 (Appendix "D" hereof) should be established for and made applicable by all highway carriers.

#### F I N D I N G S

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

1. That the rates, charges, accessorial charges, rules and regulations set forth in Highway Carriers' Tariff No. 3, designated

as Appendix "D" of the order herein, are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges, and accessorial charges to be assessed, charged and collected and the just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges, by all radial highway common and highway contract carriers who first obtained permits between the dates of August 29, 1940 and February 21, 1941, inclusive, and by all radial highway common carriers and highway contract carriers named in Appendix "A" hereof.

2. That subject to the terms and conditions of Items Nos. 150 and 160 series of said tariff, all said radial highway common carriers and highway contract carriers should be authorized to assess, charge and collect rates, charges and accessorial charges of common carriers, lawfully on file with this Commission and in effect on the date of movement, to construct combinations therewith and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges, or combinations therewith, applied subject to the governing ratings, rules and regulations, produce lower aggregate charges than would accrue for the same transportation under the rates, rules and regulations and accessorial charges found just, reasonable and nondiscriminatory in Finding No. 1.

3. That except as provided in Finding No. 2, all of said radial highway common carriers and highway contract carriers should be required to assess, charge and collect, for the transportation or accessorial services to which said tariff is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth or referred to in said tariff and to observe rules

and regulations no lower in volume or effect than those set forth or referred to therein.

4. That the existing ratings, rates, charges, rules, regulations and accessorial charges maintained by highway common carriers named in Appendix "E" hereof, are and will for the future be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, in so far as they are lower in volume or effect than those set forth in the tariff designated as Appendix "D" of the order herein for the performance of the same transportation and the same accessorial services by radial highway common carriers and highway contract carriers.

5. That each and all of said highway common carriers, radial highway common carriers, and highway contract carriers should be required to issue a shipping document (either in individual or manifest form) for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the kind and number of head of livestock shipped, a statement of the weight of the shipment, a statement of the rate assessed and the charges collected, and a statement of such other information as may be necessary to an accurate determination of minimum rates and charges applicable under the order herein; and should be required to retain and preserve a copy of said shipping document, subject to the Commission's inspection for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "C" of the order herein will be suitable and proper.

6. That none of said radial highway common carriers or highway contract carriers should be permitted to quote, assess, charge, collect or observe rates, rules, regulations or accessorial charges in a unit of measurement different from that in which the rates herein provided as minimum for the same transportation or accessorial charges are stated.

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

#### O R D E R

An adjourned public hearing having been held in the above entitled proceeding, and based upon evidence received therein and upon the conclusions and findings set forth in the preceding opinion,

#### IT IS HEREBY ORDERED:

1. That the rates, charges, accessorial charges, rules and regulations set forth in Highway Carriers' Tariff No. 3, designated as Appendix "D" attached hereto and by this reference made a part hereof, be and they are hereby established and approved as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected, and the rules and regulations to be observed, by any and all radial highway common carriers and highway contract carriers who first

obtained permits between the dates of August 29, 1940 and February 21, 1941, inclusive, and by all radial highway common carriers and highway contract carriers named in Appendix "A" hereof, for the transportation of the property and between the points for which rates and charges are provided in said tariff and for the accessorial services rendered incident thereto, except as provided in ordering paragraph No. 2 hereof.

2. That all of said radial highway common carriers and highway contract carriers be and they are hereby authorized to assess, charge and collect common carrier rates and accessorial charges, to construct combinations therewith, and to observe common carrier rules and regulations lawfully on file with the Commission and in effect on the date of movement, subject to the terms and conditions and in the manner explained in Finding No. 2 of the preceding opinion.

3. That on and after the effective date of this order all of said radial highway common carriers and highway contract carriers be and they are hereby ordered and directed to cease and desist and thereafter to abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth or referred to in said tariff, and from observing rates, rules or regulations lower in volume or effect than those set forth or referred to therein.

