

Decision No. 30848

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

ORIGINAL

Case No. 4246

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

Case No. 4293

BY THE COMMISSION:

Additional Appearances

- Don Petty, for A. F. Flory, Harry Griffin, Glenn Huffine, H. Sierdsma, W. E. Lachenmyer, Coast Grain Co., Alex Benjestorf, Rieger Hay Co., Herman Bloomsma, Homer Frantz, Peter Nuccio, Western Consumers Feed Co., Kamp Hay Co., John Anderson.
- Rufus Bailey and A. H. Cawood, for Imperial Hay Growers Association, Blythe Alfalfa Growers Association, Riverside Alfalfa Growers Association, Antelope Valley Hay Growers Association, Ltd., and Elmore Company.
- Marvin Handler, for The Truck Owners Association of California.

SUPPLEMENTAL OPINION

By prior orders in these proceedings the Commission established minimum rates, rules and regulations for the transportation of hay by for-hire motor carriers between points in California. This

¹
The rates were first established by Decision No. 30848 of May 9, 1938, as amended, in Case No. 4293, which decision was superseded by Decision No. 32609 of December 5, 1939, as amended, in Cases Nos. 4246 and 4293.

decision deals with various proposed modifications in these rates concerning which evidence was received at public hearings held before Examiner Bryant at Los Angeles on February 14 and 15, at Fresno on March 3, and at San Francisco on March 25, 1941.

Three petitions are here involved. In the first of these, referred to hereinafter as the Flory petition, fourteen hay dealers operating in southern California seek the zoning of three producing territories in the San Joaquin Valley and one in the Blythe Valley, and the reduction of rates from these four zones to the Los Angeles-Hynes Territory.² By a similar but broader petition, the California Farm Bureau Federation seeks the establishment of rates by districts or zones wherever practicable, and reduction of all existing hay rates to the basis of those now in effect between Imperial Valley and the Hynes market.³ The third petition, filed by The Truck Owners Association of California, asks that the alternative use of class rates for the transportation of hay be discontinued, particularly between points within central and northern California.

2

For convenience, Los Angeles-Hynes Territory as described in Item No. 271 of Highway Carriers' Tariff No. 2 will be hereinafter referred to simply as Hynes, or the Hynes market. The fourteen dealers filing the Flory petition are A. F. Flory, Harry Griffin, Glenn Huffine, H. Sierdsma, W. E. Lachennyer, Coast Grain Co., Alex Benjestorf, Rieger Hay Co., Herman Bloemsma, Homer Frantz, Peter Muccio, Western Consumers Feed Co., Kamp Hay Co. and John Anderson.

3

The present hay rates are on a uniform constructive mileage basis throughout the state, except that lower rates on a zone basis apply between five producing and two consuming territories, all in the southern part of the state. The producing territories are described as Bakersfield Territory, Coachella Valley Territory, Imperial Valley Territory, Lancaster Territory and Salton Sea Territory; the consuming territories are Los Angeles-Hynes Territory and San Diego Territory. The zone rates were reduced to their present level effective June 11, 1940, by Decision No. 33213 of June 11, 1940, in Cases Nos. 4246 and 4293. (42 C.R.C. 700)

Witnesses called in support of the Flory petition asserted that rate reductions made effective June 11, 1940, between certain southern California producing and consuming territories had created an inequality between producing territories, and pointed out by way of example that rates from points in the San Joaquin Valley north of Bakersfield Territory to Hynes are higher for similar constructive distances than the reduced rates now in effect from Imperial Valley points to the same destination.

The bookkeeper of Western Consumers Feed Company stated that the differences between the prevailing cost of hay at San Joaquin Valley farms and the market price at Hynes were consistently less than the cost of transportation from the farms to the market based upon minimum rates heretofore established by this Commission, and said that for this reason it was financially impossible for any dealer to pay the established rates for this transportation. He explained that hay is purchased from the farmer at a price equal to the value at the consuming market less the cost of transportation, and that all methods of transportation (including for-hire carriers, itinerant merchants and proprietary haulers) must be considered in making the calculation. He declared that as a result of the rate situation there had been an increase in recent months in the number of itinerant merchants purchasing hay in the San Joaquin Valley for sale in the Hynes market, and said that substantially all of the hay moving between these points was being handled either by itinerant merchants or in proprietary trucks, with little or none of it moving in for-hire motor vehicles.

