

ORIGINAL

Decision No. 34540

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4246

BY THE COMMISSION:

Additional Appearances

Ben Fullman, for City Bonded Messenger Service and  
Express Company.  
Preston W. Davis, for Red Arrow Bonded Messenger  
Corporation.  
L. H. Stewart, for Kovakar, Inc.  
E. T. Lucey, for The Atchison, Topeka and Santa Fe Railway  
Company and Santa Fe Transportation Company.  
Irving Beckey, for Co-operative Delivery Service, Ltd.  
Starr Thomas, for The Atchison, Topeka and Santa Fe  
Railway Company.  
Marvin Handler, for Motor Truck Association of Southern  
California.  
Edward M. Berol and Fred H. Chesnut, for Truck Owners  
Association of California.  
W. G. Stone, for C. Swanston & Sons and Lumbermen's  
Supply, Inc.

SUPPLEMENTAL OPINION

This decision deals with various proposed modifications of the minimum rates, rules and regulations heretofore established in this proceeding (Decision No. 31606, 41 C.R.C. 671, as amended) for the transportation of property by common, radial highway common and highway contract carriers. Evidence relative to the majority of these proposals was received at public hearings had at San Francisco

before Examiner Mulgrew and at Los Angeles before Examiner Bryant; the balance of the proposals are matters in which public hearings do not appear necessary.

Enlargement of Pickup and Delivery Zones

Common carrier respondents seek enlargement of certain zones heretofore established to govern the application of rates which include pickup or delivery service in the cities of Gilroy, Hanford, Hollister, Merced, Palo Alto, Red Bluff and Watsonville and in the unincorporated communities of Coyote, Lerdo and Nacimiento.<sup>1</sup> At the cities involved other than Hanford the established zones are co-extensive with the incorporated areas;<sup>2</sup> at the unincorporated communities the zones embrace territory within one mile of the railroad depots. Precise descriptions of the territory proposed to be added to these zones were submitted by petitioners, together with maps depicting the existing and proposed boundaries. Except at Lerdo and Nacimiento the entire areas proposed to be added to the present zones are adjacent thereto and are not extensive. They are said to be integral parts of the communities comprising the zones as they now stand. With the addition of these areas, petitioners claim, each of the zones will reflect the full territorial growth of the community. Witnesses for petitioners testified that pickup and delivery service in the outlying areas would be in all important respects substantially similar to like service in the present zones

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The Atchison, Topeka and Santa Fe Railway Company and Southern Pacific Company filed joint petitions proposing rezoning at Hanford, Lerdo and Merced. The same rezonings as they proposed are also sought at Lerdo by Valley Express Co. and at Merced by that company and Valley Motor Lines, Inc. Rezoning at the other points is proposed by Southern Pacific Company.

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At Hanford petitioners maintain a pickup and delivery zone embracing designated territory contiguous to the city under authority granted by Decision No. 33559 of October 1, 1940, in this proceeding.

and that the proposals are designed to provide the rate equality which, they said, the similarity in service justifies. Statements were submitted to show that in the main rates would remain unchanged and that the relatively few increases and reductions would not be substantial.

The proposed rezoning at Lerdo contemplates extension of the pickup and delivery limits of that community  $1\frac{1}{2}$  miles westerly along Lerdo Road (also known as Shafter Road) and to all points in the United States Army airport abutting on that road. It is represented that substantial quantities of materials and supplies will be required in connection with the development and operation of the airport, that the precise locations where freight will be received and delivered have not yet been determined, that no point in the 945-acre field is so far from the truck entrance that the application of different rates is justified, and that a multiplicity of rates from and to points within the airfield needlessly complicates determination of charges and may well lead to enforcement difficulties. Petitioners' rate study indicates that the proposed deviations from the existing minimum rate structure do not represent substantial departures from the rates now applicable.

The sought extension of Nacimiento's pickup and delivery limits is 7,500 feet northerly from the railroad depot along Highway U. S. 101 and is said to include the main entrance to Camp Roberts, an army post of some 33,000 acres. A witness for petitioner explained that the traffic to which it desires to accord Nacimiento rates consists chiefly of freight received at or delivered to points in the vicinity of the main entrance to the camp. It is alleged that service from and to those points is substantially similar to like service within one mile of the station of Nacimiento. Petitioner's rate showing discloses that no important differences in rates are

proposed to points along the highway within the recommended extension of the limits, but fails to disclose the extent of these differences if these rates were extended to all points within the 33-000-acre encampment.

The sought enlargements of any of these pickup and delivery zones was not opposed.

At all points other than Lerdo and Nacimiento the limited areas proposed to be added to the existing zones appear to reflect the development of the communities in areas beyond the present boundaries of those zones. Transportation conditions surrounding shipments from and to the territory now identified with those communities have been shown to be comparable to those surrounding like shipments from and to the present zones. That rate equality on the bases of the rates applicable within the present zones would properly reflect these changed conditions appears well supported by the evidence. The recommended extensions of the present zones will be adopted.

At Lerdo it appears that conditions surrounding transportation from and to the airport and points situated along Lerdo Road beyond the present limits enroute to the airport are not materially different from conditions surrounding transportation from and to points within the existing pickup and delivery area. It also appears that while ordinarily shipments delivered to or received at points an appreciable distance from the entrance to the airfield might well be accorded somewhat higher rates than the Lerdo basis, conditions peculiar to these operations justify the rate uniformity proposed by petitioners. The petitions will be granted.

At Camp Roberts, it appears that extension of Nacimiento rates to points in the vicinity of the main entrance of the camp near that station would not embrace operations materially different from those now embraced by the Nacimiento rates and that no consequential rate

changes would result from the adoption of petitioners' proposal. The effect of the application of those rates to shipments originating at or destined to other points within the camp is, however, not disclosed by the record made. In the absence of such a showing and any justification for the increases and reductions which would result from applying Nacimiento rates throughout the entire camp their propriety cannot be determined. Under the circumstances, petitioner will be authorized to extend its Nacimiento pickup and delivery limits so as to embrace those points along Highway U. S. 101 and that portion of the camp in the vicinity of the entrance from that highway which were said to be the area for which the extension is principally sought. In all other respects the petition will be denied. As competing carriers are authorized under the provisions of Decision No. 31606, supra, as amended, to meet the rates of common carriers they will not be prejudiced by this action.

In addition to the foregoing proposals seeking enlargement of established pickup and delivery zones applicable to the minimum rates required to be observed by respondents generally, Railway Express Agency, Inc. seeks authority to deviate from the zoning arrangements applicable in connection with the prescribed minimum rates by enlarging its pickup and delivery zones at Burbank, Long Beach and Santa Barbara. With regard to Burbank, the record shows that the proposed enlarged boundaries would embrace, in addition to the city itself, a small section of adjacent territory (located in the City of Los Angeles), extending approximately 1,200 feet from the city limits of Burbank. This extension includes the plant of a firm engaged in the manufacture of airplane parts in connection with the National Defense Program. A transportation attorney for this concern testified that the plant had been recently moved from Burbank to its present location in Los Angeles. This change, he

said, resulted in the loss of pickup and delivery service by Railway Express Agency, Inc. He declared that the proposed extension of the Burbank zone would be of considerable convenience to his company.

The proposed enlargement of the pickup and delivery zone at Long Beach would extend the existing zone to include a small area lying easterly of the city, but contiguous thereto. Within this area, which adjoins the Long Beach Municipal Airport, there is located a newly constructed plant of Douglas Aircraft Company.<sup>3</sup> The traffic manager of this firm testified that his company is engaged in the manufacture of military airplanes for the United States Government, as an essential part of the National Defense Program. He stated that he was desirous of having petitioner perform pickup and delivery service from and to the plant at the Long Beach rates, and asserted that the proposed extension would be of great benefit to his company.

The proposed enlarged boundaries at Santa Barbara include two small territories beyond the city limits, each approximately one square mile in area. One of these territories adjoins the city on the east, and includes a large hotel and several specialty shops; the other is northwest of the city, and consists principally of residential area.<sup>4</sup>

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<sup>3</sup> The petition also contemplates the inclusion of several residential districts as well as a small area on Terminal Island on which the Federal Government is constructing a fleet operating base. However, these areas are located within the city limits of Long Beach, and are therefore already subject to minimum rates applicable from and to that city.

<sup>4</sup> The petition asserts that a new 700-room government hospital is to be constructed shortly in the proposed extended zone, but the record does not disclose the exact location of this projected structure. The proposed extension of pickup and delivery limits at Santa Barbara, like that at Long Beach, includes territories located within the city limits as to which no change in minimum rates is involved.

Three route agents of Railway Express Agency, Inc., having jurisdiction over services of the company at Burbank, Long Beach and Santa Barbara, respectively, testified in support of the petitions. In general, they said that the service to the extended areas would not materially increase petitioner's cost of operation, and would not require additional truck equipment. They expressed the opinion that industries and residences in the extended areas were entitled to express rates the same as those in effect for transportation from and to points within the city limits.

The record does not show in detail the effect which the extensions proposed by Railway Express Agency, Inc. would have upon the established minimum rates, but it is readily apparent that the reductions below the minimum scale would be slight. For the transportation of shipments weighing 100 pounds or less, this carrier is not governed by the rates, rules and regulations established by outstanding orders in this proceeding; and for the transportation of larger shipments its rates are, in most instances, higher than those heretofore established as minima. The areas sought to be added are relatively small, apparently reflect a part of the natural growth of the respective cities, and to some extent include industries active in the National Defense Program. Competing carriers will not be prejudiced by granting of the petitions inasmuch as they are permitted under provisions of Decision No. 31606, supra, to meet the rates of common carriers. Under the circumstances, the proposals of Railway Express Agency, Inc. appear to be justified, and the petitions will be granted.

At Blythe authority similar to that sought by Railway Express Agency, Inc. at Burbank, Long Beach and Santa Barbara is sought by The Atchison, Topeka and Santa Fe Railway Company. Thereunder petitioner proposes to serve shippers located less than a mile in each

direction east and west of the city limits, along Highway U. S. 60.

Witnesses testified that the areas sought to be added are part of the industrial growth of the city; that it would be a convenience to small industries and businesses located within the areas to be furnished with pickup and delivery service by the railroad; and that in the absence of such service, petitioner finds it difficult to compete with Western Truck Lines, Ltd., a highway common carrier now rendering service in the extended area. The assistant general freight agent of this petitioner testified that he had checked the minimum rates applicable under Decision No. 31606, as amended, between points in the proposed extended areas on the one hand and numerous selected points in California on the other hand, and had found that in no case were the minimum rates from and to the extended areas lower than those from and to points within the city limits of Blythe. He explained that the small extension involved, being less than a mile in each direction, was not sufficient to affect the mileage brackets.<sup>5</sup>

It is evident that The Atchison, Topeka and Santa Fe Railway Company is here seeking authority to render pickup and delivery service in the proposed extended area, rather than a revision in the minimum rates, rules or regulations heretofore established in this proceeding. Inasmuch as the record indicates that no rate question is involved in the petition filed by The Atchison, Topeka and Santa Fe Railway Company to extend its pickup and delivery limits at Blythe, the petition will be dismissed.

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<sup>5</sup> The established minimum rates are, in general, class rates which vary according to the constructive distance from point of origin to point of destination. The rates are based upon mileage blocks of 5 miles each up to 50 miles; blocks of 10 miles each from 50 to 200 miles; blocks of 20 miles each from 200 to 300 miles; blocks of 25 miles each from 300 to 800 miles; and blocks of 50 miles each from 800 to 1,200 miles.



By petition, Sacramento Chamber of Commerce urges that the pickup and delivery limits of that city (territory within the corporate limits plus territory within a one-mile radius of those limits) be extended so as to embrace a designated area comprised of a part of the City of North Sacramento and adjacent territory. The boundaries of this area, commencing at the point where Del Paso Boulevard (Highway U. S. 40-99E) intersects the present Sacramento pickup and delivery limits, extend along said boulevard to its intersection with Bassetlaw Avenue in North Sacramento, thence along designated streets in the City of North Sacramento to a specified area lying east of the corporate limits of that city, including the sites of industries located in the vicinity of Swanston Station, and return to the point of beginning along Bassetlaw Avenue and Del Paso Boulevard. <sup>6</sup> C. Swanston & Sons and Lumbermen's Supply, Inc., shippers located in the proposed added territory, supported the granting of the petition. Petitioner represents that the established pickup and delivery zone fails to embrace all of the territory identified with and comprising a part of the industrial and business development of the City of Sacramento. A witness for petitioner testified that the only business and industrial area adjacent to that city, which is not situated within one mile of the city limits, is the North Sacramento-Swanston area proposed to be added to the present zone. He testified that the businesses and industries located in that area competed with and from a transportation standpoint are no less favorably situated than other industries and businesses situated within the present pickup and delivery zone. From the standpoint of the distance involved, he said, the North Sacramento-

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The proposed added territory is more fully described in an amendment to its petition submitted by Sacramento Chamber of Commerce at the hearing and is depicted by a map received in evidence as Exhibit 689.

