

Decision No. 35053

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment  
of maximum or minimum, or maximum  
and minimum rates, rules and regula-  
tions of all common carriers as de-  
fined in the Public Utilities Act  
of the State of California, as amend-  
ed, and all highway carriers as de-  
fined in Chapter 223, Statutes of  
1935, as amended, for the transpor-  
tation, for compensation or hire, of  
any and all commodities.

ORIGINAL

Case No. 4246

BY THE COMMISSION:

SUPPLEMENTAL OPINION

An adjourned hearing was held in this proceeding before Examiner Bryant in Los Angeles on February 10, 1942, for the purpose of affording a hearing herein to certain highway carriers who had not previously had an opportunity to be heard respecting the subject matter of this proceeding. Minimum rates, rules and regulations applicable to all other highway carriers have heretofore been established by Decision No. 31606, as amended. <sup>1</sup> The carriers for whom this hearing was held include those who first obtained permits as radial highway common carriers or highway contract carriers between June 15, 1941 and January 23, 1942, inclusive, and certain other radial highway common carriers and highway contract carriers named in Appendix "A" hereof. The record shows that the order instituting investigation herein was duly served on and notice of said hearing herein duly given all such carriers.

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Decision No. 31606 of December 27, 1938, in the above entitled proceeding established minimum rates, rules and regulations for the transportation of property within California by highway carriers. These rates, rules and regulations were promulgated in the form of a loose-leaf tariff entitled "Highway Carriers' Tariff No. 2," which was attached to said Decision No. 31606, as Appendix "D" thereof. Decision No. 31606 has been subsequently modified, supplemented, and amended from time to time and new and revised pages incorporating such changes in the tariff have been issued.

Evidence was introduced at the hearing, based upon studies of rates and costs of operation, that the minimum rates and charges and the rules and regulations established by said Decision No. 31606, as amended, and as set forth in Highway Carriers' Tariff No. 2, as supplemented, amended and modified, a copy of which said tariff is attached hereto, designated Appendix "C" and made a part hereof, are just, reasonable and nondiscriminatory for all highway carriers, including those carriers hereinabove referred to as well as those previously subject thereto. No criticism was made of the propriety of those minimum rates and charges, rules and regulations and no reason was advanced why they should not be applied as minimum by said carriers. The minimum rates and charges and rules and regulations contained in said Highway Carriers' Tariff No. 2 are based upon favorable conditions affecting the various types of operation and appear to be equally proper for the carriers for whom this hearing was provided and for the others.

We therefore conclude that the minimum rates, charges, accessorial charges, and the ratings, rules, and regulations established in and by Decision No. 31606, as supplemented, amended, and modified, and as set forth in said Highway Carriers' Tariff No. 2 (Appendix "C" hereof) should be established for and made applicable by all highway carriers.

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

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

1. That except as provided in Finding No. 2, the rates, charges, accessorial charges, ratings, rules and regulations set forth in Highway Carriers' Tariff No. 2, designated as Appendix "C" of the order herein, are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges, and accessorial

charges to be assessed, charged and collected and the just, reasonable and nondiscriminatory minimum ratings, rules and regulations to be observed in applying such rates, charges and accessorial charges, by all radial highway common carriers and highway contract carriers who first obtained permits between the dates of June 15, 1941 and January 23, 1942, inclusive, and by all radial highway common carriers and highway contract carriers named in Appendix "A" hereof.

2. That subject to the terms and conditions of Items Nos. 200 to 240 series, inclusive, of said tariff, all said radial highway common carriers and highway contract carriers should be authorized to assess, charge and collect rates, charges and accessorial charges of common carriers, lawfully on file with this Commission and in effect on the date of movement, to construct combinations therewith and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges, or combinations therewith, applied subject to the governing ratings, rules and regulations, produce lower aggregate charges than would accrue for the same transportation under the ratings, rates, rules, regulations and accessorial charges found just, reasonable and nondiscriminatory in Finding No. 1.

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

4. That each and all of said radial highway common carriers, and highway contract carriers should be required to issue a

shipping document (either in individual or manifest form) for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the commodities shipped in the terms of the Western Classification and Pacific Freight Tariff Bureau Exception Sheet, a statement of the weight of the shipment (or other factor or measurement upon which charges are based), a statement of such other information as may be necessary to an accurate determination of minimum rates and charges applicable under the order herein; that a copy of such shipping document shall be retained and preserved by the carrier for reference and subject to the Commission's inspection for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "B" of the order herein will be suitable and proper.

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

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

O R D E R

An adjourned public hearing having been held in the above

entitled proceeding, and based upon the evidence received therein and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED:

1. That the rates, charges, accessorial charges, rules and regulations set forth in Highway Carriers' Tariff No. 2, designated as Appendix "C" attached hereto and by this reference made a part hereof, be and they are hereby established and approved as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected, and the rules and regulations to be observed, by any and all radial highway common carriers and highway contract carriers who first obtained permits between the dates of June 15, 1941 and January 23, 1942, inclusive, and by all highway common carriers and highway contract carriers named in Appendix "A" hereof, for the transportation of the property and between the points for which rates and charges are provided in said tariff and for the accessorial services rendered incident thereto, except as provided in ordering paragraph No. 2 hereof.

2. That all of said radial highway common carriers and highway contract carriers be and they are hereby authorized to assess, charge and collect common carrier rates and accessorial charges, to construct combinations therewith, and to observe common carrier rules and regulations lawfully on file with the Commission and in effect on the date of movement, subject to the terms and conditions and in the manner provided in Items Nos. 200 to 240 series, inclusive, of said tariff.

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

set forth or referred to in said tariff, and from observing rates, rules or regulations lower in volume or effect than those set forth or referred to therein.

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

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

6. That all of said radial highway common carriers and highway contract carriers be and they are, and each of them is, hereby ordered and directed to issue a shipping document (either in individual or manifest form) for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the commodity shipped in the terms of the Western Classification or Exception Sheet, a statement of the weight of the shipment (or other factor or measurement on which charges are based), a statement of the rate assessed and the charges collected, and a statement of such other information as may be necessary to an accurate determination of the minimum rate and charge applicable under the order

herein; and shall retain and preserve a copy of said shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "B" hereof will be suitable and proper.

7. That any and all supplements to or modifications and amendments of said Highway Carriers' Tariff No. 2, being Appendix "D" to Decision No. 31606 and Appendix "C" to this decision, hereinafter made in this proceeding, shall supplement, modify, or amend this decision also, without EXPRESS reference to this decision therein.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 24<sup>th</sup> day of February, 1942.

Justus J. Green  
Ray P. Pippy  
A. J. Smith  
Frank D. Havenner  
Richard K. Baker  
COMMISSIONERS

APPENDIX "A"

R. J. Stadler, President of Associated Franchise Carrier Agency  
Simon Arellanes, as copartner of Simon & Jose Arellanes  
E. H. Ball  
T. C. Barbarick  
Albert Berglund, Jr.  
John K. Berokoff  
Chas. Biesemeyer  
Samuel E. Bonsangue  
Carl E. Bradley  
D. Brunson  
Frank M. Castanos  
D. M. Chambers  
Earl Collins  
Fred Wise, dba Comet Delivery Service  
Miguel Contreras  
T. H. Cox  
Nick De Sanctis  
Robert W. Fenton  
Frank Fletcher  
Cokerzee Hardy  
Paul Hinamon, dba Hinamon Truck Co. & Acme Freight Lines  
Sam Karagozian  
F. W. Keiser  
Michael J. Lamers  
Frank R. Lopez  
James M. Marriott  
Jack Martin  
George M. Menard  
Joe Morey, dba Morey Trucking Co.  
E. B. Parkinson  
W. R. Price  
George A. Rennison  
J. Reyes  
Margarito Rodriguez  
Harry Maslan, dba Scheduled Delivery Service  
Sam C. Sharp  
Willie Sharp  
Willis Sharp  
A. A. Shirey  
Mitchell Sikoff  
Russell Simpson  
Lynn Souder  
Orin Thorkildsen, dba Southern Express



G. R. Starkenburg  
I. J. Starkenburg  
Roy H. Tull  
Chas. F. Koors, as copartner of United Transportation Company  
D. F. Wagenhauser  
Caroline D. White  
Vernon Wilburg  
Randall Witz  
W. W. Sellards  
Harry Kerns  
H. Hernandez  
Cleve Johnson  
Ray McConnell  
E. Franklin Salvesson  
Paul M. Thornton  
Chris Henny  
C. J. Hickey  
James Ewing Sampson  
Douglass F. Nance  
John Rodriguez  
Zacarias Esparza  
Spero Negas, as copartner of Turlock Produce Company  
Joe Virga  
A. S. Weaver Jr., as President of Weaver Tractor Co.  
Steve Zelanick  
Joe Bullard  
W. O. Evans  
Harry Leest  
Alfred C. Sewell  
G. F. Arterburn, dba G. F. Arterburn Co.  
Thomas Oliver Morgan, dba Hillcrest Transfer Co.  
F. E. Mellien  
Ed. B. Moore  
Warren T. Chadwick, as copartner of San Diego Truck Co.  
Jack Routlinger, Bonded Parcel & Draying Service  
Joseph Calavano  
Bill Cunningham  
Fred Kutznetzoff  
Robert G. Anderson, dba Marin Sonoma Fast Freight  
Mark Lorenzo, dba Mark Transfer Co.  
S. Morris, dba S. Morris & Company  
C. H. Pappas  
Paul Reade, Reade's Express  
Patrick S. Mahoney, as copartner of Square Deal Delivery  
Fred J. Renner, as President of Stetson Renner Drayage Company  
Ruth Thomas, dba Thomas Transfer

G. M. Anderson, dba Anderson Wood Yard  
Sebastian Inosanto, as copartner of Sebastian Inosanto & Nick Juario  
Mrs. Hamano Morimoto  
C. W. Stephens  
M. P. Brazil  
C. S. Kuiper  
Fred Marsh, dba Palace Market  
E. T. Carter  
S. K. McMurray  
Al Fantozzi  
Larry La Mantia, as copartner of Larry & John La Mantia  
R. G. Bradley  
J. G. Ogburn  
Edward L. Turner  
Frank Cheatham  
Henry George  
M. L. Moniz  
Russell Prouty  
J.S. Ransdell  
Woodrow Richardson  
Tony Salsi  
George E. Lambert  
L. L. Hudson  
Fidel Ramirez  
C. F. Schleicher  
J. P. Immel  
Raymond Adan  
Gilbert Koebel  
W. H. O'Hair, as copartner of W. H. O'Hair & Company  
M. M. Deskin  
P. A. Taylor, as copartner of Lassen Motor Lines  
T. C. Bell  
Lloyd Clark  
William Charles Fiamengo  
C. G. Green  
Edward Hart  
Chas. E. Turner, dba Turner's Express Service  
J. D. Kessler, as copartner of Kessler Brothers  
Helen Thompson  
E. J. Ballard  
Ray Segarini  
Harold L. Pace  
Mike Bettencourt  
E. M. Tharp, as copartner of E. M. & H. L. Tharp  
Roy Delay, dba Roy Delay General Trucking  
Joseph M. Devere, as President of Petroleum Transportation Co.