Other witnesses corroborated and amplified the testimony just described. A number of them testified also that the three San Joaquin Valley zones proposed by the Flory petition each represented a separate hay producing section, the boundaries being easily

identified, and, as far as practicable, located between separated alfalfa areas.

The rate reductions sought by the Flory petitioners were virtually unopposed of themselves, but Imperial Hay Growers Association, Blythe Alfalfa Growers Association, Riverside Alfalfa Growers Association, Antelope Valley Hay Growers Association, Ltd., and Elmore Company, all urged that the reductions southbound from San Joaquin Valley points should not be made unless comparable reductions were effected concurrently from the same points of origin to San Francisco Bay and other northern California markets. Witnesses called by these producer associations asserted that granting of the Flory petition without making comparable northbound reductions would have the effect of attracting an oversupply of San Joaquin Valley hay into the southern California markets, with consequent depressing effect upon market prices. These witnesses generally favored adoption of zones as proposed by the Flory petitioners, however.

The California Farm Bureau Federation called a number of San Joaquin Valley growers to explain problems of hay production and distribution from the viewpoint of the producer. These witnesses said that in the final analysis transportation charges are paid by the farmer, and declared that, under the present rate adjustment, farmers in the San Joaquin Valley are at an unfair disadvantage in competing at the Hynes market with Imperial Valley growers. These farmer witnesses all urged that minimum rates from the San Joaquin Valley to Hynes be reduced to a basis comparable to that in effect from Imperial Valley. Several of them testified also that they saw no reason why rates from the San Joaquin Valley to northern California markets should be higher, distances considered, than the southbound rates, but they were unable to point to any disadvantage which would be suffered by producers or dealers by reason of a difference of this

kind in rates to the different markets.

The for-hire motor carriers took a minor part in this phase of these proceedings. A representative of the hay trucking interests at Hynes explained that his group was not agreed as to whether to favor or oppose the proposed reductions. One contract carrier testified that in his opinion the present rates from Imperial Valley and the proposed rates from San Joaquin Valley were so low as to make it impossible for highway carriers to operate profitably. Another declared that the same rates, while low, would be of sufficient volume to enable highly efficient carriers "to make a living," and he urged that the reductions be made in order that the truck operators might again operate as legitimate contract carriers rather than as itinerant merchants or as lessors of their equipment. Apparently all of the highway carriers serving Hynes were in agreement, however, that the use of zones for the purpose of applying hay rates was desirable, principally for the reason that it simplified the determination of applicable rates.

Evidence offered by The Truck Owners Association of California in support of its petition consisted of testimony of producers, dealers and highway contract carriers to the effect that the alternation of class and commodity rates as provided for in Highway Carriers' Tariff No. 2 had proved undesirable in connection with the transportation of hay, and had resulted in misunderstandings and confusion. These witnesses pointed out that although the minimum class rates are in some instances slightly lower than the corresponding commodity rates, the accessorial service and charges provided in connection with the two sets of rates are different. They declared

4

The commodity rates include services of driver and one helper to perform loading, unloading or accessorial services. The truckload class rates include service of driver only for loading and unloading, and require an additional charge of \$1.00 per man per hour, minimum charge 50 cents for helpers.

that if the accessorial charges were properly applied, the class rates would seldom, if ever, produce the lower charges, but asserted that the availability of the two sets of rates, each with its own accessorial provisions, had caused numerous misapplications of the class rates with resulting dissatisfaction on the part of shippers and competing carriers. All of these witnesses urged that the class rates be made inapplicable to the transportation of hay, thus requiring that the commodity rates specifically provided for this transportation be observed as minimum in all cases. The proposal was supported by California Farm Bureau Federation, San Joaquin Valley Hay Growers Association and The Grange Company, and was not opposed by anyone.