Swanston area is not as far from common carrier depots in Sacramento as other industrial areas now within the pickup and delivery zone. He also testified that the traffic congestion experienced between those depots and the North Sacramento-Swanston area is not as great as that experienced between those depots and other industrial and business areas within the present limits; and that there are no conditions tending to make the performance of pickup and delivery service in the proposed added territory more costly than that now rendered within the present zone. He said that the distances involved and the extent of the territory proposed to be added to the present zone compared favorably with the distances and the extent of the zones prescribed for application of pickup and delivery rates at Los Angeles, San Francisco and Oakland. In those cities, he claimed, the zones are more extensive than the zone here proposed for Sacramento, traffic congestion is more acute, and industries and businesses located in adjacent communities and unincorporated territory are now accorded the same pickup and delivery rates as the businesses and industries situated within their corporate limits.

Industries and businesses situated in the North Sacramento-Swanston area, the witness claimed, compete with those situated within the pickup and delivery zones established for the cities of San Francisco and Oakland. These industries and businesses, he said, market their products in northern and central California and draw an important amount of materials and supplies from Los Angeles. He pointed out that while rates from Sacramento and from the North Sacramento-Swanston territory have been established with strict adherence to mileage, San Francisco-Oakland traffic is accorded a rate equality for distances of 70 miles or over. He also pointed out that rates between Los Angeles and its vicinity on the one hand and San Francisco, Oakland and Sacramento on the other are on the same

level but that rates to North Sacramento and Swanston are materially higher than those rates. This, he said, is prejudicial to the North Sacramento-Swanston shippers and, he asserted, is not justified by the relatively inconsequential extra distances involved or by any other differences in transportation conditions.

A rate study submitted by the witness shows that in the distribution of shipments from Sacramento and the North Sacramento-Swanston area rate changes involved, if the latter were to be accorded the same rates as the former, would be of minor consequence and that the reductions would be offset by corresponding increases. The proposal, according to the witness, is designed to permit the carriers to accord the North Sacramento-Swanston shippers the same service and rates as those now enjoyed by the Sacramento shippers.

The granting of this petition is opposed by Southern Pacific Company, The Western Pacific Railroad Company and Sacramento Northern Railway. Protestants claim that the North Sacramento-Swanston area is separate and distinct from the Sacramento pickup and delivery area; that the rate adjustment between Los Angeles and vicinity and Sacramento is based largely upon carrier experience in handling Los Angeles-San Francisco traffic; and that the proposal of petitioner is in reality a request for substantially reduced rates between Los Angeles on the one hand and North Sacramento and Swanston on the other. They strenuously urge that the volume of traffic between Los Angeles and the territory embraced by the Sacramento and North Sacramento-Swanston territories is insufficient to warrant the extension of Los Angeles-San Francisco rates involved in the petition.

It is evident that businesses and industries located in the proposed North Sacramento-Swanston area compete with like concerns located within the present Sacramento pickup and delivery area, and

that transportation conditions surrounding pickup and delivery service in these areas are substantially similar. Although protestants contend that Los Angeles-Sacramento rates are too low for that transportation, the arguments advanced in support of that contention apply with equal force to shipments between Los Angeles and Sacramento. It has been demonstrated that transportation conditions surrounding pickup and delivery service in the proposed added territory are similar to those surrounding like service in Sacramento. In view of the grouping of communities and territories at other points throughout the state for rate-making purposes under like circumstances, it appears that the North Sacramento-Swanston business and industrial district should be grouped with Sacramento as proposed by petitioner. The petition will be granted.

It may be well to point out that the conclusions herein reached with respect to the extension of the zones established to govern rates which include pickup or delivery service in the communities involved in no way determine the nature and extent of any carrier's operating rights. Operating rights of petitioners and other respondent carriers are not in issue in this proceeding.

Attention has been directed to certain errors made in defining the pickup and delivery zones of Madera, Oakland and Ukiah. These errors will be corrected. Other changes will also be made in the description of various zones in the interest of maintaining uniformity of descriptions.

Accessorial Charges for Receiving  
and Transmitting Purchase Orders

Under outstanding orders in this proceeding accessorial or incidental services which are not authorized to be performed under the transportation rates and for which charges are not otherwise provided must be charged for at a rate not lower than \$1.00 per man per

hour, minimum charge \$.50. By petition, Automotive Purchasing Company, a common and highway carrier engaged in transporting automotive parts and supplies, seeks revision of that rate to the basis of 2 cents per order for the service of receiving and transporting purchase orders.

The purchase orders are received and handled through the mails, by telephone and by teletype. Their handling, petitioner claims, is such that rates on an hourly basis are not suitable for the operations involved. During the period July 1 to December 31, 1940, 62,543 orders were handled and aggregate costs directly chargeable to those operations, amounting to \$1,044.03, were experienced. Overhead expense added to the direct expense of 1.669 cents per order makes the average full costs of the service 2.034 per order. Labor expense for the period, at \$1.00 per man per hour, is said to account for only 1.33 cents of the total cost per order. The minimum charge of 50 cents per order, however, when applied to this service is said to produce excessive charges and to impair petitioner's ability to compete effectively with parcel post service. It is represented that numerous shipments are transported at rates of but 25 or 30 cents per shipment. The minimum of 50 cents for accessorial service, it is claimed, is substantially higher than the cost and value of that service. No one opposed the granting of the petition .

It is evident that the service involved is not readily adaptable to the assessment of charges on the basis of rates per man per hour and the existing rate on that basis produces charges which in the aggregate are materially higher than the cost of rendering the service as shown on this record. According to the record, the proposed rate of 2 cents per order appears reasonable for the service involved in this instance. What the rate should

be for other carriers and other conditions is not here determinable. Inasmuch as this is a minimum rate proceeding, the petition will be granted.

Establishment of Rates  
for Transportation of  
Margarine, Butter and  
Cheese

Transportation in straight shipments of margarine, butter and cheese has heretofore been exempted, on a temporary basis, from the minimum rates established in this proceeding. Rates are provided, however, for mixed shipments of these commodities and property for which rates have been established. In such instances a fourth class rating is applied to the margarine, butter or cheese included in the mixed shipment. Truck Owners' Association of California proposes that the exemption be made inapplicable to traffic between San Francisco and Los Angeles territories<sup>7</sup> and that the following rates be established:

| Minimum Weight<br>In Pounds | Rate in Cents<br>Per 100 Pounds |
|-----------------------------|---------------------------------|
| Any Quantity                | 70                              |
| 4,000                       | 51                              |
| 10,000                      | 41½                             |
| 20,000                      | 37                              |
| 24,000                      | 31                              |
| 30,000                      | 28                              |
| 40,000                      | 26                              |

It also proposes that split pickup or split delivery shipments,

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<sup>7</sup> These territories embrace unincorporated areas in the vicinity of those cities as well as other cities so situated. For a full description of the areas involved see Item No. 270-A of Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended, supra).

component parts of which are received at or delivered to points intermediate to the two territories involved be made subject to the proposed rates; and that refrigeration service for shipments to which the proposed truckload (20,000 pounds minimum or higher) rates would apply, furnished at the request of consignor or consignee, be made subject to a rate of 3/4 of a cent per 100 pounds. Otherwise it proposes that the recommended rates be governed by the rules and regulations provided by outstanding orders to this proceeding.

A study of the expense of transporting oleomargarine by motor truck, said to be typical of the cost of transporting the other commodities involved, was submitted. The transportation engineer who made the study testified that load and use factors enjoyed by the carriers engaged in this service are unusually high and that these favorable circumstances are reflected by the costs developed. The following tabulation shows the total expense in cents per 100 pounds for various distances as developed by the engineer:

| Distance<br>In<br>Miles | Minimum Weight<br>In Pounds |        |        |
|-------------------------|-----------------------------|--------|--------|
|                         | 24,000                      | 30,000 | 40,000 |
| 400                     | 23.97                       | 23.55  | 23.08  |
| 425                     | 25.24                       | 24.82  | 24.35  |
| 450                     | 26.52                       | 26.10  | 25.63  |
| 475                     | 27.79                       | 27.37  | 26.90  |
| 500                     | 29.07                       | 28.65  | 28.18  |

Refrigeration, the witness said, is most commonly furnished by using dry ice. The movement being ordinarily at night and over the coast highway route minimizes, he said, the necessity for refrigeration. Where furnished, the witness estimated the addi-

tional expense as  $\frac{3}{4}$  of a cent per 100 pounds of load carried on the basis of 260 annual trips each requiring refrigeration. He said that there were no data available to show the relation between trips requiring refrigeration and those which do not, but pointed out that if it were employed on only one-quarter of the trips the cost would be increased to .87 of a cent per 100 pounds.

A rate witness for the Association testified that the proposed rates for shipments weighing 24,000 pounds or more are based upon the cost estimates of the engineer and that the proposed rates for smaller shipments are the fourth class rates between the territories in issue. He said that many carriers had voluntarily maintained fourth class rates on this property for some time and that he knew of no good reason why the same basis should not obtain between San Francisco and Los Angeles.

A group of interested shippers said to include most, if not all, of the substantial shippers of the property involved supported the proposals of the Association with respect to the transportation rates. Spokesmen for these shippers testified that their study of the recommended rates led them to the conclusions that they are fair and reasonable and would permit the free movement of the property. With respect to the smaller shipments (less than 24,000 pounds) these witnesses said that they had paid and were paying rates equivalent to fourth class and in some instances somewhat lower rates not only between California points but also throughout the United States. Two of these shippers objected to the proposed charges for refrigeration service. One of them contended that the transportation rates should include that service and the other claimed that only the cost of the refrigerant used should be added to the transportation rates. The other shippers expressed no objection to the recommended charge for refrigeration.



Aside from the above referred to objections to the sought refrigeration charge, no one objected to the proposals of the Truck Association.

In so far as shipments of 24,000 pounds and over are concerned the proposed rates appear to give reasonable recognition to the cost of rendering the transportation and accessorial services embraced thereby as well as to the needs of commerce by providing a rate level sufficiently high to permit compensatory operations and yet low enough so as not to impede the free flow of traffic. Smaller shipments, the record shows, will be accorded rates not materially different from those now prevailing in California as well as in other states and for interstate traffic. With respect to refrigeration, the proposed charge appears to be no higher than that necessary to return the reasonable cost of the added service. Petitioner's proposals will, therefore, be adopted.

Petitions of Santa Fe Transportation Company and Coast Line Stages for Exemption from Established Rates in Connection with Shipments Weighing 100 Pounds and Less

Santa Fe Transportation Company, a passenger stage corporation transporting persons, baggage, and express, between Los Angeles and the California-Arizona state line via Needles, California, seeks exemption from the requirements of Decision No. 31606, as amended, supra, in connection with the transportation of express shipments

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Proposed reduced rates of 22 cents per 100 pounds, carload minimum 50,000 pounds and 26 cents per 100 pounds, carload minimum 36,000 pounds, filed by the rail lines for the transportation of oleomargarine between the points involved in the Truck Association's proposal are under suspension in Case No. 4586. That case was set for hearing at the same time and place as the hearing for the receipt of evidence relative to the proposal relating to the establishment of truck rates. The respondent rail lines, however, asked that no evidence be taken at that time in Case No. 4586 in view of the investigation of the truck rates. They took no position relative to the Association's proposals.

weighing 100 pounds or less. The record shows that the principal business of this company is the transportation of passengers and their baggage, and that all of the vehicles operated are designed primarily for the convenience and comfort of passengers. The company is therefore not equipped for the transportation of unlimited shipments of express matter, and the shipments which it handles are generally small. Petitioner's tariff provides that no single shipment weighing in excess of 100 pounds will be accepted for transportation. The assistant passenger traffic manager of petitioner testified that in his opinion the established minimum charges are excessive for the type of service which it renders in connection with the transportation of these small shipments. No one opposed the granting of this petition.