APPENDIX "B"

SHIPPING ORDER AND FREIGHT BILL					
Name of Carrier _____ (Name of Carrier must be same as shown on Permit)					Bill No. _____
Street Address _____					Permit No. _____
Point of Origin _____		Date _____, 19__			
Shipper _____		Consignee _____			
City _____		City _____			
Packages	Kind	Description of Commodities	**Weight	Rate	Charges
Shipper _____		Check Here			
By _____ (Show name in full)		Origin		Destination	
Received by Carrier in good condition except as noted		Terminal	Store Door	Terminal	Store Door
By _____ Driver (Show name in full)				C.O.D.	
Received by Consignee in good condition except as noted				C.O.D. Fee	
By _____ (Show name in full)				*Advances	
Received by Consignee in good condition except as noted				*Other Charges	
By _____ (Show name in full)				Prepaid	
*Show each charge separately and what it represents.				Total to Collect	
**If other unit of charges, show per box, crate, bundle, bag, head, etc.					

APPENDIX "C"

is

Highway Carriers' Tariff No. 2

Naming

Minimum Rates, Rules and Regulations

For The

Transportation of Property

Over The

Public Highways

Within the State of California

By

Radial Highway Common Carriers

And

Highway Contract Carriers

# Highway Carriers' Tariff No. 2

## NAMING

## MINIMUM RATES, RULES AND REGULATIONS

## FOR THE

## TRANSPORTATION OF PROPERTY OVER THE PUBLIC HIGHWAYS WITHIN THE STATE OF CALIFORNIA

## BY

## RADIAL HIGHWAY COMMON CARRIERS

## AND

## HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 31606, in Case No. 4246. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

\* Governed, except as otherwise provided herein, by Western Classification No. 69, C. R. C.-W. C. No. 2 of R. C. Fyfe, Agent, by Pacific Freight Tariff Bureau Exception Sheet No. 1-Q, C. R. C. No. 39 of J. P. Haynes, Agent, and by supplements to and reissues of said publications when the provisions of such supplements and reissues have been approved by the Commission.

\*Change, Decision No. 33978

Correction No. 179

**EFFECTIVE APRIL 1, 1941**

Except as provided on Page 1-A, (Original tariff effective August 7, 1939, except as provided on Page 1-A)

4212

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

**CORRECTION NUMBER CHECKING SHEET**

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

**CORRECTION NUMBERS**

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215	245	275	305	335	365	395
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217	247	277	307	337	367	397
218	248	278	308	338	368	398
219	249	279	309	339	369	399
220	250	280	310	340	370	400
221	251	281	311	341	371	401
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223	253	283	313	343	373	403
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225	255	285	315	345	375	405
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227	257	287	317	347	377	407
228	258	288	318	348	378	408
229	259	289	319	349	379	409
230	260	290	320	350	380	410
231	261	291	321	351	381	411
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234	264	294	324	354	384	414
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240	270	300	330	360	390	420

**EFFECTIVE OCTOBER 1, 1941**

Correction No. 208

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

**\* EFFECTIVE DATE OF RATES**

Rates, rules and regulations in this tariff, other than those applying to transportation of sugar (cane or beet), shall not become effective for transportation between Los Angeles Harbor (as described in Item No. 260 series), on the one hand, and points within the following described boundaries, on the other hand, until further order of the Commission:

Commencing at the intersection of Manchester Avenue (Firestone Boulevard) and Main Street, west on Manchester Avenue to Western Avenue, north on Western Avenue to Florence Avenue, west on Florence Avenue to Crenshaw Boulevard, north on Crenshaw Boulevard to Exposition Boulevard, west on Exposition Boulevard to Hauser Boulevard, northerly on Hauser Boulevard to West Adams Street, west on West Adams Street to Genesee Street, north on Genesee Street to Washington Boulevard, northeast on Washington Boulevard to Hauser Boulevard, north on Hauser Boulevard to Pico Street, west on Pico Street to Fairfax Avenue, north on Fairfax Avenue to Hollywood Boulevard, east on Hollywood Boulevard to Highland Avenue, north on Highland Avenue to Franklin Avenue, east on Franklin Avenue to Western Avenue, north on Western Avenue to Los Feliz Boulevard, northeast on Los Feliz Boulevard to Riverside Drive, southeast on Riverside Drive to Glendale Boulevard, northeast on Glendale Boulevard to Casitas Avenue, southeast on Casitas Avenue to Tyburn Street, northeasterly on Tyburn Street to San Fernando Road, southeast on San Fernando Road to Fletcher Drive, northeast on Fletcher Drive and Eagle Rock Boulevard to York Boulevard, east on York Boulevard to Figueroa Street, southwest on Figueroa Street to Avenue 60, southeast on Avenue 60 to Monterey Road, southerly on Monterey Road and Cassatt to Huntington Drive, east on Huntington Drive to Eastern Avenue, southerly on Eastern Avenue to Whittier Boulevard, east on Whittier Boulevard to Gerhart Street, south on Gerhart Street to Ferguson Drive, west on Ferguson Drive to Anaheim-Telegraph Road, southeasterly on Anaheim-Telegraph Road to Eastland Avenue, south on Eastland Avenue to Eastern Avenue, south on Eastern Avenue to Randolph Street, west on Randolph Street to Atlantic Boulevard, south on Atlantic Boulevard to Firestone Boulevard, west on Firestone Boulevard and Manchester Avenue to point of beginning.

\* Change, Decision No. 33263

**EFFECTIVE OCTOBER 1, 1940**

Correction No. 149

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

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Correction No. 209	Issued by The Railroad Commission of the State of California, San Francisco, California.

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	Borax	730
Adapters, Casing	365	Boxes, Well Derrick or Stuffing	365
Adjusters and Boards	365	Brackets, Cornice	600,600
Air Compressors (M)	365	Brackets, Insulator	600,600
Ale	310,300,000	Bran	652,654,654
Ale, Ginger	600	Bran, cottonseed (M)	652,654
Alfalfa	652,654	Bran, Rice	652,654
Anvils (M)	365	Breads	(1)
Aprons, Window	600,600	Breakfast Nook Sets	600,600
Arms, wooden	365	Brewers' Flakes	652,652,654
Asphalt	723-727	Brewers' Grains	652,652,654
Astragals	600,600	Brick, Fire	365
Atmospheric Water Cooling Towers	(M)365,600,600	Brine	(1)
		Bronzing Liquids	377
		Broths	(1)
Bakery Goods	300	Buckwheat	652,652,654
Balusters	600,600	Buffets	600,600
Balustrade Work	600,600	Built-in Fixtures	600,600
Bark	600,600	Butter, Dairy	(M) 315,005
Barley	652,652,654	Butter, Fruit	(1)
Barrels, Pump Working	365	Buttermilk	(1)
Bars, Grate	365	Buttermilk, dried	652,654
Base Boards	600,600	Buttermilk, powdered or flaked	(1)
Beads, Angle, Corner, Cornice	600,600	Butter, Peanut	(1)
Beans, Mesquite	652,654		
Beans and Pork	(1)	Cabinets, Kitchen	600,600
Bee Hives	600,600	Cabinets, Medicine	600,600
Beer	310,300,000	Cabinets, Telephone	600,600
Beer Tonic	310,300,000	Cake, Babassu Nut	652,653,654
Beet Pulp	652,654	Cake, Coconut	652,653,654
Belts (M)	365	Cake, Copra	652,653,654
Beverage Containers	600	Cake, Corn Germ	652,653,654
Beverage Preparations	300	Cake, Corn Oil (M)	652,654
Beverages	310,300,000	Cake, Cottonseed	652,653,654
Bits, Drilling	365	Cake, Flaxseed	653,654
Blacksmith's Rotary Blowers (M)	365	Cake, (Grain)	652,652,654
Blinds (Shutter)	600,600	Cake, Hemp Seed	652,653,654
Blocks (Base, Center, Corner, Head)	600,600	Cake, Kapok Seed	652,653,654
Blocks, Casing, Crown or Underreamer Dressing	365	Cake, Linseed	652,653,654
Blocks, Wooden Paving	600,600	Cake, Mesquite (M)	652,654
Blowers, Blacksmith's Rotary (M)	365	Cake, Palm	652,653,654
Boards, Base	600,600	Cake, Palm Kernel	652,653,654
Boards, Ironing	600,600	Cake, Peanut	652,653,654
Boiler Flues	365	Cake, Perilla	653,654
Boiler Fronts (M)	365	Cake, Perilla Seed	652,653,654
Boiler Parts (M)	365	Cake, Rape Seed	652,653,654
Boilers (M)	365	Cake, Safflower Seed	653,654
Boiler Tubes	365	Cake, Sesame Seed	652,653,654
Bolts, wooden	600,600	Cake, Soya Bean	652,653,654
Bone, ground	652,654	Cake, Sunflower Seed	652,653,654
Book Cases	600,600	Cake, Tucum Nut	652,653,654
		Cake, Velvet Bean	652,653,654

(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. 210

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

EFFECTIVE OCTOBER 1, 1941

Correction No. 211

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

INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Feed, Clover	652,654	Grains, Brewers'	652,652,654
Feed, Gluten	652,652,654	Grains, Distillers'	652,652,654
Feed, Mill	652,652,654	Grate Bars	365
Feed, Poultry	652,652,654	Grille Work	660,690
Feed, Sorghum (M)	652,654	Grips	365
Feterita	652,652,654	Grit	652,654
Fig Paste	350	Grits	652,652,654
Fig Pulp	350	Groats	652,652,654
Figs, dried	350,640	Guides, Wire Line	365
Fire Brick (M)	365	Gum, Chewing	360
Fire Clay (M)	365	Gutters	660,690
Fish, cooked, pickled or preserved	(1)	Handles, wooden	365
Fish, other than fresh or frozen	360	Hand Rails	660,690
Fish Roe	(1)	Hay	657,658
Fittings, Iron or Steel Pipe	365	Heading	660,690
Fittings, Closet and Pantry	660,690	Heads, Control Casing, Drive Pipe or Casing	365
Fixtures, Built-in	660,690	Hecari	652,652,654
Flakes, Brewers'	652,652,654	Higera	652,652,654
Flakes, Hominy	652,652,654	Hominy	(1), 652,652,654
Flavoring Compounds	360	Hominy Flakes	652,652,654
Flaxseed	652,654	Honey	360,610
Flour, Bean	653,654	Honey Box Lumber	660,690
Flour, Grain	652,652,654	Hooks, Casing, Sucker Rod, Throwoff or Tubing	365
Flour, Potato	653,654	Horseradish	360
Flour, Prepared	653,654	Hulls	652,652,654
Flour, Rice	653,654	Hulls, cottonseed	652,654
Flowers, fresh cut	340	Hulls, rice	652,654
Fluea, Boiler	365	Ice	650
Fodder, bean, cane, corn or pea	657,658	Ice Cream	370
Fondant, Candy	360	Icings	360
Food, Cereal	360	Insecticides (M)	723-727
Food, Infants' or Invalids'	360	Ironing Boards	660,690
Food Preparations, Cereal	360,655,656	Iron, Plate or Sheet	365
Forges	365	Jacks, Oil Well Pumping	365
Frames (Blind, screen and door)	660,690	Jacks, Well Tool	365
Frames, Window	660,690	Jam	(1)
Fruit, candied, crystallized, glazed or stuffed	360	Jamba, Door	660,690
Fruit, crushed	(1)	Jelly	(1)
Fruit, dried	350,640	Joints, Rotary Tool and Sucker Rod	365
Fruit (not dried, evaporated nor fresh)	(1)	Juice, Clam	(1)
Fruit Juice	600	Juice, Fruit	(1)
Fruit Juice Powders or Crystals, Citrus	360	Juice, Tomato	(1)
Fruit Peel, Candied, Crystallized, Glazed, or Stuffed	360	Juice, Vegetable	(1)
Fruit Syrup	360	Kaffir Corn	652,652,654
Gable Ornaments	660,690	Kaoliang	652,652,654
Garlic Chips	(1)	Kelp	652,654
Garlic Powder	(1)	Kitchen Cabinets	660,690
Gas, petroleum liquefied	723-727	Lacquers	377
Gauges, Bit	365	Lard	360,730
Gelatine	360	Lard Compounds	360
Generators, Electric (M)	365	Lard Substitutes	360,730
Germ	652,652,654	Lath	660,690
Ginger Ale	600	Leaves, cactus	657,658
Glucose	360	Lentils (M)	653,654
Grain Products as described	652,652,654		
Grain	652,652,654		