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

5. That all highway common carriers named in Appendix "B" hereof maintaining ratings, rates, charges, rules or regulations found by Finding No. 4 in the preceding opinion to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, be and they are hereby ordered and directed to cancel said ratings, rates, charges, rules and regulations on or before April 1, 1941, on not less than three (3) days' notice to the Commission and to the public, and to establish in their stead ratings, rates, charges, rules and regulations no lower in volume of effect than those found reasonable or sufficient by Finding No. 4 in the opinion preceding this order.

6. That on and after the effective date of this order all highway common carriers named in Appendix "B" hereof be and they are hereby ordered and directed to cease and desist and thereafter to abstain from publishing or maintaining in their tariffs rates, charges, accessorial charges, rules or regulations lower in volume or effect than those found reasonable and sufficient, or justified, by Finding No. 4 in the opinion preceding this order.

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



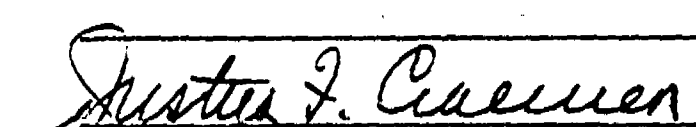

8. That all of said highway common carriers, radial highway common carriers and highway contract carriers be and they are and each of them is hereby ordered and directed to issue a shipping

document (either in individual or manifest form) for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the kind and number of head of livestock shipped, a statement of the weight of the shipment, a statement of the rate assessed and the charges collected and a statement of such other information as may be necessary to an accurate determination of the minimum rate and charge applicable under the order herein; and shall retain and preserve a copy of said shipping document, subject to the Commission's inspection for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "C" hereof will be suitable and proper.

9. That any and all supplements to or modifications and amendments of said Highway Carriers' Tariff No. 3, being Appendix "C" to Decision No. 31924 and Appendix "D" to this decision, hereinafter made in this proceeding, shall be and shall be deemed to constitute supplement, modification or amendment of this decision also, without express reference to this decision therein.

This order shall become effective April 1, 1941.

Dated at San Francisco, California, this 25<sup>th</sup> day of March, 1941.

  
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Commissioners



APPENDIX "A"

Ernest L. Clements, as President of, dba, Hayward Building  
Materials Co.  
L. A. Warren, as President of, dba, Safeway Stores, Inc.  
E. Benson  
V. C. Richardson  
Geo. A. Paldi  
Duward L. Hamer  
Jack Dreo  
Robert Younglove

APPENDIX "B"

Charles L. Adley, dba Adley Truck Company  
Paul Alley  
Letha B. Shaw, as Administratrix of American Stage  
Line  
Joseph J. Gosling, as Secretary of American Van  
Lines, Inc. and Beverly Wilshire Mov. & Stor. Co.  
C. E. Park, as copartner of Antelope Transportation Co.  
W. L. Carpenter; dba Argonne Van Lines  
Manuel Artozqui, as copartner of Artozqui Bros.  
F. H. Asbury, as President of Asbury Rapid Transit  
System  
E. R. Ketchum, as copartner of Atlas Transfer  
Bessie I. Baker, as copartner of Baker Transfer &  
Storage Co.  
George A. Baker, dba Baker & Stanton Transfer and  
Storage Co.  
Alfred James Batteatte, dba Batteatte Livestock  
Transportation  
Chew Chick, dba Bay City Hauling Co.  
Guy S. Alexander, dba Beacon Transport Company  
Garrett Beckley, dba Beckley Bros.  
Sam Bedwell  
Loren W. Smith, dba Citrus Belt Lines  
L. M. Rae, as copartner of Bisher Truck Line  
D. B. Jorgenson, dba Blythe-Palo Verde Truck Line  
Pete Bordenave  
Geo. S. Butler; dba Butler Freight Service  
Joseph Tanzola, as President of Cantlay & Tanzola, Inc.  
Frank W. Dun, dba Canton Express Co.  
Albert Cavagnaro, as copartner of Geo. Cavagnaro & Son  
J. E. Walstrom, dba Central Transfer Co.  
Gertrude Meldrim, as Pres. of City Transfer & Storage  
Company  
Edward E. Dunne  
Marshall T. Eibe  
Joseph F. Head, dba El Monte Truck Line  
Katie Ernst, dba Ernst Trucking Co.  
Elmer L. Webb, as copartner of Escondido Truck Line  
Harold M. Hays, as copartner of Eureka-Carberville  
Truck Line  
Dee Dodge, dba Feather Falls Stage  
Melvin Roy, dba Flo 'Del Co.  
Melvin A. Pixley, dba Furniture Fast Freight  
D. Garibaldi, Jr.  
Victor & James Garibaldi, dba Garibaldi Bros.  
Louis M. Goodman, dba Goodman Delivery Service  
C. M. Gordon  
Herman Krayne, as Executor of Estate of George Harm,  
deceased, dba George Harm Truck Lines  
F. H. Eichberg, as Secretary of Hendrix Truck  
Corporation  
Edward S. Heyen  
Dick Merrill, dba Hornbrook-Happy Camp Stage Line  
Clarence J. Fortier, as copartner of Huntington  
Stage Lines  
R. J. Walsh, as President of Interstate Transit Lines  
G. W. Judd, dba Judd Bros.