The record contains other testimony, some of it helpful in rounding out the picture and some of it of little apparent relevancy to the issues. Expert witnesses testified concerning details of the Federal crop control program, with particular reference to its probable effect upon alfalfa hay production in various sections of the state; concerning the increase in cow population of the Los Angeles milk shed, with consequent growth in the demand for hay in the Hynes market; concerning reductions in the hay output of the Imperial Valley, with opinions, pro and con, as to the probable future trend; and concerning the movement of hay from the San Joaquin Valley, with conflicting statements as to whether various sections of that valley normally sell in southern California or in northern markets. Much of this testimony was offered on behalf of the southern California hay dealers and the southern California producers, the former endeavoring to show that Hynes is the normal market for San Joaquin Valley hay, and the latter endeavoring to show that the Hynes market is normally supplied by the five southern California producing territories now enjoying the reduced rates.

Basically the several issues here involved are relatively simple. The question of providing additional zones, for example, may be quite properly discussed and disposed of without regard to the rate level. On this question the testimony shows that under some circumstances the determination of constructive distances between farms and markets, as is required in the absence of territorial zones, is difficult in connection with hay transportation. All of the witnesses whose testimony concerned the zoning principle favored its extension, and the suggested adoption of additional zones was not opposed. Thus the evidence indicates the advantages of the zoning principle for hay transportation wherever practicable, provided, of course, that the zones may be clearly and fairly defined.

It appears, however, that the zoning of all producing and consuming territories is not practicable. The representative of California Farm Bureau Federation stated, for example, that the principal northern California market extends from the head of the Salinas Valley north to and including Marin County, and is thus too extensive for reasonable zoning purposes, at least where relatively short hauls are involved. On the other extreme, the testimony indicates that scattered producing sections south of the Tehachapi Mountains are too numerous and too small to warrant the prescription of a zone around each.

The three San Joaquin Valley zones proposed in the Flory petition, with slight boundary revisions, appear to represent clearly defined producing territories of reasonable size. The desirability of prescribing these three zones has been amply demonstrated on this record, and they will be adopted. The proposed Blythe zone, however, is described in terms which would make its boundaries uncertain and difficult of determination;⁵ and several other southern California

⁵ The territorial description suggested in the Flory petition is "Twenty-five mile circular radius from Blythe, California."

zones which were suggested during the course of hearings were described only in general terms. On the information before us the prescription of new territories must be limited to the three zones in the San Joaquin Valley.

The reasonableness of the established minimum rates in and of themselves was not questioned on this record, and no serious attempt was made to justify the reductions now proposed by reference to the cost of performing the service. The established hay rates as a whole are on a low plane, as are other minimum rates established⁶ by this Commission for the transportation of agricultural products; and the reductions of June 11, 1940, admittedly brought certain of the hay rates below a fully-compensatory level.⁷ It is not necessary to question whether those reductions benefited some producing sections without offering corresponding benefits to other sections, as mere reference to the tariff is sufficient to show that the present truck-load rates from Bakersfield, Coachella Valley, Imperial Valley, Lancaster and Salton Sea territories to the southern California

⁶ Section 10 $\frac{1}{2}$ of the Highway Carriers' Act provides as follows: "It is hereby declared to be the policy of the State of California, in rate making to be pursued by the Railroad Commission of the State of California, to establish such rates as will promote the freedom of movement by carriers of the products of agriculture, including live stock, at the lowest lawful rates compatible with the maintenance of adequate transportation service."

⁷ In Decision No. 33213, supra, the Commission said, "In essential aspects, the problem here appears to be little different from that presented in adjusting rates to place for-hire carriers on a competitive footing with proprietary operators. In many instances the Commission has found it necessary to reduce minimum rates below a fully-compensatory level in order to prevent a diversion of traffic from for-hire to proprietary carriage. The operations of itinerant truck merchants, while not strictly classified as proprietary, nevertheless offer a similar competitive threat. For this reason a reduction in the established minimum rates to the level necessary to enable for-hire carriers to compete with itinerant truck merchants in the transportation of hay within the territory here involved is clearly justified."

markets are lower, distances considered, than corresponding rates from other producing sections to the same markets. The important question, however, is whether or not these rate differences are now justified by differences in transportation conditions.