(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 APRIL 1, 1941

Correction No. 181

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

INDEX OF COMMODITIES (Continued)

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

Correction No. 212

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

INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Pears, fresh	651	Rice-and-milk	(1)
Pears, cow	652,654	Rice, Brewers'	728
Pears, split or whole (M)	653,654	Rice, Cleaned	728
Pent Moan	652,654	Rice, Paddy	728
Pectin, Fruit or Vegetable	(1)	Rig Irons	365
Pencil Slats	660,690	Rings and Wedges	365
Petroleum and Petroleum Products as described in Western Classification	723-727	Rods, Polished or Valve	365
Pickets	660,690	Rods, Pull (M)	365
Pickles	(1)	Rods, Sucker	365
Pie Preparations	(1)	Rope (M)	365
Pilasters	660,690	Rope, Wire	365
Piles	660,690	Rosettes	660,690
Pimenton	(1)	Running Gears, steam boiler (M)	365
Pins, insulator	660,690	Rye	652,652,654
Pins, wooden	365	Saddles, Jack	365
Pipe, cast or wrought iron or steel	365	Sago	360
Pipe material, wooden	660,690	Sago (M)	653,654
Pipe, plate or sheet iron or steel	365	Salads, Fish, Macaroni, Meat or Vegetable	360
Pipe, wooden	660,690	Salt	360,390
Plugs, Cementing	365	Sand Reels	365
Plugs, Dry Hole	365	Sandwich Spread	(1)
Plywood	660,690	Sash	660,690
Poles, Plant	660,690	Sauces, prepared	(1)
Poles, Telegraph and Telephone	660,690	Sausage	(1)
Polish, floor (M)	723-727	Sausage Casings	610
Polish, furniture (M)	723-727	Savers, Oil	365
Polish, metal (M)	723-727	Sawdust	660,690
Polish, Rice	652,654	Scourings	652,652,654
Polish, vehicle (M)	723-727	Scrap, Fish	652,654
Popcorn	360	Screenings, Alfalfa Seed	652,654
Porch Work	660,690	Screenings, Bean	652,654
Porter	310,360,600	Screenings, Flaxseed	652,654
Posts	660,690	Screenings, Grain, ground	652,652,654
Potato Chips	360	Screenings, Grain, unground	652,652,654
Poultry Litter	652,654	Screenings, Millet	652,654
Powder, Baking or Yeast	360	Screenings, Paddy Rice	652,654
Powders, Citrus Fruit Juice	360	Screenings, Pen	652,654
Power Pumps (M)	365	Screens	660,690
Powers, Pumping	365	Scroll Work	660,690
Protectors, Box and Pin	365	Seed, Broom Corn	652,654
Prunes (dried)	350,640	Seed, Flaxseed	652,654
Puddings	(1)	Seed, Hemp	652,654
Pulleys, Tug	365	Seed, Mellilotus	652,654
Pull Rod Blocks, wooden	365	Seed, Millet	652,654
Pulp, Beet	652,654	Seed, Rape	652,654
Pulp, Fruit or Vegetable	(1)	Seed, Sorghum	652,654
Pumices	652,652,654	Seed, Sunflower	652,654
Pumps, Power (M)	365	Seed, Sweet Clover	652,654
Puree, Tomato	(1)	Seed, Vetch	652,654
Rails, Hand	660,690	Seed, Wild Mustard	652,654
Raisins	350,640	Semolina	652,652,654
Rams, Bit	365	Shakes	660,690
Ravioli (prepared)	(1)	Shallu	652,652,654
Red Dog	652,652,654	Shavings	660,690
Redwood Bark	652,654	Shellacs	377
Reels, Measuring	365	Shells (M)	652,654
Reels, Sand	365	Shelves	660,690
Relishes (prepared)	(1)	Shelves, Mantel	660,690
Repellents, insect (M)	723-727	Shingles	660,690
		Ship Knees	660,690

(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 APRIL 1, 1941

Correction No. 183

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

INDEX OF COMMODITIES (Concluded)

COMMODITY	Item Number	COMMODITY	Item Number
Shoes, Casing	365	Tapioca (M)	653,654
Shook, box or crate	660,690	Tea	360
Shortening	360	Telephone Cabinets	660,690
Shorts	652,652½,654	Temper Screws	365
Shrock Kaffir	652,652½,654	Templates, Box and Pin	365
Sideboards	660,690	Thief Hole Covers	365
Silo Material, wooden	660,690	Ties, railroad	660,690
Sinkboards	660,690	Timbers, mining	660,690
Sink Sets	660,690	Timbers, rough	660,690
Skimmings	652,652½,654	Tongs, pipe	365
Slips	365	Tonics	600
Smokestacks (M)	365	Tools, Drilling or Fishing	365
Soap	730	Tools, Mechanics (M)	365
Soap, liquid	723-727,730	Towers, Atmospheric Water Cooling	(M) 365,660,690
Soap Powder	730	Trucks, Steam Boiler (M)	365
Soda (Beverage)	600	Tubes, Boiler	365
Soda, Washing	730	Tubing, iron or steel, Plate or Sheet, Cast or Wrought	365
Solvent (M)	723-727	Tubs, Cooling	365
Solvent, Drain pipe	730		
Soups	(1)	Underreamers	365
Spaghetti (M)	653,654	Valves (M)	365
Spaghetti, except canned	360	Valves, Pump Working Barrel	365
Spaghetti (prepared)	(1)	Varnish	377
Spelt	652,652½,654	Vegetables (not dehydrated, dried, evaporated nor fresh)	(1)
Spices	360	Veneering	660,690
Spiders	365	Vermicelli (M)	653,654
Spindles	660,690	Vermicelli, except canned	360
Sprouts, Malt	652,652½,654	Vermicelli (prepared)	(1)
Spudding Shoes and Rings	365	Vinegar	(1)
Stain, wood (M)	723-727		
Stair Work	660,690	Wagons, Casing or Bit	365
Stakes	660,690	Wainscoting	660,690
Staves	660,690	Washing powders	730
Steam Boiler Trucks (M)	365	Washing soda	730
Steel, plate or sheet (M)	365	Water as described	600
Steps, pole, wooden	660,690	Wax, automobile, boat, floor or furniture (M)	723-727
Stirrups, Disconnecting	365	Wedges	365,660,690
Stock, battery separator	660,690	Wedges, mine	660,690
Stools, Window	660,690	Welsh Rarebit	(1)
Stout	310,360,600	Wheat	652,652½,654
Straw	657,658	Wheat, Egyptian	652,652½,654
Sugar	360,390,740, 750	Wheels, Band, Bull or Calf	365
Swabs	365	Window Seats	660,690
Swivels, Hydraulic Rotary	365	Wine	400
Syrup	(1)	Wire Rope (M)	365
Syrup, Fruit	360	Wobblers	365
Syrup, grape juice	600	Wrenches	365
Syrup, Malt	360, 600	Yeast	360
Tank Material, wooden	660,690		
Tanks, Iron or Steel (M)	365		
Tanks, oil and gas separating (M)	365		
Tank Steel (M)	365		
Tapioca	360		

(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 APRIL 1, 1941

Correction No. 184

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

**ARRANGEMENT OF TARIFF**

This is a loose-leaf tariff consisting of four sections.

**SECTION NO. 1** contains rules and regulations of general application.

Except as otherwise specifically provided, the rules and regulations contained in Section No. 1 govern the rates in Section No. 2 and Section No. 3 of the tariff.

**SECTION NO. 2** contains class rates.

**SECTION NO. 3** contains commodity rates.

**SECTION NO. 4** contains routing applicable in connection with rates in Section No. 2 and Section No. 3 making specific reference thereto.

**EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE**

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



Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION
10-D Cancels 10-C	<p style="text-align: center;"><b>DEFINITION OF TECHNICAL TERMS</b> (Items Nos. 10 and 11 Series)</p> <p>(a) <b>CARRIER</b> means a radial highway common carrier or a highway contract carrier, as defined in Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).</p> <p>(b) <b>CARRIER'S EQUIPMENT</b> means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>(c) <b>COMMON CARRIER RATE</b> means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>(d) <b>ESTABLISHED DEPOT</b> means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>▲(e) <b>EXCEPTION SHEET</b> means Pacific Freight Tariff Bureau Exception Sheet No. 1-Q, C.R.C. No. 39 of J. P. Haynes, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p> <p>▲(ee) <b>PICKUP AND DELIVERY CHARGE</b> means the full charge applicable without the deduction authorized by Item No. 110 series.</p> <p>(f) <b>POINT OF DESTINATION</b> means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) <b>POINT OF ORIGIN</b> means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(h) <b>RAILHEAD</b> means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(i) <b>RATE</b> includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(j) <b>SAME TRANSPORTATION</b> means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p style="text-align: center;">(Continued)</p>
	▲Change, neither increase nor reduction, Decision No. 33738.
<b>EFFECTIVE FEBRUARY 1, 1941</b>	
Correction No. 164	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)**

**DEFINITION OF TECHNICAL TERMS (Concluded)  
(Items Nos. 10 and 11 Series)**

(k) **SHIPMENT** means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also paragraphs (l) and (m).)

(l) **SPLIT PICKUP SHIPMENT** means a shipment consisting of several component parts, tendered at one time and received during one day and transported under one shipping document from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination and charges thereon being paid by the consignee when there is more than one consignor.

(m) **SPLIT DELIVERY SHIPMENT** means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.

(n) **TAILGATE LOADING** means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.

(o) **TAILGATE UNLOADING** means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.

(p) **TEAM TRACK** means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.