It appears that the operations of Santa Fe Transportation Company with respect to the transportation of express shipments are in all respects comparable to those of other passenger stage corporations heretofore exempted. Under the circumstances and conditions shown, the exemption sought appears justified and Decision No. 31606, as amended, will be modified to so provide.

Coast Line Stages is a highway common carrier and a passenger stage corporation serving points northwest of Cloverdale and north of Jenner bridge. Petitioner represents that it is primarily a package carrier, that residents and vacationists are largely dependent upon it for transportation of food stuffs and other necessities, that these persons have protested against the increased charges resulting from the application of rates established by Decision No. 31606, as amended, supra, that those rates are excessive for the transportation involved, and that under like circumstances other carriers have been granted exemptions similar to that here sought.

As pointed out by petitioner numerous other carriers operating in sparsely settled territory have been granted exemptions from the established rates for shipments weighing less than 100 pounds each for reasons such as those here urged. This petition likewise will be granted.

Petition of Red Arrow Bonded Messenger Corporation for Exemption

Red Arrow Bonded Messenger Corporation, a city carrier and radial highway common carrier specializing in the furnishing of a so-called "special messenger service," principally between points in the Los Angeles Metropolitan Area, asks that its operations be exempted from the minimum rates, rules and regulations established by Decision No. 31606, as amended, supra, in so far as they involve the transportation of packages weighing 10 pounds or less, when transported by means of passenger automobiles, station wagons or motor scooters, and when not containing merchandise which has been sold at wholesale by a wholesale merchant.

An employee of this petitioner testified that the services offered by his company are not competitive with those ordinarily rendered by motor carriers. He explained that his company maintains uniformed messengers operating bicycles, passenger automobiles and station wagons for the expedited delivery of small packages and parcels, the transmission of messages, the running of errands, the distribution of advertising samples, the delivery of dresses for fashion shows, the delivery of railroad and theatre tickets, and similar services.<sup>9</sup> He said that all types and kinds of articles and commodities are handled, although the shipments are necessarily

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<sup>9</sup> Motor trucks are used to a limited extent, but the exemption sought would not apply to transportation in these vehicles. Motor scooters are not operated by petitioner, but were included within the proposed exemption in anticipation of their use at a later date.

restricted to packages which may be easily carried by the messengers. In many instances, he said, the packages weigh only a few ounces, and seldom more than a few pounds. He stated that a recent check had developed that only seven per cent of petitioner's business is performed in the territory from which exemption is here sought,<sup>10</sup> and that the average weight of packages handled in this territory is well under five pounds. He asserted that the minimum rates heretofore established are not appropriate for the transportation services rendered by petitioner, principally for the reason that these rates are based upon the weight and class of property transported.<sup>11</sup> He said that it would be difficult, if not impossible, to weigh and classify shipments for transportation in special messenger service, as scales are not conveniently available, the contents of packages are seldom known, and the expedited nature of the service makes it impracticable for messengers to bring the shipments to a central terminal for the purpose of determining weights, rates and charges. This witness added that even though the shipments could be classified and weighed, as required, the expense of this operation would unnecessarily increase petitioner's costs and delay the deliveries. He declared that the required accessorial charges are also unsatisfactory for special messenger service, principally because of the impracticability of segregating the time consumed in performing the

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Intracity transportation is not involved in this proceeding.

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The rates provided in Highway Carriers' Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended, in Case No. 4246) vary in general according to the classification of the commodity, weight of shipment and distance between points of origin and destination. Minimum charges for shipments weighing less than 100 pounds are based upon the weight of shipment.

transportation from that spent in conducting accessorial services.<sup>12</sup>

This witness asserted that his company does not contemplate the use of rates or charges lower in the aggregate than those heretofore established as minimum, but declared that the exemption here sought is necessary in order that petitioner may be relieved from the prohibition against charging, assessing, or quoting rates on a unit of measurement different from that provided in the minimum rate order.<sup>13</sup>

He declared that petitioner encounters competition from Western Union Telegraph Company, a company whose operations as a permitted carrier in connection with the transportation of shipments weighing 100 pounds or less have been exempted from minimum rates, rules and regulations heretofore established in this proceeding.

Granting of this petition was opposed by Motor Truck Association of Southern California, Pacific Freight Lines, Pacific Freight Lines Express, Southern California Freight Lines, Southern California Freight Forwarders, Co-operative Delivery Service, Ltd., and Ben Fullman, an individual doing business as City Bonded Messenger Service and Express Company. It was the position of these protestants that appropriate minimum rates, rules and regulations should be established by the Commission for the transportation of small packages in special messenger service as well as for all other types of for-hire transportation; that pending such action by the Commission, any necessary carrier exemptions should be made applicable to all carriers of a defined class rather than to particular carriers individually; and that any exemptions authorized should be temporary in nature and restricted to a definite date of expiration.

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Item No. 140 series of Highway Carriers' Tariff No. 2 provides that an additional charge of \$1.00 per man per hour, minimum charge 50 cents, shall be made for any accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.

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Seventh Ordering Paragraph of Decision No. 31606, supra.

The record is convincing that the minimum rates, rules and regulations heretofore established in this proceeding are not in all respects appropriate or practicable of application to a limited messenger service such as the evidence indicates this petitioner conducts. Petitioner's voluntary limitation of the sought exemption to packages weighing 10 pounds or less, transported in passenger automobiles, station wagons or motor scooters, appears to be sufficient to insure that this company will not, by virtue of an exemption from minimum rate requirements, conduct a competitive freight or drayage transportation service in unfair competition with other carriers. It would seem to be a reasonable precaution, however, that any exemption granted to this petitioner be limited to shipments (as distinguished from packages) weighing 100 pounds or less, as was done in connection with exemptions heretofore granted to Western Union Telegraph Company and numerous other carriers rendering specialized services. Moreover, the difficulties of observing established minimum rate provisions, as pointed out by petitioner, would seem to be applicable primarily to smaller shipments.

The suggestion of protestants that the exemption be made applicable to all carriers of the same class appears to be impracticable of adoption in the absence of evidence that there are other carriers similar to this petitioner which would fall into a class capable of delineation and definition as such; and the suggestion that a fixed expiration date be attached to the exemption would appear to serve no useful purpose, inasmuch as the Commission's jurisdiction in this proceeding is sufficiently extensive to permit the revocation of any exemption upon the establishment of proper minimum rates, rules and regulations for the exempted service. Subject to the limitation hereinbefore indicated, the exemption sought appears to be justified and the petition will be granted accordingly.

Rating on Automobile Repair Shop Covers

Kovakar, Inc. asks that the less-carload rating on automobile repair shop covers, cotton, not fitted or formed, be reduced from first class to third class. Petitioner's vice-president explained that these covers are sections of cotton cloth, cut to rectangular shapes about one yard wide by two yards long, with the edges bound. According to this witness the manufacturing process is simple, and adds very little to the value of the material. The covers, he said, are used in and around garages, repair shops and service stations for the purpose of protecting automobile seats, steering wheels and fenders from become grease-stained or otherwise soiled from contact with the hands or clothing of the mechanics. The witness explained that Kovakar, Inc. is engaged in the business of manufacturing, distributing, cleaning and repairing these covers, which are shipped from petitioner's plants in Los Angeles and Oakland to customers throughout the state under a rental or lease arrangement. When they have become soiled they are returned to the plant for cleaning and repair, after which they are reshipped to the same or different customers for further use. The witness declared that in his opinion the present first-class rating is excessive for the transportation of this commodity, and the proposed lower rating is necessary to permit petitioner successfully to compete with local laundries which are in a position to furnish similar covers and cleaning services with little transportation expense.

A transportation counselor for petitioner testified as an expert rate witness in support of the proposed reduction. He pointed out that under petitioner's distribution methods, the covers are usually used or second-hand at the time of movement; and that approximately fifty per cent of the movement is of soiled covers returning.

He declared that in many instances lower ratings have been assigned to used commodities than to the same commodities when shipped new, and that returning shipments are often accorded lower rates or ratings than outbound shipments. He pointed out also that the material from which the covers are cut is accorded a third-class rating in the current Western Classification, and asserted that the manufacturing process in this instance is not sufficient to warrant an increase in rating. In support of this contention he referred to the fact that cotton bags, which are likewise easily manufactured, are given the same classification rating as the bagging from which they are made. He pointed out that under petitioner's proposal the third-class rating would apply alike on new or used covers, and on outbound or returning shipments, and said that in his opinion, in consideration of all of these various factors, the proposed third-class rating would be a reasonable one for this commodity. He added that the present first-class rating is obtained by analogy, and is applicable to commodities of considerably higher value than the covers here  
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involved.

No one opposed the granting of this petition.

Under the circumstances here shown to exist, the record is convincing that the proposed third-class rating will be a reasonable one for the transportation of Covers, hood, radiator, seat, spring, steering wheel, tire or top, cotton cloth, not fitted or formed. The order herein will establish this rating.

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A review of Western Classification No. 69, C.R.C.-W.C. No. 2 of R. C. Fyfe, Agent, discloses, however, that it provides a specific less-carload rating of first class on "Covers, hood, radiator, seat, spring, steering wheel, tire or top, artificial leather, cloth, fibre, oilcloth or rubber, in boxes or wrapped in fibreboard" applicable to the commodity in question.



Transportation of Articles of Abnormal Weight or Size

Belyea Truck Co. and Smith Bros. Truck Company, highway carriers specializing in the transportation of articles of abnormal weight or size represent that the characteristics of that transportation are materially different from those of other highway carrier transportation. For this specialized service equipment, particularly low-bed trailers, designed for and capable of handling extremely heavy, lengthy or bulky articles is used. For example, it is pointed out that loads weighing in excess of 100 tons are transported by equipment maintained by these carriers. In this type of hauling the carriers are said to experience unusually high costs because of the special equipment required, difficult loading and unloading operations, slow movement over the highways and the securing of the necessary permits for overweight, overwidth or overheight loads. These permits are said to specify the hours of the day during which and the routes over which the transportation service may be rendered, restrictions which according to the carriers add to their operating costs.

Charges assessed for the services in question are represented as being materially higher than those produced by the established minimum rates for most, if not all, of the traffic involved. To that extent the carriers do not seek modification of the prescribed rates. They point out, however, that they are required to quote and assess rates in cents per 100 pounds. This basis, they strongly urge, is unsuitable for their specialized operations for the reason that accurate weights are often not obtainable because scales capable of weighing the loads handled are not available. They urge, moreover, that the peculiar nature of their operations, as above described, often makes it desirable or necessary to quote and assess rates on a basis other than in cents per 100 pounds. They also claim that it is

necessary in some cases to complete the operation before a reasonable charge may be determined.

It is evident that there is only a limited demand for the type of service in question and that few carriers are engaged in such hauling. It is also evident that while the carriers involved may and generally do assess charges in excess of those which would accrue under the rates prescribed as minima, deviation from the requirement that these carriers quote and assess rates in cents per 100 pounds is justified by transportation characteristics peculiar to the operations being considered. This record does not disclose, however, the basis on which minimum rates for the traffic in question should be established nor what requirements should be ordered for rate quotations in advance of shipment. Under the circumstances this traffic will be exempted, temporarily, from the requirements of Decision No. 31606, as amended, supra.

#### Exemption of Used Household Goods and Related Articles

It has been pointed out that the exemption of used household goods and related articles contained in Item No. 40-I of Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended, supra) has not been amended so as to conform with the changes made in the household goods rate by Decision No. 32325 (42 C.R.C.119), as amended. To remove any doubt as to the applicability of the rates prescribed by the decisions relating to the transportation of household goods, the order herein will amend the exemption of that transportation so as to correspond with the household goods orders.