The reductions of June 11, 1940, were made to enable for-hire carriers to compete in the transportation of hay with itinerant truck merchants then operating principally from the Imperial Valley. The record now shows that the itinerant merchants, forced out of the Imperial Valley by the reduced rates, have in some measure diverted their purchasing activities to the San Joaquin Valley where the present rate level offers them a more attractive margin of profit. Southern California hay dealers, forced by this competition to seek lower transportation costs, have adopted the policy of leasing equipment from highway carriers. Between these two forces the legitimate highway contract carriers of hay have been squeezed out of the business, and now only an insignificant portion of the hay moving southbound from San Joaquin Valley points is transported by contract carriers at established rates. Thus the record now before us indicates that circumstances surrounding the movement of hay southbound from the San Joaquin Valley closely parallel those which dictated the reductions from other territories, and the conclusion is inescapable that similar treatment should be accorded.

The rates will not be reduced to the full extent sought by the Flory petitioners, however, inasmuch as the rates requested in the petition are on a lower level, distances considered, than those from Imperial Valley Territory to Hynes which they are intended to equalize. The San Joaquin Valley shippers called in support of the petition all stated that they did not wish a rate advantage over Imperial Valley shippers, but merely a relative rate parity. The southbound rates from the San Joaquin Valley will be adjusted accordingly.

The next question is whether the reduction of rates southbound from the San Joaquin Valley makes it necessary or desirable that similar reductions be made from the same points of origin to northern California markets. There is some evidence of itinerant merchant activities in northern California, but the record is clear that this form of competition is there of little importance. While uniform reductions throughout the state were suggested by California Farm Bureau Federation, representatives of San Joaquin Valley Hay Growers Association, and of the Grange Company and other hay dealers, stated that they were not advocating a rate reduction between points in central and northern California. San Joaquin Valley shipper witnesses were unable to point out any respect in which their interests would be prejudiced by reductions made in one direction only. No carrier requested reductions northbound or between points in central and northern California, and The Truck Owners Association of California and several individual highway contract carriers definitely opposed any such reductions. The position of the southern California hay growers that one-direction reductions from the San Joaquin Valley would flood their markets with a surplus of hay is not substantiated on this record, but, even if it were, we believe it would not be proper for the Commission to withhold necessary southbound reductions or to prescribe unnecessary northbound reductions for the sole purpose of supporting the southern California hay market.

8 The relative absence of itinerant merchants operating in the northern part of the state is apparently attributable largely to the fact that there is no central market in the north, comparable to the Hynes market, at which such merchants may readily dispose of their hay.

9 While it is not questioned that southbound reductions would cause some hay to be shipped south which would be otherwise sold in northern markets, the record indicates that a substantial portion of the San Joaquin Valley has for years looked to the Hynes area for its principal market.

Rate reductions were also suggested from Blythe and from several other southern California producing sections to the Hynes market, but the record is devoid of evidence that the itinerant merchant is a controlling or even an important factor in these sections. In the absence of a showing that the relatively higher rates now applicable to these movements are not justified by differences in transportation conditions, no sufficient reason appears for reducing these rates below a fully-compensatory level. Should it subsequently be made to appear, however, that transportation conditions in northern California or elsewhere in the state are comparable to those which brought about the reductions herein authorized, consideration will then be given to making similar reductions.

This leaves for consideration only the petition of The Truck Owners Association of California, requesting an elimination of the class rates for hay transportation. This Commission has long held that under ordinary circumstances class and commodity rates should alternate in order that the shipping public may receive the benefit of whichever basis produces the lower charge. Deviations from this principle have not been altogether unknown, however, and in special circumstances may be approved. The present record is convincing that in connection with the movement of shipments of hay and related articles under Highway Carriers' Tariff No. 2 the alternation principle is more of a nuisance than a source of legitimate saving to the shipper. Carrier and shipper interests have here

10

Rule No. 8(a) of this Commission's Tariff Circular No. 2 adopted June 24, 1912, requires that every tariff that contains class or commodity rates shall also contain a rule as follows: "Whenever a class rate and a commodity rate are named between specified points the lower of such rates is the lawful rate unless some combination of class rates or of commodity rates or of class and commodity rates makes a lower through rate."

11

By Decision No. 31995 of May 9, 1939, in Case No. 4246, class rates were suspended for the transportation of oil, water and gas well outfits and supplies, and related articles.

joined in asking that in this instance the class rates be made in-applicable. Under these circumstances the petition of The Truck Owners Association of California, subject to the extension indicated in the margin, will be granted.