\*(q) **WESTERN CLASSIFICATION** means *Western Classification No. 69, C. R. C.-W. C. No. 2 of R. C. Fyfe, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.*

11-C  
Cancels  
11-B

\*Change, Decision No. 33978

**EFFECTIVE APRIL 1, 1941**

Correction No. 185

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)
20 8-7-39	<p style="text-align: center;"><b>APPLICATION OF TARIFF—CARRIERS</b></p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) and apply for transportation of property by radial highway common carriers and highway contract carriers, as defined in said Act.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p>
30-C Cancels 30-B	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL</b></p> <p>Rates in this tariff apply for transportation of shipments between all points within the State of California, except:</p> <p>(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>(b) Shipments between San Francisco and South San Francisco;</p> <p>(c) Shipments having point of origin in San Diego, Chula Vista, Coronado or National City, and point of destination in another of those cities;</p> <p>(d) Shipments having both point of origin and point of destination within the Los Angeles Drayage Area, as described in Items Nos. 30 to 33 series, inclusive, of City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504 in Case No. 4121);</p> <p>‡ (e) Shipments (1) between Sacramento and North Sacramento; (2) between Sacramento and West Sacramento; (3) between said cities on the one hand and the adjacent plants of the Lumbermen's Supply, Inc., Swanston &amp; Son, Sacramento Wool Company, Sacramento Feed Company and Essex Lumber Company on the other hand; and (4) between said cities and plants on the one hand and the Sacramento Air Depot and the Sacramento Municipal Airport on the other hand;</p> <p>(f) Shipments between Marysville and Yuba City and between said cities on the one hand and the adjacent plant of the Harter Packing Company on the other hand.</p> <p>(g) Shipments between the Sonora freight depot of the Sierra Railroad Company and Sonora.</p>
‡ Reduction, Decision No. 34556	
<b>EFFECTIVE SEPTEMBER 10, 1941</b>	
Correction No. 224	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)		
40-J Cancels 40-I	<p style="text-align: center;"><b>APPLICATION OF TARIFF—COMMODITIES</b>            (Items Nos. 40 and 41 Series)</p> <p style="text-align: center;">Rates in this tariff apply for the transportation of all commodities, except the following:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <ul style="list-style-type: none"> <li>Accessories, motion picture.</li> <li>Automobiles, set up.</li> <li>Baggage.</li> <li>*Butter, dairy (Subject to Note 8).</li> <li>Buttermilk, liquid (Subject to Note 2).</li> <li>Carriers (used packages), empty returning or forwarded for return loads (Subject to Note 1).</li> <li>Cement, portland (building).</li> <li>Cement Clinker.</li> <li>*Cheese (including cottage cheese and pot cheese) (Subject to Note 8).</li> <li>Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles.</li> <li>*Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low-bed trailers.</li> <li>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.</li> <li>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.</li> <li>Cotton.</li> <li>Cream (Subject to Note 2).</li> <li>Directories, telephone.</li> <li>Eggs (other than shelled, desiccated or frozen).</li> <li>Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet.</li> <li>Film, motion picture.</li> <li>Fodder, Bean, Cane, Corn or Pea (Subject to Note 7).</li> <li>Fruit, dried, unmanufactured and unprocessed (Subject to Note 4).</li> <li>Fruit, fresh (Subject to Note 3).</li> <li>Fungicides, agricultural.</li> <li>Hops.</li> </ul> </td> <td style="vertical-align: top; width: 50%;"> <ul style="list-style-type: none"> <li>Ice Cream Mix, unflavored.</li> <li>Insecticides, agricultural.</li> <li>Leaves, Cactus, dried (Subject to Note 7).</li> <li>Live stock.</li> <li>Logs (wood).</li> <li>Margarine (Subject to Note 8).</li> <li>Milk, liquid (Subject to Note 2).</li> <li>Newspapers (not scrap or waste).</li> <li>Nuts, edible, in the shell.</li> <li>Pita, fruit.</li> <li>Poultry, live or dressed.</li> <li>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5).</li> <li>Seed, cotton.</li> <li>Seeds, field, as described in Note 6.</li> <li>Shell Marl, crushed, ground or powdered.</li> <li>Straw (Subject to Note 7).</li> <li>Sulphur.</li> <li>*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.</li> <li>Vegetables, fresh.</li> <li>Vegetables, dried, viz.:               <ul style="list-style-type: none"> <li>Beans, (except Mesquite).</li> <li>Lentils.</li> <li>Onions.</li> <li>Peas, (except Cow Peas).</li> <li>Pepper Pods.</li> </ul> </li> <li>Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</li> </ul> </td> </tr> </table> <p style="text-align: center;">(Continued in Item No. 41 Series)</p>	<ul style="list-style-type: none"> <li>Accessories, motion picture.</li> <li>Automobiles, set up.</li> <li>Baggage.</li> <li>*Butter, dairy (Subject to Note 8).</li> <li>Buttermilk, liquid (Subject to Note 2).</li> <li>Carriers (used packages), empty returning or forwarded for return loads (Subject to Note 1).</li> <li>Cement, portland (building).</li> <li>Cement Clinker.</li> <li>*Cheese (including cottage cheese and pot cheese) (Subject to Note 8).</li> <li>Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles.</li> <li>*Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low-bed trailers.</li> <li>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.</li> <li>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 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<p>* Change, Decision No. 34540</p> <p style="text-align: right;"><b>EFFECTIVE OCTOBER 1, 1941</b></p> <p style="text-align: center;">Issued by The Railroad Commission of the State of California,            San Francisco, California.</p> <p>Correction No. 213</p>			

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
41-E Cancels 41-D	<p style="text-align: center;"><b>APPLICATION OF TARIFF—COMMODITIES</b>            (Concluded)</p> <p style="text-align: center;">(Items Nos. 40 and 41 series)</p> <p><b>NOTE 1.</b>—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><b>NOTE 2.</b>—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><b>NOTE 3.</b>—Exemption will not apply to transportation of fresh pears for which rates are provided in Item No. 651 series.</p> <p><b>NOTE 4.</b>—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><b>NOTE 5.</b>—Exemption does not apply to sea shells as described in Item No. 652½ series.</p> <p><b>NOTE 6.</b>—(1) Exemption applies only to field seeds, viz:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;">           Adzuki,            Alfalfa,            Bahia grass,            Bean, field, horse, lima, mat or mung,            Beet, field or sugar,            Bentgrass,            Bermuda grass,            Bluegrass,            Bluestem,            Brome, bunch or smooth,            Carpet grass,            Chick pea (garbanzo),            Clover (except sweet clover),            Creeping bent,            Dallis grass,            Dog's-tail, crested,            Doliches,            Fenugreek,            Fescue grass,            Foxtail, meadow,            Guar,            Guinea grass,            Harding grass,            Kudzu,            Lespedeza,            Lupine,         </td> <td style="vertical-align: top;">           Medic, black,            Molasses grass,            Mustard (except wild mustard),            Napier grass,            Outgrass, tall,            Orchard grass,            Pea, Austrian winter, Canadian, field,                Tangier or wedge,            Popcorn,            Proso,            Redtop,            Reed canary grass,            Rescue grass,            Rhodes grass,            Ryegrass,            Sainfein,            Sand dropseed,            Sesbania,            Soybean,            Sudan grass,            Sweet vernalgrass,            Timothy,            Velvet bean,            Velvet bent,            Velvet grass,            Wheatgrass, crested or slender.         </td> </tr> </table> <p><b>NOTE 7.</b>—Exemption will not apply to transportation for which rates are provided in Items Nos. 657 and 658 series.</p> <p><b>*NOTE 8.</b>—Exemption will not apply to transportation for which rates are provided in Items Nos. 315 and 605 series.</p>	Adzuki, Alfalfa, Bahia grass, Bean, field, horse, lima, mat or mung, Beet, field or sugar, Bentgrass, Bermuda grass, Bluegrass, Bluestem, Brome, bunch or smooth, Carpet grass, Chick pea (garbanzo), Clover (except sweet clover), Creeping bent, Dallis grass, Dog's-tail, crested, Doliches, Fenugreek, Fescue grass, Foxtail, meadow, Guar, Guinea grass, Harding grass, Kudzu, Lespedeza, Lupine,	Medic, black, Molasses grass, Mustard (except wild mustard), Napier grass, Outgrass, tall, Orchard grass, Pea, Austrian winter, Canadian, field, Tangier or wedge, Popcorn, Proso, Redtop, Reed canary grass, Rescue grass, Rhodes grass, Ryegrass, Sainfein, Sand dropseed, Sesbania, Soybean, Sudan grass, Sweet vernalgrass, Timothy, Velvet bean, Velvet bent, Velvet grass, Wheatgrass, crested or slender.
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* Change, Decision No. 34540			
<b>EFFECTIVE OCTOBER 1, 1941</b>			
Correction No. 214	Issued by The Railroad Commission of the State of California, San Francisco, California.		