William Dinelli, dba-Kerner Motor Co.  
 R. G. Knoll, President of Knoll Transportation  
 Geo. B. Shore, as Asst. Secty. of Lathrop Hay  
 & Grain Co.  
 Charles H. Loveland  
 Salvatore Lucchesi, dba Sal Lucchesi Trucking  
 C. H. McCarty  
 Joe Mangini, as President of Joe Mangini Draying Company  
 Robert G. Anderson, dba Marin-Sonoma Fast Freight  
 Glen Scholl, dba Mariposa Express  
 David C. Hall & A. McDonald, dba Marysville-LaPorte Stage  
 Max H. Green, dba Mountain Auto Line  
 Pat Taylor, as President of Mt. Lassen Motor Transit Inc.  
 A. Nystrom, as copartner of Napa Transportation Co.  
 F. M. Hodges, as President of Nevada Consolidated  
 Fast Freight  
 J. J. Leonardini, dba O. K. Trucking Company  
 J. A. Gritsch, as President of Oregon-Nevada-California  
 Fast Freight Inc.  
 Scott Lawton, dba Oroville Truck & Storage Co.  
 Robin C. Jolliffe, dba Palomar Mountain Stages  
 Elmer C. Gardner, dba Petrolia Stage  
 E. A. & B. H. Tucker, dba Pioneer Transfer  
 Percie C. Thacker, dba Pioneer Truck & Transfer Co.  
 Vernon Leard, dba Potter Valley-Ukiah Auto Stage  
 A. R. Reader, as copartner of Reader Truck Lines  
 T. B. Riley, dba Redding-Alturas & Lakeview Stages  
 C. T. Roberts  
 Rodney M. Addcox, dba Santa Barbara Special Delivery  
 F. M. Snell, dba San Bernardino-Highland-Patton Motor  
 Coach Line  
 George J. Saul, dba Saul's Livestock Transportation  
 J. W. Anderson, as President of Sausalito-Hill Valley-  
 San Francisco Express Co.  
 L. T. Alward, dba Shasta Dam Transit Company  
 Ralph Speer, dba Speer Truck Line  
 Teddy Pappas, as copartner of Teddy's Taxi Co.  
 Vincent B. Cobb, as copartner of Triangle Transfer  
 Company  
 F. H. Knickerbocker, as President of Union Pacific  
 Stage Co.  
 G. M. Hunton, dba Valencia Truck Co.  
 Webb Richards, as President of Vallejo, Napa &  
 Calistoga Transport Co.  
 Dale C. Ramsey, dba Valley Truck Co.  
 Othal P. Wells, as President of Wells Transportation Inc.  
 Louis Erickson, dba West Berkeley Express & Draying  
 Company  
 A. E. Travis, as President of Western Van & Storage Co.  
 Dave Willis  
 Fred A. Russell, dba Young Johnson Truck Co.