#### Requests for Dismissal of Petitions

Various petitioners have requested, in writing, that their petitions on file in this proceeding be dismissed. These petitions are: the petition of The Rockport Company relative to rates on lumber,

filed January 4, 1940; the petition of H. Frasher Truck Lines, et al., relative to rates on beverages, filed July 1, 1940; the petition of Southern Pacific Company, relative to pickup and delivery limits of Watsonville, filed October 8, 1940; the petition of Railway Express Agency, Inc., relative to pickup and delivery limits of Huntington Park, filed April 30, 1941; the petition of Valley Express Co., relative to shipments weighing 100 pounds and less, filed May 7, 1941; the petition of Humboldt Motor Stages Inc., relative to shipments weighing 100 pounds and less, filed June 10, 1941; and the petition of The Atchison, Topeka & Santa Fe Railway Company, relative to pickup and delivery limits of Inglewood, filed July 9, 1941. These petitions will be dismissed by the order herein.

O R D E R

Based upon the evidence of record and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Railway Express Agency, Inc. be and it is hereby authorized to establish for transportation from or to points which it may be authorized to serve within the following described territories, the rates lawfully published and maintained by it under Decision No. 31606 of December 27, 1938, as amended, in this proceeding for transportation from or to Burbank, Long Beach and Santa Barbara, respectively:

Burbank.-That area within the city limits of Los Angeles located along Van Owen Street between the corporate limits of Burbank and the plant of Adel Precision Products Corporation, approximately 1,200 feet west of Burbank, including said plant.

Long Beach.-That area outside of the city limits within the following boundaries:

Beginning at the intersection of the easterly city limits of Long Beach and Spring Street; thence easterly on Spring Street to Lakewood Boulevard; northerly on Lakewood Boulevard to Carson Street; westerly on Carson Street to its intersection with the city limits of Long Beach.

Santa Barbara.-Those areas outside of the city limits within the following boundaries:

(1) Beginning at the intersection of the northerly city limits of Santa Barbara and Mission Canyon Road; thence northerly on Mission Canyon Road to Lauro Canon Road; westerly on Lauro Canon Road to its intersection with the city limits of Santa Barbara.

(2) Beginning at the intersection of the city limits of Santa Barbara and Animas Road; thence southerly on Animas Road to Channel Drive; easterly on Channel Drive to Olive Mill Road; northerly on Olive Mill Road to U. S. Highway No. 101; westerly on U. S. Highway No. 101 to its intersection with the city limits of Santa Barbara.

IT IS HEREBY FURTHER ORDERED that Southern Pacific Company be and it is hereby authorized to establish for transportation from or to points which it may be authorized to serve within the following described territory, the rates lawfully published and maintained by it under Decision No. 31606 of December 27, 1938, as amended, in this proceeding for transportation from or to Nacimiento:

A distance of 7,500 feet northerly along Highway U.S. 101 from the depot at Nacimiento to and including the entrance to Camp Roberts from said highway and points in that Camp in the vicinity of said entrance.

IT IS HEREBY FURTHER ORDERED that Decision No. 31606, as amended, in this proceeding, be and it is hereby further amended by adding to paragraph (c) of Finding No. 14 thereof the following carriers:

Coast Line Stages, Inc.; Santa Fe Transportation Company (passenger stage corporation); and Red Arrow Bonded Messenger Corporation (exception limited to packages or parcels weighing not to exceed ten pounds each in weight, not containing merchandise which has been sold at wholesale by a wholesale merchant, and transported only in or on passenger automobiles, station wagons or motor scooters).

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

|                         |                                 |
|-------------------------|---------------------------------|
| First Revised Page 1    | Cancels Original Page 1         |
| Seventh Revised Page 3  | Cancels Sixth Revised Page 3    |
| Sixth Revised Page 4    | Cancels Fifth Revised Page 4    |
| Seventh Revised Page 5  | Cancels Sixth Revised Page 5    |
| Sixth Revised Page 7    | Cancels Fifth Revised Page 7    |
| Tenth Revised Page 14   | Cancels Ninth Revised Page 14   |
| Eighth Revised Page 15  | Cancels Seventh Revised Page 15 |
| Third Revised Page 21   | Cancels Second Revised Page 21  |
| Third Revised Page 28   | Cancels Second Revised Page 28  |
| Fourth Revised Page 29  | Cancels Third Revised Page 29   |
| First Revised Page 29-A | Cancels Original Page 29-A      |
| Third Revised Page 30   | Cancels Second Revised Page 30  |
| First Revised Page 30-A | Cancels Original Page 30-A      |
| First Revised Page 31-A | Cancels Original Page 31-A      |
| Fourth Revised Page 37  | Cancels Third Revised Page 37   |
| Original Page 46-A      |                                 |

IT IS HEREBY FURTHER ORDERED that the tariff publications required to be made by common carriers as a result of the amendment herein of the aforesaid tariff shall be made effective on October 1, 1941, on not less than three (3) days' notice to the Commission and to the public; and that tariff publications which are not required to be made but which are herein authorized may be made effective not earlier than October 1, 1941, and on not less than three (3) days' notice if published to become effective on that date.

IT IS HEREBY FURTHER ORDERED that the following petitions be and they are and each of them is hereby dismissed:

The petition of The Rockport Company relative to rates on lumber, filed January 4, 1940; the petition of H. Frasher Truck Lines, et al. relative to rates on beverages, filed July 1, 1940; the petition of Southern Pacific Company relative to pickup and de-



First Revised Page.....1

    Cancels

Original Page.....1

HIGHWAY CARRIERS' TARIFF NO. 2

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

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## INDEX OF COMMODITIES

Only those articles which are named in commodity items or in Exceptions to the Western Classification and Exception Sheet are shown in the following list.

| COMMODITY                                     | Item Number                | COMMODITY                       | Item Number                |
|-----------------------------------------------|----------------------------|---------------------------------|----------------------------|
| Acid, Boracic                                 | 730                        | Book Cases                      | 660,690                    |
| Adapters, Casing                              | 365                        | Borax                           | 730                        |
| Adjusters and Boards                          | 365                        | Boxes, Well Derrick or Stuffing | 365                        |
| Air Compressors (M)                           | 365                        | Brackets, Cornice               | 660,690                    |
| Ale                                           | 310,360,600                | Brackets, Insulator             | 660,690                    |
| Ale, Ginger                                   | 600                        | Bran                            | 652 $\frac{1}{2}$ ,654     |
| Alfalfa                                       | 652 $\frac{1}{2}$ ,654     | Bran, cottonseed (M)            | 652 $\frac{1}{2}$ ,654     |
| Anvils (M)                                    | 365                        | Bran, Rico                      | 652 $\frac{1}{2}$ ,654     |
| Aprons, Window                                | 660,690                    | Breads                          | (1)                        |
| Arms, wooden                                  | 365                        | Breakfast Neck Sots             | 660,690                    |
| Asphalt                                       | 723-727                    | Brewers' Flakes                 | 652,652 $\frac{1}{2}$ ,654 |
| Astragals                                     | 660,690                    | Brewers' Grains                 | 652,652 $\frac{1}{2}$ ,654 |
| Atmospheric Water Cooling Towers              | (M)365,660<br>690          | Brick, Fire                     | 365                        |
| Bakery Goods                                  | 360                        | Brine                           | (1)                        |
| Balusters                                     | 660,690                    | Bronzing Liquids                | 377                        |
| Balustrado Work                               | 660,690                    | Broths                          | (1)                        |
| Bark                                          | 660,690                    | Buckwheat                       | 652,652 $\frac{1}{2}$ ,654 |
| Barley                                        | 652,652 $\frac{1}{2}$ ,654 | Buffets                         | 660,690                    |
| Barrels, Pump Working                         | 365                        | Built-in Fixtures               | 660,690                    |
| Bars, Grate                                   | 365                        | Butter, Dairy                   | (M)315,605                 |
| Base Boards                                   | 660,690                    | Butter, Fruit                   | (1)                        |
| Beads, Angle, Corner, Cornice                 | 660,690                    | Buttermilk                      | (1)                        |
| Beans, Mesquite                               | 652 $\frac{1}{2}$ ,654     | Buttermilk, dried               | 652 $\frac{1}{2}$ ,654     |
| Beans and Pork                                | (1)                        | Buttermilk, powdered or flaked  | (1)                        |
| Bee Hives                                     | 660,690                    | Butter, Peanut                  | (1)                        |
| Beer                                          | 310,360,600                | Cabinets, Kitchen               | 660,690                    |
| Beer Tonic                                    | 310,360,600                | Cabinets, Medicine              | 660,690                    |
| Beet Pulp                                     | 652 $\frac{1}{2}$ ,654     | Cabinets, Telephone             | 660,690                    |
| Belts (M)                                     | 365                        | Cake, Babassu Nut               | 652 $\frac{1}{2}$ ,653,654 |
| Beverage Containers                           | 600                        | Cake, Coconut                   | 652 $\frac{1}{2}$ ,653,654 |
| Beverage Preparations                         | 360                        | Cake, Copra                     | 652 $\frac{1}{2}$ ,653,654 |
| Beverages                                     | 310,360,600                | Cake, Corn Germ                 | 652 $\frac{1}{2}$ ,653,654 |
| Bits, Drilling                                | 365                        | Cake, Corn Oil (M)              | 652 $\frac{1}{2}$ ,654     |
| Blacksmith's Rotary Blowers (M)               | 365                        | Cake, Cottonseed                | 652 $\frac{1}{2}$ ,653,654 |
| Blinds (Shutter)                              | 660,690                    | Cake, Flaxseed                  | 653,654                    |
| Blocks (Base, Center, Corner, Head)           | 660,690                    | Cake, (Grain)                   | 652,652 $\frac{1}{2}$ ,654 |
| Blocks, Casing, Crown or Underreamer Dressing | 365                        | Cake, Hemp Seed                 | 652 $\frac{1}{2}$ ,653,654 |
| Blocks, Wooden Paving                         | 660,690                    | Cake, Kapok Seed                | 652 $\frac{1}{2}$ ,653,654 |
| Blowers, Blacksmith's Rotary (M)              | 365                        | Cake, Linseed                   | 652 $\frac{1}{2}$ ,653,654 |
| Boards, Base                                  | 660,690                    | Cake, Mesquite (M)              | 652 $\frac{1}{2}$ ,654     |
| Boards, Ironing                               | 660,690                    | Cake, Palm                      | 652 $\frac{1}{2}$ ,653,654 |
|                                               |                            | Cake, Palm Kernel               | 652 $\frac{1}{2}$ ,653,654 |
|                                               |                            | Cake, Peanut                    | 652 $\frac{1}{2}$ ,653,654 |
|                                               |                            | Cake, Perilla                   | 653,654                    |
|                                               |                            | Cake, Perilla Seed              | 652 $\frac{1}{2}$ ,653,654 |
|                                               |                            | Cake, Rape Seed                 | 652 $\frac{1}{2}$ ,653,654 |

|                   |                        |                      |                            |
|-------------------|------------------------|----------------------|----------------------------|
| Boiler Flues      | 365                    | Cake, Safflower Seed | 653,654                    |
| Boiler Fronts (M) | 365                    | Cake, Sesame Seed    | 652 $\frac{1}{2}$ ,653,654 |
| Boiler Parts (M)  | 365                    | Cake, Soya Bean      | 652 $\frac{1}{2}$ ,653,654 |
| Boilers (M)       | 365                    | Cake, Sunflower Seed | 652 $\frac{1}{2}$ ,653,654 |
| Boiler Tubes      | 365                    | Cake, Tucum Nut      | 652 $\frac{1}{2}$ ,653,654 |
| Bolts, wooden     | 660,690                | Cake, Velvet Bean    | 652 $\frac{1}{2}$ ,653,654 |
| Bone, ground      | 652 $\frac{1}{2}$ ,654 |                      |                            |