Item No.	<b>SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</b>
50-B Cancels 50-A 12-25-39	<p style="text-align: center;"><b>APPLICATION OF WESTERN CLASSIFICATION AND EXCEPTION SHEET</b></p> <p>(a) This tariff is governed to the extent shown herein by the Western Classification and the Exception Sheet.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Western Classification or Exception Sheet are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
60-B Cancels 60-A	<p style="text-align: center;"><b>SHIPMENTS TO BE RATED SEPARATELY</b></p> <p>▲Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. (Component parts of split pickup or split delivery shipments, as defined in Item No. 11 series, may be combined under the provisions of Items Nos. 160, 170, 220 and 230 series.)</p>
70-B Cancels 70-A 12-25-39	<p style="text-align: center;"><b>GROSS WEIGHT</b></p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers. (See Note.)</p> <p>NOTE.—Charges for the transportation of bakery goods, viz.: breads or cakes, may be assessed on the net weight of such commodities.</p>
80 8-7-39	<p style="text-align: center;"><b>RATES BASED ON VARYING MINIMUM WEIGHTS</b></p> <p>When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
<p>▲Change, neither increase nor reduction, Decision No. 33738.</p>	
<p><b>EFFECTIVE FEBRUARY 1, 1941</b></p>	
<p>Correction No. 166</p>	<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
90-E Cancels 90-D	<p style="text-align: center;"><b>MIXED SHIPMENTS</b></p> <p>① 1. Commodities for which rates are provided in this tariff:</p> <p>(a) When two or more commodities for which different ratings are provided, are shipped as a mixed shipment, without actual weights being furnished or obtained for the portions shipped under the separate ratings, charges for the entire shipment will be computed at the class or commodity rate applicable to the highest classed or rated commodity contained in such mixed shipment, subject to Item No. 80 series.</p> <p>(b) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 80 series. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments such lower charge shall apply.</p> <p>② Paragraph 1 hereof will not apply to mixed shipments which are subject to the provisions of Item No. 365 series of this tariff.</p> <p>2. Commodities for which rates are provided herein, moving in mixed shipments containing commodities for which rates are provided in other effective tariffs of the Commission, or in mixed shipments containing commodities upon which no minimum rates or charges have been established by this Commission:</p> <p>* (a) When one or more commodities for which rates are not provided in this tariff are included in a shipment of one or more commodities for which rates are herein provided, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff; or one or more of the commodities for which rates are not provided in this tariff may be transported at the rates otherwise applicable. In the event the latter basis is used, the minimum charges provided in Item No. 150 series of this tariff shall apply to the entire shipment. (See Notes 1, 2 and 3.)</p> <p>NOTE 1.—The provisions of this rule will not apply to mixed shipments containing petroleum or petroleum products in bulk in tank trucks, tank trailers or tank semi-trailers for which rates are provided in tariff designated City Carriers' Tariff No. 5, Highway Carriers' Tariff No. 6 (Appendix "C" of Decision No. 32608, as amended, in Cases Nos. 4246 and 4434).</p> <p>NOTE 2.—The provisions of this rule will not apply to mixed shipments containing used property, viz.: household goods, personal effects and office and store fixtures and equipment, for which rates are provided in the tariff designated City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4, (Appendix "A" of Decision No. 32629, as amended, in Cases Nos. 4246 and 4434).</p> <p>* NOTE 3.—The provisions of this rule will not apply to mixed shipments containing fresh fruits, fresh vegetables (including fresh mushrooms) or empty containers for which rates are provided in the tariff designated Highway Carriers' Tariff No. 8 (Appendix "C" of Decision No. 33977, as amended, in Case No. 4293).</p> <p>3. Intrastate and Interstate Tonnage:</p> <p>(a) When property consisting of part intrastate and part interstate tonnage is received as a single shipment, the intrastate portion may be charged for at the rate which would be applicable on such portion were the entire quantity intrastate in character. In no event shall the aggregate charge on the intrastate and interstate portions be less than the charge herein provided for an intrastate shipment of the same combined quantity.</p>
	* Change, Decision No. 34231
<b>EFFECTIVE JULY 1, 1941</b>	
Correction No. 205	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)
100-C Cancels 100-B	<p style="text-align: center;"><b>COMPUTATION OF DISTANCES</b></p> <p>(a) Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in Decision No. 31605 of December 27, 1938, as amended, or as may be amended, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246, subject to the following exceptions:</p> <ol style="list-style-type: none"><li>1. Distances from or to points located within zones described in Item No. 260 series shall be computed from or to the mileage basing points designated in connection with such descriptions.</li><li>2. From points of origin or to points of destination more than 70 miles distant from both the San Francisco and the Oakland pickup and delivery zones (computed in accordance with the method hereinabove provided), distances from or to points located within the San Francisco pickup and delivery zone or located within the Oakland pickup and delivery zone shall be the average of the distances from or to the San Francisco pickup and delivery zone and the Oakland pickup and delivery zone (computed in accordance with the method hereinabove provided). In the event such average distance is less than the distance computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point. (See Note.)</li><li>3. For transportation under rates in Items Nos. 654 and 728 series, between points lying within the Imperial Valley Irrigation District on the one hand and points lying without such district on the other hand, distances shall be those computed in accordance with said Decision No. 31605, as amended, from or to the City of Imperial.</li></ol> <p>*NOTE.—In computing distances under the provisions of Item No. 160 series in connection with split pickup shipments, or under the provisions of Item No. 170 series in connection with split delivery shipments, the average of the distance from or to (or from and to) the San Francisco Pickup and Delivery Zone and the distance from or to (or from and to) the Oakland Pickup and Delivery Zone shall be used only when the distance computed under the provisions of those items from or to (or from and to) both zones is more than 70 constructive miles.</p>
110-D Cancels 110-C	<p style="text-align: center;"><b>APPLICATION OF RATES—DEDUCTIONS</b></p> <p>(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 10(k), (l) and (m) series from point of origin to point of destination, subject to Items Nos. 120, 130 and 140 series.</p> <p>* (b) Subject to Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, rates shall be 5 cents per 100 pounds (or 5 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. When both point of origin and point of destination are carrier's established depots, rates shall be 10 cents per 100 pounds (or 10 cents per shipment when shipment weighs less than 100 pounds) less than those named herein. In no case shall the net transportation rate be less than 10 cents per 100 pounds when applying the provisions of this paragraph.</p> <p>NOTE 1.—No deduction from rates specifically named herein shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, nor from minimum charges provided by Item No. 150 series.</p> <p>NOTE 2.—No deduction from rates specifically named herein shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.</p> <p>NOTE 3.—When the commodity upon which charges are to be computed is rated at a percentage or multiple of classes 1, 2, 3 or 4, the deductions under this rule shall be made from the resulting rate.</p> <p>*NOTE 4.—Deductions under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots.</p>
* Change, Decision No. 33738.	
<b>EFFECTIVE FEBRUARY 1, 1941</b>	
Correction No. 173	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)
120	<p style="text-align: center;"><b>APPLICATION OF LESS CARLOAD RATES</b></p> <p>Rates based upon less carload or any quantity ratings in the Western Classification, Exception Sheet, or this tariff, and commodity rates subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p><b>NOTE 1.</b>—When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 5 cents per 100 pounds shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for this service in connection with shipments weighing 100 pounds or less.</p>
130	<p style="text-align: center;"><b>APPLICATION OF CARLOAD RATES</b></p> <p>Rates based upon carload ratings in the Western Classification, Exception Sheet, or this tariff, and commodity rates subject to minimum weights of 10,000 pounds or more, include loading into and unloading from the carrier's equipment at established depots. At points of origin or points of destination other than established depots, such rates include service of driver only for loading into and unloading from the carrier's equipment, subject to Note 1. (See Item No. 140 series for charges for additional help.)</p> <p><b>NOTE 1.</b>—When the time consumed in performing loading, unloading or accessorial services exceeds 20 minutes per ton (based on the weight on which transportation charges are computed) a charge of \$2.00 per hour shall be assessed for the time consumed in excess of 20 minutes per ton.</p>
140	<p style="text-align: center;"><b>ACCESSORIAL CHARGES</b></p> <p>An additional charge of \$1.00 per man per hour, minimum charge 50 cents, shall be made for stacking, sorting, helpers for loading or unloading, or any other accessorial or incidental service which is not authorized to be performed under the rate named in this tariff and for which a charge is not otherwise provided.</p>
<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	<b>SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</b>																													
150-B Cancels 150-A 10-1-40	<b>MINIMUM CHARGE</b>																													
	<p>The minimum charge per shipment shall be as follows:</p> <p>(a) In the event the constructive distance from point of origin to point of destination does not exceed 150 miles:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Weight of Shipment</th> <th style="text-align: center;">Minimum Charge in Cents (Subject to Notes 1 and 2)</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less.....</td> <td style="text-align: right;">40</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds.....</td> <td style="text-align: right;">50</td> </tr> <tr> <td>Over 50 pounds but not over 75 pounds.....</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Over 75 pounds but not over 100 pounds.....</td> <td style="text-align: right;">70</td> </tr> <tr> <td>Over 100 pounds.....</td> <td style="text-align: right;">75</td> </tr> </tbody> </table> <p>NOTE 1.—In no event shall the minimum charge on shipments having point of origin or point of destination on steamship wharves or docks within the Los Angeles Harbor Pick-up and Delivery Zone, as described in Item No. 260 series, be less than \$1.00.</p> <p>NOTE 2.—For shipments transported beyond public highways to or from oil or gas well sites the minimum charge shall be \$1.00.</p> <p>(b) In the event the constructive distance from point of origin to point of destination exceeds 150 miles:</p> <ol style="list-style-type: none"> <li>(1) If classified 1st class or lower, for 100 pounds at the class or commodity rate applicable thereto; or</li> <li>(2) If classified higher than 1st class, for 100 pounds at the 1st class rate; or</li> <li>(3) If shipment contains different articles, and no article is rated higher than 1st class, for 100 pounds at the class or commodity rate applicable to the article taking highest rate; or if any of the articles is rated higher than 1st class, for 100 pounds at the 1st class rate; but</li> <li>(4) In no event shall the minimum charge be less than that computed under the provisions of paragraph (a) of this item.</li> </ol>	Weight of Shipment	Minimum Charge in Cents (Subject to Notes 1 and 2)	25 pounds or less.....	40	Over 25 pounds but not over 50 pounds.....	50	Over 50 pounds but not over 75 pounds.....	60	Over 75 pounds but not over 100 pounds.....	70	Over 100 pounds.....	75																	
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Over 100 pounds.....	75																													
160-A Cancels 160	<b>◆ ◆ SPLIT PICKUP</b>																													
	<p>The charge for transportation of a split pickup 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 from point of origin of any component part to point of destination via the points of origin of all other component parts, plus the following additional charges:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Component Part (In Pounds)</th> <th style="text-align: center;">Additional Charge For Each Component Part Picked Up (In Cents)</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But not over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100</td> <td style="text-align: right;">25</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">500</td> <td style="text-align: right;">35</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000</td> <td style="text-align: right;">50</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000</td> <td style="text-align: right;">75</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: right;">100</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: right;">125</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">20,000</td> <td style="text-align: right;">150</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">-----</td> <td style="text-align: right;">200</td> </tr> </tbody> </table> <p>The provisions of this item shall not apply:</p> <ol style="list-style-type: none"> <li>(1) if split delivery service is to be accorded;</li> <li>(2) unless at the time of or prior to the first pickup 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 consignor, the points of origin and the kind of property in each component part.</li> </ol> <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>	Weight of Component Part (In Pounds)		Additional Charge For Each Component Part Picked Up (In Cents)	Over	But not over		0	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	-----
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◆ Increase ◆ Reduction	} Decision No. 33738.																													
<b>EFFECTIVE FEBRUARY 1, 1941</b>																														
Correction No. 171	Issued by The Railroad Commission of the State of California, San Francisco, California.																													

Item No.	<b>SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</b>																												
	<b>SPLIT DELIVERY</b>																												
	<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="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Weight of Component Part (In Pounds)</th> <th style="text-align: center;">Additional Charge for Each Component Part Delivered (In Cents)</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100</td> <td style="text-align: center;">25</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">500</td> <td style="text-align: center;">35</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">50</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">75</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">100</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">125</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">20,000</td> <td style="text-align: center;">150</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">-----</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><b>NOTE 1.</b>—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 (In Pounds)	Additional Charge for Each Component Part Delivered (In Cents)	Over	But Not Over	0	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
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4,000	10,000	125																											
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20,000	-----	200																											
172 Added	<p>◆ ◆ RECEIVING AND TRANSMITTING PURCHASE ORDERS</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>																												
175 10-1-40	<p><b>STRINGING PIPE</b></p> <p>When 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.</p>																												
	<p>◆ Increase }          ◆ Reduction } Decision No. 34540</p>																												
	<b>EFFECTIVE OCTOBER 1, 1941</b>																												
Correction No. 215	Issued by The Railroad Commission of the State of California, San Francisco, California.																												

Item No.	<b>SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</b>	
	<b>COLLECT ON DELIVERY SHIPMENTS</b>	
	(a) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all moneys, and in no event later than ten (10) days after delivery to the consignee, unless consignor, in writing instructs otherwise, remit to consignor all moneys collected by it on such shipments.	
	(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:	
	When the amount collected is	Charge for Collecting and Remitting will be
	Not over \$2.50.....	\$0.18
	Over \$2.50 not over \$5.00.....	.20
	Over 5.00 not over 10.00.....	.28
	Over 10.00 not over 20.00.....	.30
	Over 20.00 not over 25.00.....	.32
	Over 25.00 not over 40.00.....	.37
	Over 40.00 not over 50.00.....	.40
	Over 50.00 not over 60.00.....	.50
	Over 60.00 not over 80.00.....	.52
	Over 80.00 not over 100.00.....	.54
	Over 100.00 not over 102.50.....	.68
	Over 102.50 not over 105.00.....	.70
	Over 105.00 not over 110.00.....	.73
180	Over 110.00 not over 120.00.....	.75
	Over 120.00 not over 140.00.....	.77
	Over 140.00 not over 150.00.....	.80
	Over 150.00 not over 160.00.....	.85
	Over 160.00 not over 180.00.....	.87
	Over 180.00 not over 200.00.....	.89
	Over 200.00 not over 250.00.....	1.00
	Over 250.00 not over 300.00.....	1.15
	Over 300.00 not over 350.00.....	1.30
	Over 350.00 not over 400.00.....	1.45
	Over 400.00 not over 450.00.....	1.60
	Over 450.00 not over 500.00.....	1.75
	Over 500.00 not over 550.00.....	1.90
	Over 550.00 not over 600.00.....	2.05
	Over 600.00 not over 650.00.....	2.20
	Over 650.00 not over 700.00.....	2.35
	Over 700.00 not over 750.00.....	2.50
	Over 750.00 not over 800.00.....	2.65
	Over 800.00 not over 850.00.....	2.80
	Over 850.00 not over 900.00.....	2.95
	Over 900.00 not over 950.00.....	3.10
	Over 950.00 not over 1,000.00.....	3.25
	Over 1,000.00 at rate of \$3.25 per \$1,000.00	
<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>		
Issued by The Railroad Commission of the State of California, San Francisco, California.		