O R D E R

Adjourned public hearings have been held in the above entitled proceedings, and based upon the evidence received at the hearings and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2, (Appendix "D" of Decision No. 31606, as amended) be and it is hereby further amended by substituting therein, to become effective June 1, 1941, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Second Revised Page 35 (Cancels First Revised Page 35)
First Revised Page 35-A (Cancels Original Page 35-A)
First Revised Page 40 (Cancels Original Page 40)
First Revised Page 45 (Cancels Original Page 45)
First Revised Page 51-H (Cancels Original Page 51-H)
Third Revised Page 51-I (Cancels Second Revised Page 51-I)

IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carriers as a result of the amendments herein of the aforesaid tariff shall be made effective on June 1, 1941, on not less than five (5) days' notice to the Commission and to the public; and that tariff publications which are not required to be

12

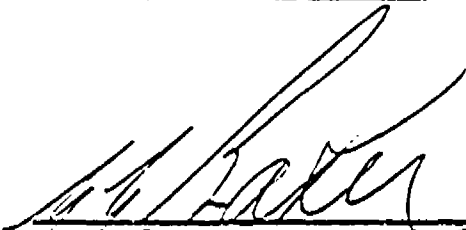
Although the allegations contained in the petition of The Truck Owners Association of California concern only transportation between points in central and northern California, the reasons which justify the change are equally applicable to all parts of the state. The revision will therefore be made on a statewide basis.

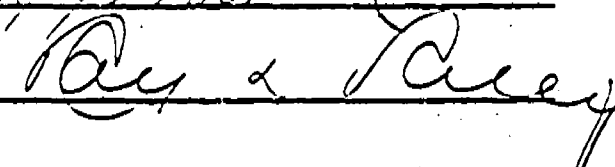
made but which are herein authorized may be made effective not earlier than June 1, 1941, and on not less than five (5) days' notice if published to become effective on that date.


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

This order shall become effective on May 20, 1941.

Dated at San Francisco, California, this 6th day of May, 1941.







Commissioners.

Second Revised Page35

Cancels

First Revised Page35

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*271-A Cancels 271</p>	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued) (Items Nos. 270 and 271 series)</p> <p>The following territorial descriptions apply in connection with rates making specific reference hereto: (territories include both sides of streets, boulevards, roads, avenues or highways named.)</p> <p>1. BAKERSFIELD TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of U.S. Highway No. 99 on the Kern County-Tulare County boundary line; thence southeasterly along an imaginary line paralleling U.S. Highway No. 99 to its intersection with State Highway No. 178; thence southerly along said imaginary line to its intersection with U.S. Highway No. 466 and County Road 1.7 miles east of Edison; thence southerly along said County Road to its intersection with County Road north of Arvin; thence westerly along said County Road through Woodpatch to its junction with U.S. Highway No. 99; thence southerly along U.S. Highway No. 99 to its junction with State Highway No. 166; thence westerly along State Highway No. 166 to its junction with U.S. Highway No. 399 at Maricopa; thence northwesterly along U.S. Highway No. 399 to Taft; thence northwesterly along State Highway No. 33 to its intersection with U.S. Highway No. 466 at Blackwells Corner; thence easterly along U.S. Highway No. 466 to its junction with County Road 6.2 miles east of Lost Hills; thence northerly along said County Road to its intersection with the Kern County-Kings County boundary line; thence easterly along the Kern County boundary line to point of beginning.</p> <p>2. COACHELLA VALLEY TERRITORY includes that area lying between the little San Bernardino Mountains and Cottonwood Mountain on the one hand, and the San Jacinto and Santa Rosa Mountains on the other; and bounded on the northwest by Edom on U.S. Highway No. 99 and Indian Wells on State Highway No. 111, and on the south-east by the Riverside-Imperial County line on U.S. Highway No. 99 and Southern Pacific Company station of Mortmar on State Highway No. 111.</p> <p>(1) 3. FRESNO TERRITORY includes that area lying within the following boundaries: Commencing at the point the Fresno-Kings County boundary line meets the Monterey County boundary line; thence northeasterly along the southerly boundary line of Fresno County to its intersection with southwesterly boundary of Sierra National Forest approximately three miles east of Miramonte; northwesterly along the southwesterly boundary of Sierra National Forest to its intersection with the northerly boundary of Madera County; thence southwesterly along the northerly boundary line of Madera County, and southwesterly and southerly along the northwesterly and westerly boundary line of Fresno County to point of beginning.</p>