APPENDIX "C"

LIVESTOCK SHIPPING ORDER AND FREIGHT BILL

Bill No. \_\_\_\_\_  
 Permit No. \_\_\_\_\_

NAME OF CARRIER \_\_\_\_\_  
 (Name of Carrier must be the same as shown on Permit)

Name of Shipper \_\_\_\_\_ Name of Consignee \_\_\_\_\_

Address of Shipper \_\_\_\_\_ Address of Consignee \_\_\_\_\_

Precise Point of Origin \_\_\_\_\_ Precise Point of Destination \_\_\_\_\_

Number of Head	Kind of Stock (Note 1)	Show whether Fat or Feeder Livestock	Gross Weight of Shipment, Pounds (Note 2)	Rate (in cents per 100 pounds)	Charges

Accessorial Charges \_\_\_\_\_

Other Charges \_\_\_\_\_

Prepaid \_\_\_\_\_

TOTAL TO COLLECT \_\_\_\_\_

Note 1.- State whether cattle, calves, sheep or hogs, etc.

Note 2.- State whether hoof weights, vehicle scale weights or estimated weights.

APPENDIX "D"

is

Highway Carriers' Tariff No. 3

Naming

Minimum Rates, Rules and Regulations

For The

Transportation of Livestock

Between Points

in

California.

By

Radial Highway Common Carriers

and

Highway Contract Carriers

# **Highway Carriers' Tariff No. 3**

**NAMING**

**MINIMUM RATES, RULES AND REGULATIONS**

**FOR THE**

**TRANSPORTATION OF LIVESTOCK OVER THE**

**PUBLIC HIGHWAYS WITHIN THE**

**STATE OF CALIFORNIA**

**BY**

**RADIAL HIGHWAY COMMON CARRIERS**

**AND**

**HIGHWAY CONTRACT CARRIERS**

The original tariff contains rates, rules and regulations as established in Decision No. 31924, in Case No. 4293. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

Correction No. 1

**EFFECTIVE NOVEMBER 7, 1939**

26000

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

**CORRECTION NUMBER CHECKING SHEET**

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

**CORRECTION NUMBERS**

1	41	81	121	161	201	241
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Issued by The Railroad Commission of the State of California,  
San Francisco, California.

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Item No.	SECTION NO. 1—RULES AND REGULATIONS	
*10-A Cancels 10	<p style="text-align: center;"><b>DEFINITION OF TECHNICAL TERMS</b></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 (c-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>(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> <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.</p> <p>(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.</p> <p>(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.</p>	
		* Change, Decision No. 33266
		<b>EFFECTIVE JULY 15, 1940</b>
	Correction No. 3	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)																				
20 11-7-39	<p style="text-align: center;"><b>APPLICATION OF TARIFF—CARRIERS</b></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;"><b>APPLICATION OF TARIFF—TERRITORIAL</b></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;"><b>APPLICATION OF TARIFF—COMMODITIES</b></p> <p>Rates in this tariff apply for the transportation of livestock, viz.:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Bucks</td> <td style="width: 33%;">⊙ Dairy Cattle</td> <td style="width: 33%;">Kids</td> <td style="width: 33%;">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>⊙ 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>‡ ⊙ For specific rates on Dairy Cattle, see Section 3 of this tariff.</p> <p>⊙ For application of rates on Horses, see Item No. 70 series.</p>	Bucks	⊙ Dairy Cattle	Kids	Sheep Camp Outfits	Bulls	Ewes	Lambs	Sows	Calves	Goats	Oxen	Steers	Cattle	Hogs	Pigs	Stags	Cows	⊙ Horses	Sheep	Swine
Bucks	⊙ Dairy Cattle	Kids	Sheep Camp Outfits																		
Bulls	Ewes	Lambs	Sows																		
Calves	Goats	Oxen	Steers																		
Cattle	Hogs	Pigs	Stags																		
Cows	⊙ Horses	Sheep	Swine																		
▲50-A Cancels 50	<p style="text-align: center;"><b>SHIPMENTS TO BE RATED SEPARATELY</b></p> <p>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.</p>																				
60 11-7-39	<p style="text-align: center;"><b>RATES BASED ON VARYING MINIMUM WEIGHTS</b></p> <p>When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment (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.</p>																				
<p>* Change, Decision No. 33266          ‡ Reduction.          ▲ Change, neither increase nor reduction.</p>																					
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)
*70-A Cancels 70	<p style="text-align: center;"><b>MIXED SHIPMENTS</b></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>
▲80-A Cancels 80	<p style="text-align: center;"><b>COMPUTATION OF DISTANCES</b></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 "N", Case No. 4145 and Case No. 4246).</p>
90 11-7-39	<p style="text-align: center;"><b>LOADING AND UNLOADING</b></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>
100 11-7-39	<p style="text-align: center;"><b>ACCESSORIAL CHARGES</b></p> <p>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.</p> <p>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:</p> <p style="margin-left: 40px;">75 cents per truck unit, single deck; 100 cents per truck unit 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.</p>
▲110-A Cancels 110	<p style="text-align: center;"><b>SHEEP CAMP OUTFITS</b></p> <p>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.)</p> <p>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.</p> <p>EXCEPTION.—The provisions of this item will not apply in connection with shipments transported at "any quantity" rates.</p>
<p>* Change, Decision No. 33266            ▲ Change, neither increase nor reduction.</p>	
<p><b>EFFECTIVE JULY 15, 1940</b></p>	
<p>Correction No. 5</p>	<p>Issued by The Railroad Commission of the State of California,        San Francisco, California.</p>