Item No.	<b>SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</b>
190-A Cancels 190	<p style="text-align: center;"><b>APPLICATION OF COMBINATIONS OF CLASS AND COMMODITY RATES</b></p> <p>▲ In the event a combination of any class or commodity or class and commodity rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a through distance rate, such combination of rates may be applied.</p>
200-B Cancels 200-A 1-10-40	<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></p> <p>(a) Common carrier rates, except rates of coastwise common carriers by vessel, may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Notes 1 and 2.)</p> <p>(b) Team track-to-team track rates of common carriers by railroad or of common carriers by vessel operating over inland waters may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. (See Notes 1 and 2.)</p> <p>NOTE 1.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>NOTE 2.—In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 657 series, there shall be added to the rail rate 25 cents per ton for shrinkage.</p>
▲ Change, neither increase nor reduction, Decision No. 32743.	
<b>EFFECTIVE JANUARY 16, 1940</b>	
Correction No. 108	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)
210-A Cancels 210	<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</b></p> <p>⊙ ♦ When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates, except rates of coastwise common carriers by vessel, for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate applies. (See Notes 1, 2 and 3.)</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)</p> <p><b>NOTE 1.</b>—If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be.</p> <p><b>NOTE 2.</b>—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p><b>▲ NOTE 3.</b>—In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 637 series, there shall be added to the rail rate (or the combined rail and highway carrier rate) 25 cents per ton for shrinkage.</p>
	♦ Increase. ▲ Change, neither increase nor reduction. } Decision No. 32609. ⊙ Effective, January 10, 1940.
<b>EFFECTIVE DECEMBER 25, 1939 (Except as Noted)</b>	
Correction No. 78	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)
220	<p align="center"><b>ALTERNATIVE APPLICATION OF SPLIT PICK-UP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</b></p> <p>Charges on split pick-up shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 160 results:</p> <p>(1) Compute the charge applicable under the rates provided in this tariff for a split pick-up shipment from the point of origin, or points of origin, of the several component parts (See Item No. 160 series) to any team track or established depot. (See Note.)</p> <p>(2) Add to such charge the charge applicable under Items Nos. 200 and 210 series for the weight of the composite shipment from such team track or established depot to point of destination.</p> <p><b>NOTE.</b>—If the point of origin of any component part is within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation to the team track or established depot from such point of origin is provided in this tariff, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply to such team track or established depot from such point of origin.</p>
230	<p align="center"><b>ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</b></p> <p>Charges on split delivery shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 170 results:</p> <p>(1) Compute the charge applicable under Items Nos. 200 and 210 series for the weight of the composite shipment from point of origin to any team track or established depot.</p> <p>(2) Add to such charge the charges provided in this tariff for a split delivery shipment (See Item No. 170 series) from such team track or established depot to the point of destination or points of destination of the several component parts. (See Note.)</p> <p><b>NOTE.</b>—If the point of destination of any component part is within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation from the team track or established depot to such point of destination is provided in this tariff, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from such team track or established depot to such point of destination.</p>
<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>	
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)
*240-B Cancels 240-A	<p style="text-align: center;"><b>ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</b></p> <p>In the event under the provisions of Items Nos. 200 to 230 series, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added (except as otherwise provided in connection with individual rates):</p> <ol style="list-style-type: none"><li>(1) For tailgate loading or tailgate unloading—no additional charge (See Note 1);</li><li>(2) For loading or unloading other than tailgate loading or tailgate unloading—2 cents per 100 pounds. (See Note 2);</li><li>(3) For C. O. D. service—charges provided in Item No. 180 series;</li><li>(4) For other accessorial services—charges provided in Item No. 140 series;</li><li>(5) Split pickup or split delivery shall not be accorded unless included in the common carrier rate. (See Items Nos. 220 and 230 series for exception.)</li></ol> <p><b>NOTE 1.</b>—When shipments consisting in whole or in part of Oil, Water or Gas Well Outfits and Supplies, and Other Articles, as described in Item No. 365 series, moving between points located in Los Angeles and Orange counties on the one hand and points located in California, Salinas, Fresno and south thereof, on the other hand, are transported:</p> <ol style="list-style-type: none"><li>(a) Under the provisions of Item No. 200 series, a charge of 2 cents per 100 pounds shall be added for tailgate loading, and a charge of 2 cents per 100 pounds shall be added for tailgate unloading;</li><li>(b) Under the provisions of Paragraph (a) of Item No. 210 series, a charge of 2 cents per 100 pounds shall be added for tailgate unloading;</li><li>(c) Under the provisions of Paragraph (b) of Item No. 210 series a charge of 2 cents per 100 pounds shall be added for tailgate loading;</li><li>(d) Under the provisions of Paragraph (c) of Item No. 210 series, no additional charge shall be added for tailgate loading or tailgate unloading.</li></ol> <p><b>NOTE 2.</b>—For loading or unloading other than tailgate loading or tailgate unloading of Lumber and Forest Products as described in Item No. 660 series or of hay and related articles as described in Items Nos. 657 and 658 series, the charge will be one cent per 100 pounds.</p>
	*Change, Decision No. 33758.
<b>EFFECTIVE FEBRUARY 1, 1941</b>	
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)
*250-A Cancels 250	<b>ⓈCOLLECTION OF CHARGES</b>
	(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.
	(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called shippers, for a period of 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.
	(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.
	(d) Freight bills for all transportation and accessorial charges shall be presented to the shippers within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.
	(e) Shippers may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.
(f) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.	
ⓈWill not apply to the transportation of property for the United States, state, county or municipal governments. *Change, Decision No. 32964.	
<b>EFFECTIVE APRIL 24, 1940</b>	
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)**

**PICKUP AND DELIVERY ZONES**

Except as otherwise provided, 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.

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.

◆ **BENICIA:** (Mileage Basing Point, Benicia.) All of the City of Benicia, also the United States Arsenal and the Ordnance Storage Depot adjacent to that city.

◆ **CAPITOLA:** (Mileage Basing Point, Capitola.) The territory bounded as follows:

Beginning at the intersection of the shore line of Monterey Bay and the prolongation of 41st Avenue thence northerly along said prolongation and 41st Avenue to Lower Soquel Road, westerly along Lower Soquel Road but not including points situated on that road to Rodeo Creek, northerly along Rodeo Creek to State Highway 1, easterly along State Highway 1 but not including points situated on that highway to Rodeo Gulch Road, southerly and easterly along Rodeo Gulch Road but not including points situated on that road to 41st Avenue, northerly along 41st Avenue but not including points situated on that avenue to State Highway 1, easterly along State Highway 1 but not including points situated on that highway to Robertson Street, southerly along Robertson Street but not including points situated on that street to Porter Street, southerly along an imaginary line projected from that intersection to Soquel Creek, northeasterly along Soquel Creek and an imaginary line projected to the intersection of Main and Walnut Streets, northeasterly along Walnut Street but not including points situated on that street to State Highway 1, easterly along State Highway 1 but not including points situated on that highway to Park Avenue, southerly along Park Avenue to the point on that avenue opposite the intersection of the Southern Pacific Company's tracks and Parker Creek, easterly along an imaginary line projected from the said point on Park Avenue to the said intersection, southerly along Parker Creek to the shore line of Monterey Bay, and westerly along said shore line to point of beginning.

◆ **COYOTE:** (Mileage 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.

◆ **GILROY:** (Mileage 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.

◆ **GOLDTREE:** (Mileage 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.

◆ **HANFORD:** (Mileage 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.

◆ **HOLLISTER:** (Mileage 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:

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.

(Continued)

◆ Increase /  
▲ Reduction ( Decision No. 34781

**EFFECTIVE DECEMBER 15, 1941**

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

Correction No. 228

Item No.	<b>SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</b>
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**PICKUP AND DELIVERY ZONES (Continued)**

\* **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.

◆◆ **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.

**LOS ANGELES HARBOR:** (Mileage Basing Point, Zone 20, Los Angeles.) Includes all points located within the following boundaries:

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.

**MADERA:** (Mileage Basing Point, Madera.) All of the City of Madera, also the territory bounded as follows:

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 Tozer Street, southeasterly along the prolongation of Tozer Street and Tozer 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.

◆◆ 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.

260-2-A  
 Cancels  
 260-2

(Continued)

◆ Change  
 ◆ Increase  
 ▲ Reduction } Decision No. 34540

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)
<p>260-3-A Cancels 260-3</p>	<p style="text-align: center;"><b>PICKUP AND DELIVERY ZONES (Continued)</b></p> <p>◆ ↓ <b>MERCED:</b> (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:      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 "E" Street, southwesterly along such prolongation and "E" Street to 13th Street, northwesterly along 13th Street to point of beginning.</p> <p><b>MILLS:</b> (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>* <b>OAKLAND:</b> (Mileage Basing Point, Oakland.) All of the City of Emeryville, also those parts of Albany, Alameda, Berkeley, Oakland and Piedmont bounded by the following:      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, southeasterly 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>
<p>◆ Change        ◆ Increase        ◆ Reduction</p>	<p>Decision No. 34540</p>
<p><b>EFFECTIVE OCTOBER 1, 1941</b></p>	
<p>Correction No. 218</p>	<p>Issued by The Railroad Commission of the State of California,        San Francisco, California</p>