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

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## INDEX OF COMMODITIES (Continued)

| COMMODITY                 | Item Number  | COMMODITY                  | Item Number   |
|---------------------------|--------------|----------------------------|---------------|
| Candles (M)               | 723,727      | Compounds, Oil Well Drill- |               |
| Candy                     | 360          | ing Mud                    | 365           |
| Canned Goods and Other    |              | Compound, paint thinning   |               |
| Articles as described     |              | (M)                        | 723-727       |
| in Item No. 610 series    | 320,360,610, | Compound, radiator or      |               |
|                           | 620,630      | cleaning (M)               | 723-727       |
| Cants, Wheel, wooden      | 660,690      | Compound, rust preventing  |               |
| Cants, wooden             | 365          | or removing (M)            | 723-727       |
| Caps, Column              | 660,690      | Compound, type cleaning    |               |
| Caps, Sand Line           | 365          | (M)                        | 723-727       |
| Carriers (used packages)  | 330          | Compound, waterproofing    |               |
| Carriers, empty           | 631          | (M)                        | 723-727       |
| Cases (Built-in Fixtures) | 660,690      | Condiments, prepared       | (1)           |
| Casing, Door and Window   |              | Confectionery              | 360           |
| Panel                     | 660,690      | Containers, Beverage       | 600           |
| Casing Shoes              | 365          | Cooler Closets             | 660,690       |
| Castings, Swing Post      | 365          | Corn                       | (1),652,652½, |
| Catchers, Tubing          | 365          |                            | 654           |
| Catsup                    | (1)          | Corn Cobs                  | 652,652½,654  |
| Cement, pipe fitting (M)  | 723-727      | Cornice Brackets           | 660,690       |
| Cereal and Nuts combined  | 360          | Corn, Kaffir               | 652,652½,654  |
| Cereal Food               | 360          | Corn Steep Water           | 652,652½,654  |
| Cereal Food Preparations  | 655,656      | Countershafts, Oil Well    | 365           |
| Cereals, cooked           | 655,656      | Covers, cotton cloth       | 335           |
| Chaff                     | 652,652½,654 | Covers, Guy Wire           | 660,690       |
| Charcoal (M)              | 652½,654     | Covers, Thief Hole         | 365           |
| Cheese (including cottage |              | Cow Peas                   | 652½,654      |
| and pot cheese)           | (M)315,605   | Cranes, Derrick            | 365           |
| Chests of Drawers         | 660,690      | Cross Arms, wooden         | 660,690       |
| Chili, ground             | (1)          | Crystals, Citrus Fruit     |               |
| China Closets             | 660,690      | Juice                      | 360           |
| Chloride of Lime Bleach   | 730          | Cupboards                  | 660,690       |
| Chocolate                 | 360          | Cylinders, Well Pump       | 365           |
| Chocolate Coating         | 360          |                            |               |
| Chops                     | 652,652½,654 | Darso                      | 652,652½,654  |
| Chowders                  | (1)          | Derrick Cranes             | 365           |
| Citrus Fruit Juice        |              | Derrickicks                | 365           |
| Powders or Crystals       | 360          | Dessert Preparations       | 360           |
| Clamps                    | 365          | Disinfectants              | 730           |
| Clamps, Disconnecting,    |              | Distillers' Grains         | 652,652½,654  |
| Drilling, Drive or        |              | Doors                      | 660,690       |
| Gas Packing               | 365          | Drain Pipe Solvent         | 730           |
| Clay, Fire (M)            | 365          | Dressing, Automobile       |               |
| Clippings                 | 652,652½,654 | Top (M)                    | 723-727       |
| Coating, Chocolate        | 360          | Dressing, Belt (M)         | 723-727       |
| Cocoa                     | 360          | Dressing, Salad            | (1)           |
| Cocconut, prepared        | (1)          | Drill Bitheads             | 365           |
| Coffee                    | 360          | Dry Milk Solids            | (1)           |
| Coffee Substitutes        | 360          | Durra                      | 652,652½,654  |
| Colorings, Confectioners  | 360          | Dust, Elevator             | 652,652½,654  |
| Columns                   | 660,690      |                            |               |
| Compound, anti-freeze (M) | 723-727      | Earth, Infuserial          | 650           |
| Compound, carbon remov-   |              | Eggs, Shelled              | 360           |
| ing (M)                   | 723-727      | Egyptian Wheat             | 652,652½,654  |

|                                                    |         |                                  |                      |
|----------------------------------------------------|---------|----------------------------------|----------------------|
| Compound, cleaning (M)                             | 723-727 | Elevator Dust                    | 652,652½,654         |
| Compounds, Cleaning,<br>Scouring or Washing        | 730     | Elevators, Pipe or<br>Sucker Rod | 365                  |
| Compound, electrical<br>insulating (M)             | 723-727 | Emmer                            | 652,652½,654         |
| Compounds, Flavoring                               | 360     | Engines (M)                      | 365                  |
| Compounds, Food Curing,<br>Preserving or Seasoning | 360     | Ether (M)                        | 723-727              |
| Compounds, Lard                                    | 360     | Exterminators, vermin (M)        | 723-727              |
|                                                    |         | Extracts                         | 360                  |
|                                                    |         | Extracts, Malt                   | 600                  |
|                                                    |         | Farina                           | 652,652½,654         |
|                                                    |         | Feed, Animal                     | (1),652,652½,<br>554 |
|                                                    |         | Food, Barley Hay                 | 652½,654             |
|                                                    |         | Food, Bean Straw (M)             | 652½,654             |

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

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Issued by The Railroad Commission of the State of California,  
Correction No. 211 San Francisco, California.

| INDEX OF COMMODITIES (Continued)       |                |                                       |                |
|----------------------------------------|----------------|---------------------------------------|----------------|
| COMMODITY                              | Item Number    | COMMODITY                             | Item Number    |
| Lime, Chlorinated                      | 730            | Meal, Velvet Bean                     | 652½, 653, 654 |
| Liners                                 | 365            | Meats, cooked, cured or preserved     | (1)            |
| Liners, Polished Rod                   | 365            | Meat other than fresh                 | 360            |
| Lines, Measuring                       | 365            | Meat Substitutes                      | 360            |
| Links                                  | 365            | Mechanics' Tools (M)                  | 365            |
| Liquid, cigar or cigarette lighter (M) | 723-727        | Medicine Cabinets                     | 660, 690       |
| Liquors, Malt                          | 360, 600       | Middlings                             | 652, 652½, 654 |
| Liquors, Vinous                        | 360, 660       | Milk (condensed or evaporated) liquid | (1)            |
| Lubricant, Grease Binder               | 723-727        | Milk, dried                           | 652½, 654      |
| Lumber                                 | 660, 690       | Milk, Malted                          | 360            |
| Lye, Concentrated                      | 730            | Milk, sour skim                       | 652½, 654      |
| Macaroni (M)                           | 653, 654       | Milo Maize                            | 652, 652½, 654 |
| Macaroni, except canned                | 360            | Mince Meat                            | (1)            |
| Macaroni (prepared)                    | (1)            | Molasses                              | (1), 652½, 654 |
| Machines, Oil Well Pulling             | 365            | Molding, Carpenters'                  | 660, 690       |
| Machines, Rotary Drilling              | 365            | Molding, Casing                       | 660, 690       |
| Maize                                  | 652, 652½, 654 | Mud Mixer Parts                       | 365            |
| Malt                                   | 652, 652½, 654 | Mustard                               | 360            |
| Malt Sprouts                           | 652, 652½, 654 | Mustard (prepared)                    | (1)            |
| Mantel Shelves                         | 660, 690       | Noodles                               | 360            |
| Margarine                              | (M) 315, 605   | Noodles (M)                           | 653, 654       |
| Mash                                   | 652, 652½, 654 | Nuts, edible, shelled                 | 360            |
| Meal, Alfalfa                          | 652½, 653, 654 | Oats                                  | 652, 652½, 654 |
| Meal, Babassu Nut                      | 652½, 653, 654 | Oats, rolled                          | 652, 652½, 654 |
| Meal, Bean Straw                       | 652½, 653, 654 | Offal                                 | 652, 652½, 654 |
| Meal, Clover                           | 652½, 653, 654 | Oil, cooking                          | 730            |
| Meal, Coconut                          | 652½, 653, 654 | Oil, Fish (M)                         | 652½, 654      |
| Meal, Copra                            | 652½, 653, 654 | Oil, Olive                            | (1)            |
| Meal, Corn Germ                        | 652½, 653, 654 | Oil, (other than medicinal) (M)       | 723-727        |
| Meal, Corn Oil (M)                     | 652½, 654      | Oil, petroleum medicinal (M)          | 723-727        |
| Meal, Cottonseed                       | 652½, 653, 654 | Oil, Salad                            | (1), 730       |
| Meal, Fish                             | 652½, 653, 654 | Olivce                                | (1)            |
| Meal, Flaxseed                         | 653, 654       | Onion Chips                           | (1)            |
| Meal, Gluten                           | 652, 652½, 654 | Onion Powder                          | (1)            |
| Meal, (Grain)                          | 652, 652½, 654 | Ornaments, Gable                      | 660, 690       |
| Meal, Hemp Seed                        | 652½, 653, 654 | Outfits, insect destroying (M)        | 723-727        |
| Meal, Kapok Seed                       | 652½, 653, 654 | Outfits, Oil, Water or Gas Well       | 365            |
| Meal, Linseed                          | 652½, 653, 654 | Outfits, Wire Line Pumping            | 365            |
| Meal, Meat                             | 652½, 654      | Packers                               | 365            |
| Meal, Mesquite (M)                     | 652½, 654      | Paint, asphaltic (M)                  | 723-727        |
| Meal, Palm                             | 652½, 653, 654 | Paint, liquid (M)                     | 723-727        |
| Meal, Palm Kernel                      | 652½, 653, 654 | Paint, liquid or paste                | 377            |
| Meal, Peanut                           | 652½, 653, 654 | Paneling                              | 660, 690       |
| Meal, Perilla                          | 653, 654       | Parts, Boiler (M)                     | 365            |
| Meal, Perilla Seed                     | 652½, 653, 654 | Parts, Mud Mixer                      | 365            |
| Meal, Rape Seed                        | 652½, 653, 654 | Paste, Alimentary                     | 360            |
| Meal, Rice                             | 652½, 654      | Paste, Confectioners'                 | 360            |
| Meal, Safflower Seed                   | 653, 654       | Paste, Tomato                         | (1)            |
| Meal, Sesame Seed                      | 652½, 653, 654 | Peanut Butter                         | (1)            |
| Meal, Soya Bean                        | 652½, 653, 654 |                                       |                |
| Meal, Sunflower Seed                   | 652½, 653, 654 |                                       |                |
| Meal, Tucum Nut                        | 652½, 653, 654 |                                       |                |

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

EFFECTIVE OCTOBER 1, 1941

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 212

| Item No.                         | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <p>40-J<br/>Cancels<br/>40-I</p> | <p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES<br/>(Items Nos. 40 and 41 Series)</p> <p>Rates in this tariff apply for the transportation of all commodities, except the following:</p> <p>Accessories, motion picture,<br/>Automobiles, set up,</p> <p>Baggage,<br/>*Butter, dairy (Subject to Note 8),<br/>Buttermilk, liquid (Subject to Note 2),</p> <p>Carriers (used packages), empty returning or forwarded for return loads (Subject to Note 1),<br/>Cement, portland (building),<br/>Cement Clinker,</p> <p>*Cheese (including cottage cheese and pot cheese) (Subject to Note 8),</p> <p>Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles,</p> <p>*Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low-bed trailers,</p> <p>Commodities when transported in dump trucks, for which rates are provided in Decision No. 32566 of November 14, 1939, as amended, in Case No. 4246,</p> <p>Commodities which consist of or contain materials essential to National Defense and which have been donated to and are transported for the United States government, governmental agencies, or nonprofit organizations acting for or in behalf of said government in the collection, assembly or transportation of said commodities in connection with the recovery of said essential materials from the commodities transported,</p> <p>Cotton,<br/>Cream (Subject to Note 2),</p> <p>Directories, telephone,</p> <p>Eggs (other than shelled, desiccated or frozen),</p> <p>Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet,</p> <p>Hops,</p> <p>Ice Cream Mix, unflavored,<br/>Insecticides, agricultural,</p> <p>Leaves, Cactus, dried (Subject to Note 7),<br/>Live stock,<br/>Logs (wood),</p> <p>Margarine (Subject to Note 8),<br/>Milk, liquid (Subject to Note 2),</p> <p>Newspapers (not scrap or waste),<br/>Nuts, edible, in the shell,</p> <p>Pits, fruit,<br/>Poultry, live or dressed,</p> <p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5),<br/>Seed, cotton,<br/>Seeds, field, as described in Note 6,<br/>Shell Marl, crushed, ground or powdered,<br/>Straw (Subject to Note 7),<br/>Sulphur,</p> <p>*Used Property viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Decision No. 32629 of December 7, 1939, as amended, in Case No. 4246, and such used property transported for the United States, state, county or municipal governments but excluded from the provisions of said Decision No. 32629, as amended, by the exception of that property therein contained,</p> <p>Vegetables, fresh,<br/>Vegetables, dried, viz.:<br/>Beans, (except Mesquite),<br/>Lentils,<br/>Onions,<br/>Peas, (except Cow Peas),<br/>Pepper Pods,</p> |

Film, motion picture,  
Fodder, Bean, Cane, Corn or Pec  
(Subject to Note 7),  
Fruit, dried, unmanufactured and  
unprocessed (Subject to Note 4),  
Fruit, fresh (Subject to Note 3),  
Fungicides, agricultural,

Voting Booths, Ballet Boxes,  
Election Tents and Election  
Supplies, when transported  
from or to polling places.