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

(Continued)

* Change (1) New Territory) Decision No.
-------------------------------	----------------

EFFECTIVE JUNE 1, 1941

Correction No. 196	Issued by The Railroad Commission of the State of California, San Francisco, California.
--------------------	---

First Revised Page35-A
Cancels
Original Page35-A

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*271-A Cancels 271 (Con- cluded)</p>	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 270 and 271 series)</p> <p>5. LANCASTER TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of Mojave on U. S. Highway No. 466; thence southerly along an imaginary line paralleling State Highway No. 7, passing through Redman to Littlerock; northwesterly along State Highway No. 136 from Littlerock through Palmdale and Elizabeth Lake to its intersection with the Los Angeles Aqueduct, northeasterly along the Los Angeles Aqueduct to its intersection with U. S. Highway No. 466, thence southeasterly along U.S. Highway No. 466 to point of beginning.</p> <p>6. LOS ANGELES-HYNES TERRITORY includes that area embraced by the following: Commencing at the point where State Highway No. 27 (Topanga Canyon Road) meets the Pacific Ocean; thence northerly along said Highway through Girard until it intersects Los Angeles City Boundary Line approximately two miles north of Chatsworth; thence northeasterly following said boundary line until it meets the southern boundary of the Angeles National Forest at a point approximately two miles west of Olive View Sanitarium; thence easterly following said Angeles National Forest boundary until it intersects State Highway No. 39 (San Gabriel Forest Highway) north of Azusa; thence southerly on said Highway No. 39 (variously called Azusa Avenue, Glendora Avenue, La Habra Road, and Huntington Beach Boulevard) and passing through Puente and Buena Park to its meeting with the Pacific Ocean at Gamewell 1.6 miles southeast of Huntington Beach; thence northwesterly following the coast line to point of beginning.</p> <p>(1) 7. MERCED TERRITORY includes that area lying wholly within the County of Merced.</p> <p>8. SALTON SEA TERRITORY includes that area lying directly between the Coachella and Imperial Valleys, as those latter are defined above.</p> <p>9. SAN DIEGO TERRITORY includes that area embraced by the following imaginary line starting at the northerly junction of U.S. Highways 101E and 101W (4 miles north of La Jolla); thence easterly to Miramar on State Highway No. 395; thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U.S. Highway No. 80; thence southeasterly to Jamul on State Highway No. 94; thence due south to the International Boundary Line, west to the Pacific Ocean and north along the coast to point of beginning.</p> <p>(1) 10. TULARE TERRITORY includes that area lying within the following boundaries: Commencing at the point of intersection of the Kings, Monterey and San Luis Obispo County boundary lines; thence easterly along the southerly boundary of Kings and Tulare Counties</p>

to its intersection with the westerly boundary line of Sequoia National Forest; northerly along the latter boundary line to its intersection with the westerly boundary of Sequoia National Park; northerly and westerly along the westerly boundary line of Sequoia National Park to its intersection with State Highway No. 198; southwesterly along State Highway No. 198 to County Road approximately one mile north of Lemon Cove; westerly along said County Road through Woodlake to junction of said County Road with State Highway No. 65; northerly along State Highway No. 65 to point of intersection with northerly boundary of Tulare County; thence westerly, southwesterly and southerly along the northerly boundaries of Tulare and Kings Counties and westerly boundary of Kings County to point of beginning.

* Change
(1) New Territory } Decision No.

EFFECTIVE JUNE 1, 1941

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

Correction No. 197

First Revised Page40
Cancels
Original Page40

HIGHWAY CARRIERS' TARIFF NO. 2

SECTION NO. 2

CLASS RATES

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

◆ Rates named in this section will not apply to the transportation of hay and related articles for which rates are provided in Items Nos. 657 and 658 series (Section No. 3) of this tariff.

◆ Increase, Decision No.

EFFECTIVE JUNE 1, 1941.

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

Correction No. 198

First Revised Page45
Cancels
Original Page45

HIGHWAY CARRIERS' TARIFF NO. 2

SECTION NO. 3

COMMODITY RATES

* Except as otherwise provided in individual items, if the charge accruing under Section No. 2 of this tariff is lower than the charge accruing under this section on the same shipment between the same points, the charge accruing under Section No. 2 will apply.