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-4-A Cancels 260-4	<p style="text-align: center;"><b>PICKUP AND DELIVERY ZONES (Continued)</b></p> <p>◆◆<b>PALO ALTO:</b> (Mileage Basing Point, Palo Alto.) All of the City of Palo Alto, also the territory bounded as follows:</p> <p>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>*<b>PITTSBURG:</b> (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:</p> <p>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>◆◆<b>RED BLUFF:</b> (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><b>REDDING:</b> (Mileage Basing Point, Redding.) Including all of the City of Redding, also the territory bounded as follows:</p> <p>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>*<b>RICHMOND:</b> (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 Pottery Works), and Standard Oil Co. (Tank Farm).</p> <p style="text-align: right;">(Continued)</p>
	<p>◆ Change            ◆ Increase            ◆ Reduction } Decision No. 34540</p> <p>Zones formerly shown on this page transferred to First Revised Page 30-A.</p>
<b>EFFECTIVE OCTOBER 1, 1941</b>	
Correction No. 219	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;"><b>PICKUP AND DELIVERY ZONES (Continued)</b></p> <p>* <b>ROSEVILLE:</b> (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>◆ <b>SACRAMENTO:</b> (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:        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, south-easterly 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 westerly along Bassettlaw Avenue to its junction with Highway U. S. 40-99E (Del Paso Boulevard) and along Del Paso Boulevard to point of beginning.</p> <p><b>SAN FRANCISCO:</b> (Mileage Basing Point, San Francisco.) All of the City of San Francisco, also the territory bounded as follows:        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, southwesterly along Tanforan Avenue to the western side of the Southern Pacific's Valencia Street line right of way, northwesterly 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, southerly along the shore line of San Francisco Bay to the point of beginning.</p> <p>* <b>SAN LEANDRO:</b> (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 southwestwesterly on Davis Street to Southern Pacific Elmhurst-Newark line, and the territory bounded as follows:        Beginning at easterly city limits and Washington Avenue, thence easterly on Wash-ington 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.        Beginning at intersection of city limits and Apricot Street, thence northwesterly 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>
260-5-A Cancels 260-5	
<ul style="list-style-type: none"> <li>* Change</li> <li>◆ Increase</li> <li>▲ Reduction</li> </ul>	Decision No. 34540
<b>EFFECTIVE OCTOBER 1, 1941</b>	
Correction No. 220	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)
260-6-A Cancels 260-6	<p style="text-align: center;"><b>PICKUP AND DELIVERY ZONES (Continued)</b></p> <p><b>SANTA CRUZ:</b> (Mileage Basing Point, Santa Cruz.) All of the City of Santa Cruz, also the territory bounded as follows:</p> <p>Beginning at the intersection of the eastern city limits and State Highway 1, easterly along State Highway 1 to Mattison Lane, from that point easterly along State Highway 1 but not including points situated on that highway to Rodeo Creek, southerly along Rodeo Creek to Lower Soquel Road, easterly along Lower Soquel Road to 41st Avenue, southerly along 41st Avenue but not including points situated on that avenue and along the prolongation of that avenue to the shore line of Monterey Bay, westerly along said shore line to Woods Lagoon, and northerly along Woods Lagoon and the eastern city limits to point of beginning.</p> <p>♦♦ <b>SOQUEL:</b> (Mileage Basing Point, Soquel.) All points within a one-mile radius of the intersection of Main Street and State Highway 1, except the territory within that radius located south of the following boundary:</p> <p>Beginning at the intersection of Mattison Lane and State Highway 1, easterly along State Highway 1 to Rodeo Gulch Road, southerly and easterly along Rodeo Gulch Road to 41st Avenue, northerly along 41st Avenue to State Highway 1, easterly along State Highway 1 to Robertson Street, southerly along Robertson Street to Porter Street, southerly along an imaginary line projected from that intersection to Soquel Creek, northeasterly along Soquel Creek and an imaginary line projected to the intersection of Main and Walnut Streets, northeasterly along Walnut Street to State Highway 1, and easterly along State Highway 1 to Park Avenue.</p> <p><b>ST. HELENA:</b> (Mileage Basing Point, St. Helena.) All of the City of St. Helena, also from the intersection of State Highway 29 (Main Street) and the northwest city limits northwesterly along said highway for a distance of one mile, and from the intersection of State Highway 29 (Main Street) and the southeast city limits southeasterly along said highway for a distance of one-half mile.</p> <p>* <b>STOCKTON:</b> (Mileage Basing Point, Stockton.) All of the City of Stockton, also from the intersection of McKinley Avenue and the corporate boundary of the City of Stockton, southerly along McKinley Avenue to a point 600 feet south of Ivy Avenue and the territory bounded as follows:</p> <p>Beginning at the northeasterly corner of Oak Park, thence easterly along Calaveras Avenue to West Lane, southerly along West Lane to County Road, easterly along County Road to Sanguinetti Lane, southerly along Sanguinetti Lane to Waterloo Road, north-easterly along Waterloo Road to Washington Street, southerly along Washington Street and Epstein Avenue to Linden Road, easterly along Linden Road to David Avenue, southerly along David Avenue and its prolongation to the right of way of the Southern Pacific Company (Oakdale Branch), westerly along the Southern Pacific Company right of way to Monterey Street, southerly along Monterey Street and its prolongation to Copperopolis Road, westerly along Copperopolis Road to the corporate boundary of the City of Stockton, northerly and westerly along said corporate boundary to point of beginning.</p> <p>Beginning at the intersection of Moss Avenue and the corporate boundary of the City of Stockton, thence westerly along Moss Avenue to French Camp Turnpike, north-erly along French Camp Turnpike to Garwood Ferry Road, westerly along Garwood Ferry Road to the San Joaquin River, northwesterly along the east bank of the San Joaquin River to the corporate boundary of the City of Stockton, easterly and southerly along said corporate boundary to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>* Change          ♦ Increase          ♦ Reduction } Decision No. 34556</p> <p>Turlock's zone formerly shown on this page transferred to Second Revised Page 31-A.</p>
<b>EFFECTIVE OCTOBER 10, 1941</b>	
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)
270-A Cancels 270	<p style="text-align: center;"><b>TERRITORIAL DESCRIPTIONS</b> (Items Nos. 270 and 271 series)</p> <p>The following territorial descriptions apply in connection with rates making specific reference hereto: (territories include both sides of streets, boulevards, roads, avenues or highways named.)</p> <p>1. LOS ANGELES BASIN TERRITORY includes that area embraced by the following boundary: Beginning at the point the Ventura County-Los Angeles County boundary line intersects the Pacific Ocean; thence northeasterly along said county line to the point it intersects State Highway No. 118, approximately two miles west of Chatsworth; easterly along State Highway No. 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the City of San Fernando; westerly and northerly along said corporate boundary to McClay Avenue; northeasterly along McClay Avenue and its prolongation to the Angeles National Forest Boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 3.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U. S. Highway No. 99; northwesterly along U. S. Highway No. 99 to the corporate boundary of the City of Redlands; westerly and northerly along said corporate boundary to Brookside Avenue; westerly along Brookside Avenue to Barton Avenue; westerly along Barton Avenue and its prolongation to Palm Avenue; westerly along Palm Avenue to La Cadena Drive; southwesterly along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to U. S. Highway No. 60; southwesterly along U. S. Highways Nos. 60 and 395 to the county road approximately one mile north of Perris; easterly along said county road via Nuevo and Lakeview to the corporate boundary of the City of San Jacinto; easterly, southerly and westerly along said corporate boundary to San Jacinto Avenue; southerly along San Jacinto Avenue to State Highway No. 74; westerly along State Highway No. 74 to the corporate boundary of the City of Hemet; southerly, westerly and northerly along said corporate boundary to the right of way of The Atchison, Topeka &amp; Santa Fe Railway Company; southwesterly along said right of way to Washington Avenue; southerly along Washington Avenue, through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to the county road intersecting U. S. Highway No. 395, 2.1 miles north of the unincorporated community of Temecula; southerly along said county road to U. S. Highway No. 395; southeasterly along U. S. Highway No. 395 to the Riverside County-San Diego County boundary line; westerly along said boundary line to the Orange County-San Diego County boundary line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
<b>EFFECTIVE JANUARY 1, 1940</b>	
Correction No. 82	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)
270-A Cancels 270	<p style="text-align: center;"><b>TERRITORIAL DESCRIPTIONS (Continued)</b></p> <p style="text-align: center;">(Items Nos. 270 and 271 series)</p> <p>2. SAN JOAQUIN VALLEY TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of U. S. Highway No. 99 and the northern boundary of San Joaquin County; thence easterly and southerly along said boundary to its intersection with the Stanislaus County boundary; southerly along the easterly boundary of Stanislaus County to its intersection with the Merced County boundary; southerly along the eastern boundary of Merced County to its intersection with the Madera County boundary; southerly along an imaginary line extending through the unincorporated communities of Friant and Orange Cove to its intersection with State Highway No. 198 at the unincorporated community of Lemon Cove; southerly along said imaginary line to its intersection with State Highway No. 190 at the unincorporated community of Success; southerly along said imaginary line to its intersection with State Highway No. 178, 15 miles east of Bakersfield; southwesterly along said imaginary line to its intersection with U. S. Highway No. 466 and County Road 1.7 miles east of Edison; southerly along said County Road to its intersection with County Road north of Arvin; westerly along said County Road through Weedpatch to its junction with U. S. Highway No. 99; southerly along U. S. Highway No. 99 to its junction with State Highway No. 166; westerly along State Highway No. 166 to its junction with U. S. Highway No. 399 at Maricopa; northwesterly along U. S. Highway No. 399 to Taft; northwesterly along State Highway No. 33 to its intersection with U. S. Highway No. 50, 3.5 miles east of Tracy; westerly along U. S. Highway No. 50 to its intersection with the western boundary of San Joaquin County; northerly and easterly along said boundary to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
<b>EFFECTIVE JANUARY 1, 1940</b>	
Correction No. 83 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)
270-A Cancels 270	<p style="text-align: center;"><b>TERRITORIAL DESCRIPTIONS (Continued)</b></p> <p style="text-align: center;">(Items Nos. 270 and 271 series)</p> <p>3. SAN FRANCISCO TERRITORY includes that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U. S. Highway No. 101; southerly along an imaginary line 1 mile west of and paralleling U. S. Highway No. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with State Highway No. 17; northerly along State Highway No. 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbor Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U. S. Highway No. 40 (San Pablo Avenue); northerly along U. S. Highway No. 40 to and including the City of Richmond; southwesterly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said water front and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.</p> <p>4. LOS ANGELES TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U. S. Highway No. 101, Alternate; thence northeasterly along Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to State Highway No. 118; northeasterly along State Highway No. 118 through and including the City of San Fernando; continuing northeasterly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U. S. Highway No. 66 to State Highway No. 19; southerly along State Highway No. 19 to its intersection with U. S. Highway No. 101, Alternate, at Nimeno Street; southerly along Nimeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U. S. Highway No. 101, Alternate; thence northerly along an imaginary line to point of beginning.</p> <p>5. LOS ANGELES DRAYAGE AREA ***</p> <p style="text-align: center;">(Continued)</p>
	<p>*** Description eliminated, Decision No. 32600.</p>
<p><b>EFFECTIVE JANUARY 1, 1940</b></p>	
<p>Correction No. 84</p>	<p>Issued by The Railroad Commission of the State of California,          San Francisco, California.</p>

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*271-A Cancels 271	<p style="text-align: center;"><b>TERRITORIAL DESCRIPTIONS (Continued)</b>            (Items Nos. 270 and 271 series)</p> <p>The following territorial descriptions apply in connection with rates making specific reference hereto: (territories include both sides of streets, boulevards, roads, avenues or highways named.)</p> <p>1. <b>BAKERSFIELD TERRITORY</b> includes that area lying within the following boundaries: Commencing at a point 10 miles east of U. S. Highway No. 99 on the Kern County-Tulare County Boundary Line; thence southeasterly along an imaginary line paralleling U. S. Highway No. 99 to its intersection with State Highway No. 178; thence southerly along said imaginary line to its intersection with U. S. Highway No. 466 and County Road 1.7 miles east of Edison; thence southerly along said County Road to its intersection with County Road north of Arvin; thence westerly along said County Road through Weedpatch to its junction with U. S. Highway No. 99; thence southerly along U. S. Highway No. 99 to its junction with State Highway No. 166; thence westerly along State Highway No. 166 to its junction with U. S. Highway No. 399 at Maricopa; thence northwesterly along U. S. Highway No. 399 to Taft; thence northwesterly along State Highway No. 33 to its intersection with U. S. Highway No. 466 at Blackwells Corner; thence easterly along U. S. Highway No. 466 to its junction with County Road 6.2 miles east of Lost Hills; thence northerly along said County Road to its intersection with the Kern County-Kings County Boundary Line; thence easterly along the Kern County Boundary Line to point of beginning.</p> <p>2. <b>COACHELLA VALLEY TERRITORY</b> includes that area lying between the little San Bernardino Mountains and Cottonwood Mountain on the one hand, and the San Jacinto and Santa Rosa Mountains on the other; and bounded on the northwest by Edom on U. S. Highway No. 99 and Indian Wells on State Highway No. 111, and on the southeast by the Riverside-Imperial County Line on U. S. Highway No. 99 and Southern Pacific Company station of Mortmar on State Highway No. 111.</p> <p>3. <b>FRESNO TERRITORY</b> includes that area lying within the following boundaries: Commencing at the point the Fresno-Kings County boundary line meets the Monterey County boundary line; thence northeasterly along the southerly boundary line of Fresno County to its intersection with southwesterly boundary of Sierra National Forest approximately three miles east of Miramonte; northwesterly along the southwesterly boundary of Sierra National Forest to its intersection with the northerly boundary of Madera County; thence southwesterly along the northerly boundary line of Madera County, and southwesterly and southerly along the northwesterly and westerly boundary line of Fresno County to point of beginning.</p> <p>4. <b>IMPERIAL VALLEY TERRITORY</b> includes that area bounded on the south by the International Boundary Line; on the east by the East High Line Canal to the point at which it intersects the main line of the Southern Pacific four miles east of Niland; on the north by the main line (transcontinental route) of Southern Pacific Company; and on the west by a series of imaginary lines drawn from Southern Pacific station of Wister to Kane Springs on U. S. Highway No. 99; thence south to Plaster City on U. S. Highway No. 80; thence south to the International Boundary Line.</p> <p style="text-align: center;">(Continued)</p>
	<p>* Change            ⓄNew Territory } Decision No. 34152</p> <p style="text-align: right;"><b>EFFECTIVE JUNE 1, 1941</b></p> <p style="text-align: center;">Issued by The Railroad Commission of the State of California,            San Francisco, California.</p> <p>Correction No. 196</p>