(Continued in Item No. 41 Series)

\*Change, Decision No.

EFFECTIVE OCTOBER 1, 1941

Correction No. 213

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



| Item No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <p>41-E<br/>Cancels<br/>41-D</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES<br/>(Concluded)<br/>(Items Nos. 40 and 41 series)</p> <p>Note 1.-Includes only used empty carriers which are returning from an outbound paying load of traffic for which rates are not provided in this tariff, or which are being forwarded for a return paying load of traffic for which rates are not provided in this tariff (subject to Rule No. 130 of the Exception Sheet).</p> <p>Note 2.-Exemption applies only when commodities flagged subject to this note are shipped in milk shipping cans, in bottles in cases or crates, or in bulk in tanks.</p> <p>Note 3.-Exemption will not apply to transportation of fresh pears for which rates are provided in Item No. 651 series.</p> <p>Note 4.-Exemption applies only as to dried fruit in the natural state and which has not been cleaned, washed, stemmed or otherwise prepared or partially prepared for human consumption.</p> <p>Note 5.-Exemption does not apply to sea shells as described in Item No. 652½ series.</p> <p>Note 6.-(1)Exemption applies only to field seeds, viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;"> <p>Adzuki,<br/>Alfalfa,<br/>Bahia grass,<br/>Bean, field, horse, lima,<br/>    mat or mung,<br/>Beet, field or sugar,<br/>Bentgrass,<br/>Bermuda grass,<br/>Bluoglass,<br/>Bluestem,<br/>Bromo, bunch or smooth,<br/>Carpot grass,<br/>Chick pea (garbanzo),<br/>Clover (except sweet clover),<br/>Creeping bent,<br/>Dallis grass,<br/>Dog's-tail, crested,<br/>Deliches,<br/>Fonugrook,<br/>Fescue grass,<br/>Foxtail, meadow,<br/>Guar,<br/>Guinea grass,<br/>Harding grass,<br/>Kudzu,<br/>Lespedeza,<br/>Lupine,</p> </td> <td style="vertical-align: top;"> <p>Medic, black,<br/>Molasses grass,<br/>Mustard (except wild mustard),<br/>Napier grass,<br/>Oatgrass, tall,<br/>Orchard grass,<br/>Pea, Austrian winter, Canadian,<br/>    field, Tangior or wedge,<br/>Popcorn,<br/>Prose,<br/>Redtop,<br/>Rood canary grass,<br/>Rescue grass,<br/>Rhodes grass,<br/>Ryoglass,<br/>Sainfoin,<br/>Sand dregseed,<br/>Sesbania,<br/>Soybean,<br/>Sudan grass,<br/>Sweet vernalgrass,<br/>Timothy,<br/>Velvet bean,<br/>Velvet bent,<br/>Velvet grass,<br/>Wheatgrass, crested or<br/>    slender.</p> </td> </tr> </table> <p>Note 7.-Exemption will not apply to transportation for which rates are provided in Items Nos. 657 and 658 series.</p> <p>*Note 8.-Exemption will not apply to transportation for which rates are provided in Items Nos. 315 and 605 series.</p> | <p>Adzuki,<br/>Alfalfa,<br/>Bahia grass,<br/>Bean, field, horse, lima,<br/>    mat or mung,<br/>Beet, field or sugar,<br/>Bentgrass,<br/>Bermuda grass,<br/>Bluoglass,<br/>Bluestem,<br/>Bromo, bunch or smooth,<br/>Carpot grass,<br/>Chick pea (garbanzo),<br/>Clover (except sweet clover),<br/>Creeping bent,<br/>Dallis grass,<br/>Dog's-tail, crested,<br/>Deliches,<br/>Fonugrook,<br/>Fescue grass,<br/>Foxtail, meadow,<br/>Guar,<br/>Guinea grass,<br/>Harding grass,<br/>Kudzu,<br/>Lespedeza,<br/>Lupine,</p> | <p>Medic, black,<br/>Molasses grass,<br/>Mustard (except wild mustard),<br/>Napier grass,<br/>Oatgrass, tall,<br/>Orchard grass,<br/>Pea, Austrian winter, Canadian,<br/>    field, Tangior or wedge,<br/>Popcorn,<br/>Prose,<br/>Redtop,<br/>Rood canary grass,<br/>Rescue grass,<br/>Rhodes grass,<br/>Ryoglass,<br/>Sainfoin,<br/>Sand dregseed,<br/>Sesbania,<br/>Soybean,<br/>Sudan grass,<br/>Sweet vernalgrass,<br/>Timothy,<br/>Velvet bean,<br/>Velvet bent,<br/>Velvet grass,<br/>Wheatgrass, crested or<br/>    slender.</p> |
| <p>Adzuki,<br/>Alfalfa,<br/>Bahia grass,<br/>Bean, field, horse, lima,<br/>    mat or mung,<br/>Beet, field or sugar,<br/>Bentgrass,<br/>Bermuda grass,<br/>Bluoglass,<br/>Bluestem,<br/>Bromo, bunch or smooth,<br/>Carpot grass,<br/>Chick pea (garbanzo),<br/>Clover (except sweet clover),<br/>Creeping bent,<br/>Dallis grass,<br/>Dog's-tail, crested,<br/>Deliches,<br/>Fonugrook,<br/>Fescue grass,<br/>Foxtail, meadow,<br/>Guar,<br/>Guinea grass,<br/>Harding grass,<br/>Kudzu,<br/>Lespedeza,<br/>Lupine,</p> | <p>Medic, black,<br/>Molasses grass,<br/>Mustard (except wild mustard),<br/>Napier grass,<br/>Oatgrass, tall,<br/>Orchard grass,<br/>Pea, Austrian winter, Canadian,<br/>    field, Tangior or wedge,<br/>Popcorn,<br/>Prose,<br/>Redtop,<br/>Rood canary grass,<br/>Rescue grass,<br/>Rhodes grass,<br/>Ryoglass,<br/>Sainfoin,<br/>Sand dregseed,<br/>Sesbania,<br/>Soybean,<br/>Sudan grass,<br/>Sweet vernalgrass,<br/>Timothy,<br/>Velvet bean,<br/>Velvet bent,<br/>Velvet grass,<br/>Wheatgrass, crested or<br/>    slender.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | *Change, Decision No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | EFFECTIVE OCTOBER 1, 1941                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Correction No. 214                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Issued by The Railroad Commission of the State of California,<br>San Francisco, California.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Item No.                                    | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
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|                                             | <p><b>SPLIT DELIVERY</b></p> <p>The charge for transportation of a split delivery shipment (as defined in Item No. 11 series) shall be the pickup and delivery charge (as defined in Item No. 10 series) applicable under rates in Section No. 2 or Section No. 3, or any combination of said rates, for transportation of a single shipment of like kind and quantity of property,</p> <p>(a) from point of origin to point of destination of any component part via the points of destination of all other component parts;</p> <p>(b) for one-half the distance from point of origin to that same point via each of the points of destination to which deliveries are made; (See Note 1)</p> <p>plus the following additional charges:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Weight of Component Part<br/>(In Pounds)</th> <th style="text-align: center;">Additional Charge for Each<br/>Component Part Delivered<br/>(In Cents)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Over 0</td> <td style="text-align: center;">But Net Over 100 25</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">500 35</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000 50</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000 75</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000 100</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000 125</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">20,000 150</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">----- 200</td> </tr> </tbody> </table> <p>The provisions of this item shall not apply:</p> <p>(1) if split pickup service has been accorded;</p> <p>(2) unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignee, the point of destination and the kind of property in each component part.</p> <p>In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, said charge may be applied.</p> <p>NOTE 1.-Point-to-point rates in this tariff may also be used in combination with other rates in this tariff in the following manner: Add to the rate applicable to transportation of a single shipment of like kind and quantity of property from point of origin to any other point, the rate applicable for like transportation for one-half the distance from the latter point to that same point via each of the points to which deliveries are made which are not located on the route via which the point-to-point rate used is applicable. To the charge obtained by use of the resulting rate add the additional charges above set forth.</p> | Weight of Component Part<br>(In Pounds) | Additional Charge for Each<br>Component Part Delivered<br>(In Cents) | Over 0 | But Net Over 100 25 | 100 | 500 35 | 500 | 1,000 50 | 1,000 | 2,000 75 | 2,000 | 4,000 100 | 4,000 | 10,000 125 | 10,000 | 20,000 150 | 20,000 | ----- 200 |
| Weight of Component Part<br>(In Pounds)     | Additional Charge for Each<br>Component Part Delivered<br>(In Cents)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| Over 0                                      | But Net Over 100 25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| 100                                         | 500 35                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| 500                                         | 1,000 50                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| 1,000                                       | 2,000 75                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| 2,000                                       | 4,000 100                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| 4,000                                       | 10,000 125                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| 10,000                                      | 20,000 150                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| 20,000                                      | ----- 200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| <p>170-A<br/>Cancela<br/>170<br/>2-1-41</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |
| <p>172<br/>Added</p>                        | <p><b>RECEIVING AND TRANSMITTING PURCHASE ORDERS</b></p> <p>When the service of receiving and transmitting purchase orders is performed in connection with the transportation to which the rates provided in this tariff are applicable the charge for handling said purchase orders shall be 2 cents per order.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                         |                                                                      |        |                     |     |        |     |          |       |          |       |           |       |            |        |            |        |           |

STRINGING PIPE

175  
10-1-40

Then the service of stringing (distribution in transit along a line) is performed in connection with the transportation of iron or steel pipe for which the class rates provided in this tariff are applicable, the class rates shall be applied to the point at which the stringing service is commenced. In addition thereto hourly rates provided in Item No. 720 series shall be assessed for the time consumed in performing the stringing service, less ten (10) minutes per ton.

♦Increase     )  
♦Reduction   )     Decision No.

EFFECTIVE OCTOBER 1, 1941

Correction No. 215     Issued by The Railroad Commission of the State of California,  
San Francisco, California.