Item  
No.**SECTION NO. 1—RULES AND REGULATIONS (Continued)****METHOD OF DETERMINING LIVESTOCK WEIGHTS****General Application:**

Weights determined in accordance with Rules Nos. 1 to 5 inclusive of this item shall be used as a basis for assessment and collection of freight charges, except that in no case shall freight charges be less than those accruing at the applicable minimum weight as provided in this tariff.

**Rule No. 1—Hoof Weights at Origin:**

On shipments originating at points where facilities are provided for obtaining hoof weights, the hoof weights shall be supplied by the shipper and used as a basis for collection of freight charges, except that the provisions of this paragraph do not apply when hoof weights are obtainable at destination under the provisions of Rule No. 2.

**Rule No. 2—Hoof Weights at Destination—Fill Allowance:**

Where facilities are provided at destination for obtaining hoof weights, the actual hoof weights so obtained shall be used, except that when such hoof weights have been obtained after the stock has been fed and watered at destination, the following deductions for fill allowance may be made:

120

Kind of Stock	Fill Allowance Deductions Per Animal
Cattle	30 Pounds
Calves	15 Pounds
Sheep	3 Pounds
Goats	3 Pounds
Hogs	5 Pounds

**Rule No. 3—Vehicle Scale Weights:**

In the event hoof weights are not obtainable under the provisions of Rules Nos. 1 or 2, net weights obtained by use of vehicle scales (vehicle and load less vehicle tare) shall be used as a basis for the collection of freight charges. When carrier's equipment contains bedding or refuse, at time of weighing, and it is impracticable to weigh vehicle empty, five hundred (500) pounds may be added to the marked vehicle tare for the purpose of computing the net weight of the load.

**Rule No. 4—Basis Applicable in Absence of Hoof or Scale Weights:**

When actual hoof weights, or vehicle scale weights, are not obtainable under the provisions of Rules Nos. 1, 2 or 3, a certified statement of estimated weights shall be requested and when furnished shall be accepted by the carrier for the assessment of freight charges. This certificate shall be retained by carrier for a period of three (3) years. Certification shall be in substantially the following form:

(Continued)

**EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE**

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

Item No.	<b>SECTION NO. 1—RULES AND REGULATIONS (Continued)</b>																																												
120  (Con- cluded)	<p style="text-align: center;"><b>METHOD OF DETERMINING LIVE STOCK WEIGHTS (Concluded)</b></p> <p><b>Rule No. 4—Basis Applicable in Absence of Hoof or Scale Weights (Concluded):</b></p> <p style="text-align: center;"><b>FORM OF CERTIFICATE</b></p> <p>I, ..... (shipper or consignee) of Livestock described below,</p> <table style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="text-align: left;">Carrier</th> <th style="text-align: left;">Date</th> <th style="text-align: left;">Number of Animals</th> <th style="text-align: left;">Kind of Animals</th> <th style="text-align: left;">Origin</th> <th style="text-align: left;">Destination</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table> <p>hereby certify that actual weights have not been obtained to my knowledge within 5 days and that I have not sold, bought, or arranged to sell or buy this livestock on a weight basis, and that the shipment, in my best judgment, does not exceed (insert estimated weight) pounds in weight.</p> <p>Date.....</p> <p style="text-align: right;">..... Signature of Shipper or Consignee.</p> <p>State of California County of.....</p> <p style="text-align: right;">..... Address of Shipper or Consignee.</p> <p><b>Rule No. 5—Basis Applicable Upon Failure, Inability or Refusal of Shipper and Consignee to Furnish Estimated Weights:</b></p> <p>If shipper and consignee are unable, fail or refuse to furnish actual weight when known or certificate of estimated weight when actual weight is not known, and other means of ascertaining actual weight are not available, the following estimated weights shall be used:</p> <table style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="text-align: left;">Type of Animal</th> <th style="text-align: right;">Pounds Per Head</th> </tr> </thead> <tbody> <tr><td>Cattle, Bulls, Steers, Oxen, Cows.....</td><td style="text-align: right;">900</td></tr> <tr><td>Calves .....</td><td style="text-align: right;">300</td></tr> <tr><td>Hogs, Pigs.....</td><td style="text-align: right;">200</td></tr> <tr><td>Sows, Swine.....</td><td style="text-align: right;">350</td></tr> <tr><td>Stag .....</td><td style="text-align: right;">450</td></tr> <tr><td>Sheep, other than Ewes or Bucks.....</td><td style="text-align: right;">85</td></tr> <tr><td>Ewes or Bucks.....</td><td style="text-align: right;">120</td></tr> <tr><td>Kids, Lambs.....</td><td style="text-align: right;">85</td></tr> <tr><td>Goats .....</td><td style="text-align: right;">120</td></tr> </tbody> </table>	Carrier	Date	Number of Animals	Kind of Animals	Origin	Destination	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Type of Animal	Pounds Per Head	Cattle, Bulls, Steers, Oxen, Cows.....	900	Calves .....	300	Hogs, Pigs.....	200	Sows, Swine.....	350	Stag .....	450	Sheep, other than Ewes or Bucks.....	85	Ewes or Bucks.....	120	Kids, Lambs.....	85	Goats .....	120
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Item  
No.**SECTION NO. 1—RULES AND REGULATIONS (Continued)****SPLIT PICKUP**

The charge for a split pickup shipment, as defined in Item No. 10 series, shall be the charge applicable for transportation of a single shipment of the same kind and quantity of livestock for the distance from that point of origin of a component lot which produces the shortest constructive mileage to point of destination, using the shortest constructive highway route via the points of origin of the several other component lots, plus an added charge as provided in Paragraph (1):

(1) Table of added charges:

Number of Pickups	Added Charge
2 .....	150 cents
3 to and including 5.....	200 cents
6 to and including 10.....	250 cents
11 or more.....	25 cents per pickup

(2) At the time of or prior to the first pickup, the carrier shall be furnished with manifest or written shipping instructions showing the name of each consignor, the points of origin, and the kind and quantity of livestock in each component lot;

(3) No split pickup shipment shall be accorded split delivery;

(4) In the event a lower aggregate charge results from treating one or more component lots as a separate shipment, such lower basis may be applied.

**SPLIT DELIVERY**

The charge for a split delivery shipment, as defined in Item No. 10 series, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of livestock for a distance equal to one-half the shortest constructive highway route from point of origin and return thereto, via the several points of destination, plus an added charge as provided in Paragraph (1):

(1) Table of added charges:

Number of Deliveries	Added Charge
2 .....	150 cents
3 to and including 5.....	200 cents
6 to and including 10.....	250 cents
11 or more.....	25 cents per delivery

(2) At time of tender of shipment, carrier shall issue a single bill of lading or shipping document for the composite shipment; and be furnished with manifest or written delivery instructions showing the name of each consignee, the points of destination, and the kind and quantity of livestock in each component lot;

(3) No split delivery shipment shall be accorded split pickup;

(4) In the event a lower aggregate charge results from treating one or more component lots as a separate shipment, such lower basis may be applied.

**EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE**

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

Item No.	SECTION NO. 1—RULES AND REGULATIONS (Concluded)
150	<p align="center"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></p> <p>(a) Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Note.)</p> <p>NOTE.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
160	<p align="center"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</b></p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any team track to point of destination the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies. (See Notes 1 and 2.)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any team track the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate applying between any railheads the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>NOTE 1.—If the route from point of origin to the team track or from the team track to point of destination is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or from team track to point of destination, as the case may be.</p> <p>NOTE 2.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in supplying the basis provided in this item.</p>
<p align="center"><b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b></p>	
<p align="center">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

## SECTION No. 2

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### LIVESTOCK RATES

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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. 33266

EFFECTIVE JULY 15, 1940

Correction No. 10

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



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			
Over	But not Over	↓ Any Quantity	Minimum Weight 14,000 Pounds	24,000 Pounds	↓ Any Quantity	Minimum Weight 12,000 Pounds	20,000 Pounds	↓ Any Quantity	Minimum Weight 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	22½	
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	
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	⊙ 129	94	64½	⊙ 129	106	80	⊙ 129	90	62	
For distances over 700 miles add for each 25 miles or fraction thereof...		⊙ 3½	3	2	⊙ 3½	3	2½	⊙ 3½	3	2	

\*170-A  
 Cancels  
 170

\* Change, Decision No. 33266  
 ↓ Reduction in Any Quantity rates, except as otherwise shown.  
 ⊙ 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

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### DAIRY CATTLE RATES

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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. 33266

EFFECTIVE JULY 15, 1940

Correction No. 11

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

Item No.	<b>SECTION NO. 3</b>		<b>RATES</b> (In cents per head)							
	<b>DAIRY CATTLE</b> , as described in Item No. 10 series.									
	BETWEEN	<b>ZONES</b> (See Items Nos. 210 and 220 series for territorial zone descriptions.)								
	AND									
1200	ZONES	A	B	C	D	E	F	G	H	I
	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	
	I	100	150	250	250	200	150	150	100	75
	Rates are subject to a minimum charge of \$1.00 per shipment. Not subject to the provisions of Item No. 120 series.									
	↓ Reduction, Decision No. 33266									
	<b>EFFECTIVE JULY 15, 1940</b>									
	Correction No. 7					Issued by The Railroad Commission of the State of California, San Francisco, California.				

Item No.	SECTION NO. 3	RATES (Continued)
	<p style="text-align: center;"><b>TERRITORIAL ZONE DESCRIPTIONS</b></p> <p style="text-align: center;">(Items Nos. 210 and 220 series)</p> <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 references hereto:</p> <p style="text-align: center;"><b>ZONE A</b></p> <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 Cabuenga Boulevard; northwesterly along Cabuenga 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> <p style="text-align: center;"><b>ZONE B</b></p> <p>Beginning at the intersection of Atlantic Boulevard and Anaheim Telegraph Road; thence northerly along Atlantic Boulevard to Huntington Drive; northeasterly 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; southwesterly along Glendora Avenue to Pomona Boulevard; northwesterly and southwesterly along Pomona Boulevard to Hacienda Boulevard; southwesterly 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> <p style="text-align: center;"><b>ZONE C</b></p> <p>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.</p> <p style="text-align: center;"><b>ZONE D</b></p> <p>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.</p>	
*210	<p>* Change, Decision No. 33266</p>	
<b>EFFECTIVE JULY 15, 1940</b>		
Correction No. 8	<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

Item No.	SECTION NO. 3	RATES (Continued)
	<p style="text-align: center;"><b>TERRITORIAL ZONE DESCRIPTIONS (Concluded)</b> (Items Nos. 210 and 220 series)</p> <p style="text-align: center;"><b>ZONE E</b></p> <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> <p style="text-align: center;"><b>ZONE F</b></p> <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> <p style="text-align: center;"><b>ZONE G</b></p> <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> <p style="text-align: center;"><b>ZONE H</b></p> <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> <p style="text-align: center;"><b>ZONE I</b></p> <p>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.</p>	
*220		
* Change, Decision No. 33266		
<b>EFFECTIVE JULY 15, 1940</b>		
Correction No. 9	Issued by The Railroad Commission of the State of California, San Francisco, California.	