* Change, Decision No.

EFFECTIVE JUNE 1, 1941.

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

Correction No. 199

First Revised Page51-H

Cancels

Original Page51-H

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds					
	<p>▲ Rates named in this item will not apply to transportation for which rates are provided in Item No. 658 series.</p> <p>HAY AND RELATED ARTICLES:</p> <p>Rates in this item apply only as indicated below:</p>							
	COMMODITY		FROM		TO			
	Hay		Points in California		Points in California			
	Fodder, Bean, Cane, Corn or Pea, Leaves, Cactus, dried, Straw.		Coachella Valley Territory, Imperial Valley Territory, Salton Sea Territory, as described in Item No. 271 series.		Points of destination not more than 240 miles distant from point of origin.			
	Subject to Note 1 of Item No. 658 series							
657-A Cancels 657	MILES		RATE		MILES		RATE	
	But not Over Over		Any Minimum Weight Quantity 20,000 Pounds		But not Over Over		Any Minimum Weight Quantity 20,000 Pounds	
	0	3	15	3	160	180	43	18
	3	5	17	4½	180	200	45	18½
	5	10	19	5	200	225	47	19
	10	20	22	5½	225	250	49	19½
	20	30	24	6	250	275	51	21
	30	40	27	7	275	300	54	22½
	40	50	29	8	300	325	57	24
	50	60	30	9	325	350	59	25½
	60	70	31	10	350	375	62	26½
	70	80	32	11	375	400	64	27½
	80	90	33	12	400	425	66	29
	90	100	34	13	425	450	69	30
	100	120	37	14½	450	475	72	31
120	140	39	16	475	500	74	32	
140	160	41	17	500	---	(1)	(2)	
	<p>(1) Add to rate for 500 miles 2 cents per 100 pounds for each 25 miles or fraction thereof.</p> <p>(2) Add to rate for 500 miles 1 cent per 100 pounds for each 25 miles or fraction thereof.</p>							
	▲ Change, neither increase nor reduction, Decision No.							
	EFFECTIVE JUNE 1, 1941.							
	<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>							
	Correction No. 200							

Third Revised Page51-I
Cancels
Second Revised Page51-I

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds			
	<p>HAY AND RELATED ARTICLES, viz.:</p> <p>Fodder, bean, cane, corn or pea, Hay, Leaves, cactus, arid, Straw.</p> <p>See Item No. 271 series for description of territories.</p>				
		TO Los Angeles-Hynes Territory		TO San Diego Territory	
	FROM	RATES (See Note 1)			
		Any Quantity	Minimum Weight 20,000 Pounds	Any Quantity	Minimum Weight 20,000 Pounds
*658-B Cancels 658-A	Bakersfield Territory	(1)41	(1)14	--	--
	Coachella Valley Territory	39	12	47	15
	♦♦ Fresno Territory	(1)51	(1)18	--	--
	Imperial Valley Territory	47	15	41	13
	Lancaster Territory	(1)34	(1)10	--	--
	♦♦ Merced Territory	(1)57	(1)22	--	--
	Salton Sea Territory	43	14	47	15
	♦♦ Tulare Territory	(1)47	(1)15	--	--
	(1) Rates apply only for transportation of Hay.				
	<p>NOTE 1.-(a) Rates include services of driver and one helper to perform loading, unloading or other accessorial services. (b) Rates do not alternate with rates provided in Item No. 657 series or ♦ Section No. 2 of this tariff. (c) Rates are not subject to the provisions of Items Nos. 110, 150, 160, 170, 220 or 230 series. (d) When baled hay or any other commodity described in this item is picked up from several points in a single field, the point of origin of the composite shipment shall be deemed to be the point of pickup most distant from point of destination. An additional charge of 1½ cents per 100 pounds shall be assessed for picking up and loading baled hay from scattered points in the field.</p>				
	COMMODITY	FROM	TO	RATES	
659 4-2-40	Ice Minimum Weight 30,000 Pounds	Porterville Tulare Visalia Exeter	Delano	4½ 4½ 5 5½	
	*Change ♦ Increase ♦ Reduction	Decision No.			
EFFECTIVE JUNE 1, 1941.					
Issued by The Railroad Commission of the State of California, San Francisco, California.					
Correction No. 201					