| Item No.                                                                                                                                                  | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 260-1-A<br>Cancels<br>260-1                                                                                                                               | <p>PICKUP AND DELIVERY ZONES</p> <p>Pickup and delivery zones include both sides of streets, boulevards, roads, avenues or highways named. See Item No. 100 series for application of mileages to pickup and delivery zones in these and other incorporated cities or unincorporated communities.</p> <p>Rates in this tariff from or to incorporated cities or unincorporated communities for which pickup and delivery zones are described herein shall apply from or to all points located within such described zones.</p> <p>♦♦ COYOTE: (Milage Basing Point, Coyote.) Within a radius of one mile of the Southern Pacific Company's depot; also beyond one mile from that depot southerly along Highway U.S. 101 for a distance of six-tenths of a mile.</p> <p>♦♦ GILROY: (Milage Basing Point, Gilroy.) All of the City of Gilroy, also from the intersection of the northern city limits and Highway U.S. 101 (Monterey Street) northerly along said highway for a distance of three-tenths of a mile, from the intersection of the eastern city limits and State Highway 152 (Old Gilroy Road) easterly along said highway for a distance of one mile, and from the intersection of the southern city limits and Highway U.S. 101 (Monterey Street) southerly along said highway for a distance of three-tenths of a mile.</p> <p>GOLDTREE: (Milage Basing Point, Goldtree.) Within a radius of one mile of the Southern Pacific Company's depot; also beyond one mile from that depot along State Highway 1 to and including Camp San Luis Obispo.</p> <p>♦♦ HANFORD: (Milage Basing Point, Hanford.) All of the City of Hanford, also from the intersection of the western city limits and State Highway 198 (Lacey Boulevard) westerly along said highway for a distance of one-half mile, that territory east of the eastern city limits bounded on the north by State Highway 198 (Seventh Street) on the east by the Peoples Ditch Company Canal and on the south by the Southern Pacific Company right-of-way and from the intersection of State Highway 198 easterly for a distance of one and two-tenths miles.</p> <p>♦♦ HOLLISTER: (Milage Basing Point, Hollister.) All of the City of Hollister, also from the intersection of the western city limits and San Juan Road (Fourth Street) westerly along said road for a distance of one mile, from the intersection of the southeastern city limits and Prospect Avenue southeasterly along said avenue for a distance of one-half mile from the intersection of the eastern city limits and South Street easterly along said street for a distance of one-half mile, and that territory bounded as follows:</p> <p>Beginning at the intersection of Pacheco Pass Road (San Benito Street) and the northern city limits, westerly along the city limits to Southern Pacific Company right-of-way, northwesterly along said right-of-way to the prolongation of Maple Avenue, easterly along said prolongation to Pacheco Pass Road, northerly along said road for a distance of one and one-half miles and return via said road to the prolongation of Maple Avenue, easterly along said prolongation and Maple Avenue to Chappell Street, southerly along Chappell Street to Santa Ana Road, westerly along Santa Ana Road to the city limits, westerly along the city limits to point of beginning.</p> <p style="text-align: center;">(Continued)</p> |
|                                                                                                                                                           | <p>♦ Increase }<br/>♦ Reduction } Decision No.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>Zones formerly shown on this page transferred to Fourth Revised Page 29.</p>                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p>EFFECTIVE OCTOBER 1, 1941</p>                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p style="text-align: center;">Issued by The Railroad Commission of the State of California,<br/>San Francisco, California.</p> <p>Correction No. 216</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Item No.                    | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 260-2-A<br>Cancels<br>260-2 | <p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>*KING CITY: (Mileage Basing Point, King City.) All of the City of King City, also from the intersection of the southern city limits and Highway U.S. 101 southerly along said highway for a distance of one thousand feet, from the intersection of the southern city limits and County Road at Canal Street southerly and southwesterly along said road for a distance of one thousand feet, from the intersection of the western city limits and Highway U.S. 101 westerly along said highway to the east bank of the Salinas River, and from the intersection of the eastern city limits and the continuation of First Street (County Road) easterly along County Road to its intersection with the Airport Road northeasterly along the Airport Road to and including King City Airport.</p> <p>♦♦LERDO: (Mileage Basing Point, Lerdo.) Within a radius of one mile of the railroad depot, also beyond one mile from that depot westerly along Lerdo Road (also known as Shafter Road) to and including the United States Army Airport.</p> <p>LOS ANGELES HARBOR: (Mileage Basing Point, Zone 20, Los Angeles.) Includes all points located within the following boundaries:<br/>Beginning at the point where the Los Angeles County-Orange County boundary line intersects the shore-line of the Pacific Ocean, thence northeasterly along said boundary line to the point where the corporate boundary of the City of Long Beach diverges therefrom (Hathaway Avenue), northwesterly and following the corporate boundary of the City of Long Beach to the point where it meets 223rd Street at Caspian Avenue, westerly along 223rd Street to its intersection with the corporate boundary of the City of Los Angeles (Hesperian Avenue), northwesterly and following the corporate boundary of the City of Los Angeles to the intersection of Frampton Avenue and Lomita Boulevard, westerly along Lomita Boulevard to its intersection with the western corporate boundary of the City of Los Angeles, southerly along said corporate boundary to its intersection with the shore-line of the Pacific Ocean at Weymouth Avenue, easterly along the shore-line of the Pacific Ocean to point of beginning.</p> <p>MADERA: (Mileage Basing Point, Madera.) All of the City of Madera, also the territory bounded as follows:<br/>Beginning at the intersection of the northern and eastern city limits, thence easterly and northeasterly along Cleveland Avenue to its intersection with the prolongation of Tezer Street, southeasterly along the prolongation of Tezer Street and Tezer Street to County Road No. 28, southerly along County Road No. 28 to Highway U.S. 99, southeasterly along Highway U.S. 99 to Sayre Ranch Road (County Road No. 13), westerly along Sayre Ranch Road (County Road No. 13) to County Road No. 27, southerly along County Road No. 27 for a distance of three hundred feet, thence return via County Road No. 27 to Sayre Ranch Road (County Road No. 13), northerly along County Road No. 27 to its intersection with the southern city limits, easterly and northerly along the city limits to point of beginning.</p> <p>♦Beginning at the intersection of the western city limits and the south bank of the Fresno River, thence northerly to the point where the prolongation of the western city limits would meet the intersection of Highway U.S. 99 and Cleveland Avenue, easterly along Cleveland Avenue to the city limits paralleling the Southern Pacific Company right-of-way, southeasterly along said city limits to the south bank of the Fresno River, westerly along the south bank of the Fresno River to point of beginning.</p> <p style="text-align: center;">(Continued)</p> |

\*Change )  
♦Increase )  
\*Reduction ) Decision No.

Zones formerly shown on this page transferred to First Revised Page 29-A.

EFFECTIVE OCTOBER 1, 1941.

Correction No. 217 Issued by The Railroad Commission of the State of California,  
San Francisco, California.

| Item No.                             | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <p>260-3-A<br/>Cancels<br/>260-3</p> | <p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>♦*MERCED: (Mileage Basing Point, Merced.) All of the City of Merced, also from the intersection of the northwestern city limits and Highway U.S. 99 (16th Street) northwesterly along said highway for a distance of one-half mile, and the territory bounded as follows:<br/>         Beginning at the intersection of 13th Street and the eastern city limits paralleling "G" Street, thence northeasterly along the city limits to Bear Creek Drive, easterly along Bear Creek Drive to Weston Way, southwesterly along Weston Way to East 21st Street, southeasterly along East 21st Street to Bennet Road, westerly along Bennet Road to the point where it would meet the prolongation of "B" Street, southwesterly along such prolongation and "B" Street to 13th Street, northwesterly along 13th Street to point of beginning.</p> <p>MILLS: (Mileage Basing Point, Mills.) Within a radius of one mile of the Southern Pacific Company's depot, also beyond one mile from that depot along Mather Field road to and including Mather Field.</p> <p>*OAKLAND: (Mileage Basing Point, Oakland.) All of the City of Emoryville, also these parts of Albany, Alameda, Berkeley, Oakland and Piedmont bounded by the following:<br/>         Beginning at San Francisco Bay and Alameda-Contra Costa County Line, thence easterly along said county line to Curtis Street, southerly on Curtis Street to Solano Avenue, easterly on Solano Avenue to Tulare Avenue, southerly and westerly along city limits boundary line of Albany to Ordway Street, southerly on Ordway Street to Hopkins Street, northeasterly on Hopkins Street to Grove Street, southerly on Grove Street to Rose Street, easterly on Rose Street to Oxford Street, southerly on Oxford Street to Hearst Avenue, easterly and southerly along the city limit boundary line of Berkeley to Dwight Way, southwesterly and westerly on Dwight Way to College Avenue, southerly on College Avenue to Broadway, southwesterly on Broadway to Mather Street, easterly on Mather Street and Pleasant Valley Avenue to Rose Avenue, southwesterly on Rose Avenue to Echo Avenue, southerly on Echo Avenue to Linda Avenue, easterly on Linda Avenue to Grand Avenue, southerly on Grand Avenue to Mandana Boulevard, easterly on Mandana Boulevard to Lakeshore Avenue, westerly on Lakeshore Avenue to Excelsior Avenue, easterly on Excelsior Avenue to Hopkins Street, easterly on Hopkins Street to 55th Avenue, southwesterly on 55th Avenue to Camden Street, southeasterly on Camden Street to Seminary Avenue, northeasterly on Seminary Avenue to Outlook Avenue, southeasterly on Outlook Avenue to Parker Avenue, southerly on Parker Avenue to Foothill Boulevard, southwesterly on Foothill Boulevard to the Oakland-San Leandro boundary line, westerly along the Oakland-San Leandro boundary line and its prolongation to Edes Avenue, northwesterly on Edes Avenue to Jones Avenue, westerly on Jones Avenue to 98th Avenue, easterly on 98th Avenue to Railroad Avenue, northwesterly on Railroad Avenue and its prolongation to 50th Avenue, southwesterly on 50th Avenue to San Leandro Bay, northwesterly along the shore line of San Leandro Bay and Oakland Inner Harbor to Oakland Middle Harbor, northerly along shore line of Oakland Middle Harbor and Oakland Outer Harbor and San Francisco Bay to point of beginning;</p> <p style="text-align: center;">-- also --</p> <p>City of Alameda, beginning at High Street and Oakland Inner Harbor, thence southerly, westerly and northerly along the shore line to the mouth of the Oakland Estuary, thence easterly along the Alameda shore line of the Oakland Estuary to starting point; including Government Island.</p> <p style="text-align: center;">(Continued)</p> |

\*Change )  
♦ Increase ) Decision No.  
• Reduction )

EFFECTIVE OCTOBER 1, 1941

Correction No. 218 Issued by The Railroad Commission of the State of California,  
San Francisco, California.



| Item No.                                                                                    | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 260-4-A<br>Cancels<br>260-4                                                                 | <p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>♦♦PALO ALTO: (Mileage Basing Point, Palo Alto.) All of the City of Palo Alto, also the territory bounded as follows:<br/>Beginning at the intersection of the northwestern city limits and Middlefield Road, westerly along Middlefield Road to Ringwood Road, northerly along Ringwood Road to Bay Road, easterly along Bay Road to Bayshore Highway, southeasterly along Bayshore Highway to the city limits at Embarcadero Road, westerly, northerly and westerly along the city limits to point of beginning.</p> <p>*PITTSBURG: (Mileage Basing Point, Pittsburg.) All of the City of Pittsburg, also from the intersection of Front Street and Dairy Road at the western city limits northwesterly along said road to its end and the territories bounded as follows:<br/>From the east city limits at New York Slough, thence east following the waterfront to a point 1,000 feet east of Hooper Landing, westerly and southerly on Standard Oil Road to junction of County Highway and Extension of East Third Street, continuing south on County Highway and Columbia Street to eastern city limits, westerly and northerly along city limits to the eastern city limits at New York Slough.</p> <p>West from northwest corner of City Park on Ice House Road to junction of State Highway 4-24, including industries adjacent to this road; continuing west on Highway 4-24 to North Broadway, thence north to Southern Pacific tracks, west to a point opposite Alves Lane, south to Highway 4-24, thence east on Highway 4-24 to North Broadway, thence return via Highway 4-24 and Ice House Road to northwest corner of City Park.</p> <p>♦RED BLUFF: (Mileage Basing Point, Red Bluff.) All of the City of Red Bluff, also territory located within one and one-half miles of the city limits.</p> <p>REDDING: (Mileage Basing Point, Redding.) Including all of the City of Redding, also the territory bounded as follows:<br/>Beginning at the intersection of the northern city limits and Highway U.S. 99, thence northeasterly along Highway U.S. 99 for a distance of one mile, thence return via Highway U.S. 99 to city limits.</p> <p>Beginning at the intersection of the southern city limits and State Highway No. 44, thence southeasterly along State Highway No. 44 for a distance of one-quarter mile, thence return via State Highway No. 44 to city limits.</p> <p>Beginning at the intersection of the southern city limits and Highway U.S. 99, thence southerly along Highway U.S. 99 for a distance of 1.7 miles, thence return via Highway U.S. 99 to city limits.</p> <p>*RICHMOND: (Mileage Basing Point, Richmond.) All of the City of Richmond, also territory north of and adjacent to the Richmond City Limits following Highway U.S. 40 to and including the Tank Farm Station on said highway, and including the plants of Certain-teed Products Corporation, Mayer Bros., Paragon Metal Container Co., Rheem Manufacturing Co., Standard Sanitary Manufacturing Co. (Pacific Pettery Works), and Standard Oil Co. (Tank Farm).</p> <p style="text-align: center;">(Continued)</p> |
|                                                                                             | <p>*Change )<br/>♦Increase ) Decision No.<br/>♠Reduction )</p> <p>Zones formerly shown on this page transferred to First Revised Page 30-A.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| EFFECTIVE OCTOBER 1, 1941                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Issued by The Railroad Commission of the State of California,<br>San Francisco, California. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Correction No. 219                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Item No.                            | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <p>260-5-a<br/>Cancel<br/>260-5</p> | <p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>*ROSEVILLE: (Mileage Basing Point, Roseville.) All of the City of Roseville, also from the intersection of the southern city limits and Highway U.S. 40 southerly along said highway for a distance of one mile.</p> <p>** SACRAMENTO: (Mileage Basing Point, Sacramento.) All of the City of Sacramento, also territory located within one mile of the city limits and the territory bounded as follows:</p> <p>Beginning at the point where Highway U.S. 40-Highway U.S. 99E (Del Paso Boulevard) intersects the northern city limits of Sacramento along said highway to Rio Linda Boulevard, northeasterly along Rio Linda Boulevard to Nogales Avenue, southeasterly along Nogales Avenue to 10th Street, southerly along 10th Street to East El Camino Avenue, easterly along East El Camino Avenue to 11th Street, southerly along 11th Street to Bassettlaw Avenue, southeasterly along Bassettlaw Avenue to its Junction with Swanston road at Swanston Station including the plants of C. Swanston &amp; Son, Lumbermen's Supply, Inc., Sacramento Wool Company, Sacramento Feed Company and the Essex Lumber Company, returning west- orly along Bassettlaw Avenue to its junction with Highway U.S. 40-99E (Del Paso Boulevard) and along Del Paso Boulevard to point of begin- ing.</p> <p>SAN FRANCISCO: (Mileage Basing Point, San Francisco.) All of the City of San Francisco, also the territory bounded as follows:</p> <p>Beginning at the point of intersection of the southern boundary line of the City of South San Francisco and the shore line of San Francisco Bay, thence westerly along said line to the western side of the Southern Pacific's main line right of way, northerly along the western side of said right of way to Tanforan Avenue, southwestorly along Tanforan Avenue to the western side of the Southern Pacific's Valencia Street line right of way, northwestorly along the western side of said right of way to Orange Avenue, northeasterly along Orange Avenue to Railroad Avenue, easterly along Railroad Avenue to Bay Shore Highway, northerly along Bay Shore Highway to Main Street, westerly along Main Street to Schwerin Street, northerly along Schwerin Street to Partridge Street, westerly along Partridge Street to the easterly boundary of the Grand National Exposition Live Stock property of Agricultural District No. 1-A of the State of California, southerly, westerly and northerly along the boundaries of said property to the corporate boundary of the City of San Francisco at Santos Street and Geneva Avenue, easterly along said boundary line to the shore line of San Francisco Bay, south- erly along the shore line of San Francisco Bay to the point of begin- ing.</p> <p>*SAN LEANDRO: (Mileage Basing Point, San Leandro.) All of the City of San Leandro, also from the point where Davis Street intersects the southern boundary of the city limits, thence southwestorly on Davis Street to Southern Pacific Alhurst-Newark line, and the territory bounded as follows:</p> <p>Beginning at easterly city limits and Washington Avenue, thence easterly on Washington Avenue to West Avenue 137, southerly on West Avenue 137 to Southern Pacific Oakland-Niles main line, westerly along Southern Pacific tracks to eastern city limits.</p> <p>Beginning at intersection of city limits and Apricot Street, thence northwestorly on Apricot Street to 107th Avenue, northeasterly on 107th Avenue to East 14th Street, easterly on East 14th Street to western city limits.</p> <p style="text-align: center;">(Continued)</p> |

\*Change )  
♦Increase ) Decision No.  
\*Reduction )

EFFECTIVE OCTOBER 1, 1941

Correction No. 220 Issued by The Railroad Commission of the State of California,  
San Francisco, California.

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Item<br>No.                 | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 260-7-A<br>Cancels<br>260-7 | PICKUP AND DELIVERY ZONES (Concluded)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                             | <p>*UKIAH: (Mileage Basing Point, Ukiah.) All of the City of Ukiah, also the territory bounded as follows:</p> <p>Beginning at the intersection of the northern city limits and Highway U.S. 101, northerly along Highway U.S. 101 to Brush Street, easterly along Brush Street to Orr Street, southerly along Orr Street to the northern city limits.</p> <p>Beginning at the intersection of the southern city limits and Northwestern Pacific Railroad Company right of way, southerly along said right of way to Talmadge Road, westerly along Talmadge Road to Highway U.S. 101, northerly along Highway U.S. 101 to southern city limits.</p> <p>*VALLEJO: (Mileage Basing Point, Vallejo.) All of the City of Vallejo, also the territory bounded as follows:</p> <p>Beginning at the intersection of the northern city limits and Bayview Avenue, thence northwesterly along Bayview Avenue, Benson Avenue, Wilson Avenue and County Road 617 to Sears Point Road, northeasterly along Sears Point Road and State Highway No. 29 to County Road 594, southeasterly along County Road 594 to Sacramento Street, southerly along Sacramento Street to Missouri Street, easterly along Missouri Street to Sonoma Street, southerly along Sonoma Street to Mississippi Street, easterly along Mississippi Street to County Road 598, northerly along County Road 598 to Michigan Street, easterly along Michigan Street to Napa Road, southerly along Napa Road to Nebraska Street, easterly along Nebraska Street to Amador Street, northerly along Amador Street to the city limits, westerly, northerly, easterly and southerly along the city limits to Valle Vista Street, northeasterly along Valle Vista Street to Mountain View, southerly along Mountain View to Greenfield Avenue, northeasterly along Greenfield Avenue to Viewmont Avenue, southerly along Viewmont Avenue to County Road 140, easterly along County Road 140 to Highway U.S. 40, southerly along Highway U.S. 40 to Reis Avenue, westerly along Reis Avenue to Lemon Street, southwesterly along Lemon Street to the city limits at 6th Street.</p> <p>Mare Island Navy Yard, including the Ammunition Depot, Naval Hospital and Marine Barracks.</p> <p>**WATSONVILLE: (Mileage Basing Point, Watsonville.) All of the City of Watsonville, also from the intersection of the easterly city limits and East Lake Avenue northerly along East Lake Avenue to Helohan Road, from the intersection of the southeastern city limits and Bridge Street northeasterly, easterly and northwesterly along Bridge Street, Riverside Road and Lakeview Road for a distance of one mile, from the intersection of Beach Road and the southwestern city limits westerly and northwesterly along Beach Road and La Porte Road for a distance of one and four-tenths miles, and all territory within 1,000 feet of the city limits from the intersection of the city limits and Beach Road northwesterly to the northwestern boundary of the city.</p> |
|                             | <p>*Change )<br/>                 ♦ Increase ) Decision No.<br/>                 ♦ Reduction )</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | EFFECTIVE OCTOBER 1, 1941                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                             | Issued by The Railroad Commission of the State of California,<br>San Francisco, California.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                             | Correction No. 221                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

Cancels

| Item No.                                                                                                    | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)                                                                                                                                                                                                                                                                                                                                                |                                          |
|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)                                        |                                                                                                                                                                                                                                                                                                                                                                                                                         |                                          |
| PACKING REQUIREMENTS                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                         |                                          |
| 300-A<br>Cancels<br>300<br>12-1-40                                                                          | Except as otherwise provided, articles will not be subject to the packing requirements of the Western Classification or Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.                                                                      |                                          |
|                                                                                                             | Except as otherwise provided, if two or more ratings are provided for an article in the form in which it is shipped (e.g., set up or knocked down, nested or not nested, compressed or not compressed, folded flat or not folded flat), subject to different packing requirements, the lowest of such ratings will apply.                                                                                               |                                          |
|                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                         | Class Rating                             |
| 310<br>8-7-39                                                                                               | Beverages, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, less carload .....                                                                                                                                                                                                                                                                                                                                         | 4                                        |
| 315<br>7-1-41                                                                                               | Butter, dairy<br>Cheese (including cottage cheese and pot cheese)<br>Margarine<br>(1) Applies only in connection with rates for mixed shipments determined under the provisions of Item 90 series.                                                                                                                                                                                                                      | (1)4                                     |
| 320-B<br>Cancels<br>320-A<br>12-1-40                                                                        | Canned Goods and Other Articles as described in and subject to the provisions of Item No. 610 series, less carload.....                                                                                                                                                                                                                                                                                                 | 90% of 4                                 |
| 330-A<br>Cancels<br>330<br>12-1-40                                                                          | Carriers (used packages), second-hand, empty, as described in and subject to the provisions of Item No. 300 series of the Exception Sheet:<br><br>Less than carload.....<br>(1) Subject to minimum rate of 15 cents per 100 pounds or actual 4th class rate, whichever is lower.<br><br>Carload:<br>Minimum weight 12,000 pounds.....<br>Minimum weight 30,000 pounds.....<br>(2) Not to exceed less than carload rate. | (1) One-half<br>of 4<br><br>(2)B<br>(2)E |
| *335<br>Added                                                                                               | Covers, hood, radiator, seat, spring, steering wheel, tire or top, cotton cloth, not fitted or formed, less carload                                                                                                                                                                                                                                                                                                     | 3                                        |
| 340<br>8-7-39                                                                                               | Flowers, fresh, cut, less carload.....                                                                                                                                                                                                                                                                                                                                                                                  | 1                                        |
| 350<br>8-7-39                                                                                               | Fruit, dried, including Raisins, Prunes (dried), Figs (dried), and Fig Pulp or Fig Paste, less carload.....                                                                                                                                                                                                                                                                                                             | 90% of 4                                 |
| *Reduction, Decision No.                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                         |                                          |
| EFFECTIVE OCTOBER 1, 1941                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                         |                                          |
| Correction No. 222 Issued by The Railroad Commission of the State of California, San Francisco, California. |                                                                                                                                                                                                                                                                                                                                                                                                                         |                                          |

| Item No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SECTION NO. 3                                                                           |                                                                          | COMMODITY RATES (Continued)<br>In cents per 100 pounds                                      |                                  |                                |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | COMMODITY                                                                               | BETWEEN                                                                  | AND                                                                                         | RATES<br>Subject<br>to<br>Note 1 | Minimum<br>Weight<br>In Pounds |
| *605                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Butter, dairy,<br>Cheese (including<br>cottage cheese and<br>pot cheese),<br>Margarine. | SAN FRANCISCO<br>TERRITORY<br>as described<br>in Item No.<br>270 series. | LOS ANGELES                                                                                 | 70                               | Any                            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                         |                                                                          | TERRITORY                                                                                   | 51                               | Quantity                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                         |                                                                          | as described                                                                                | 41½                              | 4,000                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                         |                                                                          | in Item No.                                                                                 | 37                               | 10,000                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                         |                                                                          | 270 series.                                                                                 | 31                               | 20,000                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                         |                                                                          |                                                                                             | 28                               | 24,000                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 26                                                                                      | 30,000                                                                   |                                                                                             |                                  |                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                         |                                                                          |                                                                                             | 40,000                           |                                |
| <p>NOTE 1.--(a) When any component part of a split pickup shipment or a split delivery shipment as defined in Item No. 11 series is received at and delivered to points between which rates in this item are applicable to other than split pickup or split delivery shipments, the component part or component parts so received and delivered shall be rated as a separate shipment under the provisions of this item.</p> <p>(b) Application of the provisions of Item No. 160 series (split pickup) or Item No. 170 series (split delivery) to the rates named in this item shall be limited to split pickup shipments or split delivery shipments, all of the component parts of which are received at or delivered to points of origin or destination located in San Francisco or Los Angeles Territories as described in Item No. 270 series or located on any of the highway routes described in Item No. 900 series. In connection with such split pickup or split delivery shipments the rates named in this item are intermediate in application subject to Item No. 900 series.</p> <p>(c) Rates named in this item subject to a minimum weight of 20,000 pounds or more do not include refrigeration service. When shipments subject to such rates are furnished refrigeration service at shipper's request the charge therefor shall be 3/4 cents per 100 pounds. This rate shall be applied to the weight on which transportation charges are assessed to determine the refrigeration charges.</p> |                                                                                         |                                                                          |                                                                                             |                                  |                                |
| *Change. Decision No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                         |                                                                          |                                                                                             |                                  |                                |
| EFFECTIVE OCTOBER 1, 1941                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                         |                                                                          |                                                                                             |                                  |                                |
| Correction No. 223                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                         |                                                                          | Issued by The Railroad Commission of the State of California,<br>San Francisco, California. |                                  |                                |