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*271-A Cancels 271 (Concluded)	<b>TERRITORIAL DESCRIPTIONS (Concluded)</b> (Items Nos. 270 and 271 series)
	<p>5. LANCASTER TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of Mojave on U. S. Highway No. 406; thence southerly along an imaginary line paralleling State Highway No. 7, passing through Redman to Littlerock; northwesterly along State Highway No. 138 from Littlerock through Palmdale and Elizabeth Lake to its intersection with the Los Angeles Aqueduct, northeasterly along the Los Angeles Aqueduct to its intersection with U. S. Highway No. 406, thence southeasterly along U. S. Highway No. 406 to point of beginning.</p>
	<p>6. LOS ANGELES-HYNES TERRITORY includes that area embraced by the following: Commencing at the point where State Highway No. 27 (Topanga Canyon Road) meets the Pacific Ocean; thence northerly along said highway through Girard until it intersects Los Angeles City Boundary Line approximately two miles north of Chatsworth; thence northeasterly following said boundary line until it meets the southern boundary of the Angeles National Forest at a point approximately two miles west of Olive View Sanitarium; thence easterly following said Angeles National Forest boundary until it intersects State Highway No. 39 (San Gabriel Forest Highway); north of Azusa; thence southerly on said Highway No. 39 (variously called Azusa Avenue, Glendora Avenue, La Habra Road, and Huntington Beach Boulevard) and passing through Puente and Buena Park to its meeting with the Pacific Ocean at Gamewell 1.6 miles southeast of Huntington Beach; thence northwesterly following the coast line to point of beginning.</p>
	<p>7. MERCED TERRITORY includes that area lying wholly within the County of Merced.</p>
	<p>8. SALTON SEA TERRITORY includes that area lying directly between the Coachella and Imperial valleys, as these latter are defined above.</p>
<p>9. SAN DIEGO TERRITORY includes that area embraced by the following imaginary line starting at the northerly junction of U. S. Highways 101E and 101W (4 miles north of La Jolla); thence easterly to Miramar on State Highway No. 395; thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U. S. Highway No. 80; thence southeasterly to Jamul on State Highway No. 94; thence due south to the International Boundary Line, west to the Pacific Ocean and north along the coast to point of beginning.</p>	
<p>10. TULARE TERRITORY includes that area lying within the following boundaries: Commencing at the point of intersection of the Kings, Monterey and San Luis Obispo County boundary lines; thence easterly along the southerly boundary of Kings and Tulare Counties to its intersection with the westerly boundary line of Sequoia National Forest; northerly along the latter boundary line to its intersection with the westerly boundary of Sequoia National Park; northerly and westerly along the westerly boundary line of Sequoia National Park to its intersection with State Highway No. 198; southwesterly along State Highway No. 198 to County Road approximately one mile north of Lemon Cove; westerly along said County Road through Woodlake to junction of said County Road with State Highway No. 65; northerly along State Highway No. 65 to point of intersection with northerly boundary of Tulare County; thence westerly, southwesterly and southerly along the northerly boundaries of Tulare and Kings Counties and westerly boundary of Kings County to point of beginning.</p>	
<p>* Change            @New Territory } Decision No. 34152</p>	
<b>EFFECTIVE JUNE 1, 1941</b>	
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)						
<b>EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET</b>							
<b>RULES</b>							
Rates in this tariff are not subject to the provisions of the following rules of the Western Classification:							
280	1	7	13	24	30	37	42
	3	8	14	26	31	38	43
	4	9	15	27	32	39	44
	5	10	16	28	34	40	47
	6	11	23	29	35	41	
	Rates in this tariff are not subject to the provisions of the following rules of the Exception Sheet:						
	10	35	50	65	110	145	165
	15	38	55	75	115	150	168
	20	40	60	78	120	155	170
	25	42	61	100	125	160	175
	30	45	62	105	140	161	180
<b>RATINGS</b>							
290	Except as otherwise provided in this Section, class rates contained in Section No. 2 are subject to any quantity, less-carload and carload ratings (including minimum weights) as shown in the Western Classification and Exception Sheet. (See Exception.)						
	EXCEPTION.—When the carload minimum weight provided in connection with ratings in the Western Classification or Exception Sheet exceeds 36,000 pounds, the minimum weight shall be considered as being 36,000 pounds for the purpose of applying rates in Section No. 2 of this tariff.						
<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>							
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)					
<b>EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)</b>						
<b>PACKING REQUIREMENTS</b>						
300-A Cancels 300 12-1-40	<p>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.</p> <p>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.</p>					
310 8-7-39	Beverages, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, less carload...	<table border="1"> <tr> <th style="text-align: left;">Class</th> <th style="text-align: left;">Rating</th> </tr> <tr> <td></td> <td style="text-align: center;">4</td> </tr> </table>	Class	Rating		4
Class	Rating					
	4					
315 7-1-41	Butter, dairy Cheese (including cottage cheese and pot cheese) Margarine (1) Applies only in connection with rates for mixed shipments determined under the provisions of Item 90 series.	(1)4				
320-B Cancels 320-A 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 Cancels 330 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: Less than carload..... ☉ Subject to minimum rate of 15 cents per 100 pounds or actual 4th class rate, whichever is lower. Carload: Minimum weight 12,000 pounds..... Minimum weight 30,000 pounds..... ☉ Not to exceed less than carload rate.	☉ One-half of 4  ☉ B ☉ E				
‡ 335 Added	Covers, hood, radiator, seat, spring, steering wheel, tire or top, cotton cloth, not fitted or formed, less carload.....	3				
340 8-7-39	Flowers, fresh, cut, less carload.....	1				
350 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. 34643 <span style="float: right;">EFFECTIVE OCTOBER 1, 1941</span>						
Correction No. 222 <span style="float: right;">Issued by The Railroad Commission of the State of California, San Francisco, California.</span>						

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)		Class Rating
360-B Cancels 360-A	<p><b>Groceries and Grocers' Supplies, viz.:</b></p> <ul style="list-style-type: none"> <li>*Bakery Goods, as described under that heading in the Western Classification.</li> <li>*Beverages or Beverage preparations, as described in Items Nos. 18150, 18155, 18295, 18300, 18305, 18325, 18330 and 18505 series, of the Western Classification.</li> <li>*Candy or Confectionery, as described in Items Nos. 8960, 8965 and 8970 series of the Western Classification.</li> <li>*Canned Goods and other articles as described in and subject to the provisions of Item No. 610 series.</li> <li>*Cereal and Nuts combined (Meat Substitutes)</li> <li>*Cereal Food Preparations, as described under that heading in the Western Classification.</li> <li>Chocolate.</li> <li>Chocolate Coating.</li> <li>Cocoa.</li> <li>Coffee.</li> <li>*Coffee Substitutes, Cereal, Fruit or Vegetable, including Chicory.</li> <li>Colorings, confectioners'.</li> <li>Compounds, Food Curing, Preserving or Seasoning.</li> <li>*Dessert Preparations, as described in Items Nos. 18580, 18585 and 18590 series of the Western Classification.</li> <li>Eggs, Shelled (Egg Albumen, whites or yolks), desiccated or frozen.</li> <li>Extracts or Flavoring Compounds, not otherwise indexed by name in the Western Classification.</li> <li>Fish, other than fresh or frozen.</li> <li>Fondant, candy (candy filler).</li> <li>*Food, Infants' or Invalids' cereal, or Food, Prepared, not otherwise indexed by name in the Western Classification.</li> <li>*Fruit or Fruit Peel, candied, crystallized, glazed or stuffed.</li> </ul>	<ul style="list-style-type: none"> <li>Fruit Juice Powders or Crystals, Citrus.</li> <li>Fruit Syrups.</li> <li>Gelatine.</li> <li>Glucose.</li> <li>Gum, Chewing.</li> <li>Honey.</li> <li>Horseradish.</li> <li>*Lard, Lard Compounds, or Lard Substitutes, as described in Items Nos. 15320 and 32085 Series of the Western Classification.</li> <li>Liquors, malt, viz.:               <ul style="list-style-type: none"> <li>Ale.</li> <li>Beer.</li> <li>Beer Tonic.</li> <li>Porter.</li> <li>Stout.</li> </ul> </li> <li>Liquors, vinous.</li> <li>*Macaroni, except Canned.</li> <li>Malt Syrup.</li> <li>Meat, other than fresh.</li> <li>*Milk, malted.</li> <li>Mustard.</li> <li>Noodles.</li> <li>Nuts, edible, shelled, plain, salted or sweetened.</li> <li>Paste, alimentary.</li> <li>Paste, confectioners' or icings.</li> <li>Popcorn.</li> <li>Potato Chips.</li> <li>Powder, Baking or Yeast.</li> <li>Sago.</li> <li>*Salads, Fish, Macaroni, Meat or Vegetable.</li> <li>Salt, (subject to Note 1).</li> <li>Shortening.</li> <li>Spaghetti, except Canned.</li> <li>Spices.</li> <li>Sugar, (subject to Note 1).</li> <li>Tapioca.</li> <li>Ten.</li> <li>*Vermicelli, except Canned.</li> <li>Yeast.</li> </ul>
	<p>Minimum Weight 20,000 pounds.....</p> <p>Minimum Weight 30,000 pounds.....</p> <p>NOTE 1.—Ratings shown apply only when commodities subject to this note are shipped in mixed shipments with one or more other commodities named in this item.</p>	<p>4</p> <p>5</p>
*Change, Decision No. 33978		<b>EFFECTIVE APRIL 1, 1941</b>
Correction No. 186		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)		
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)		Class Rating
<p>*365-A Cancels 365</p>	<p><b>OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES, and Other Articles, viz.:</b>            Adapters, Casing,            Adjusters and Boards,            Arms, Cants, Handles or Pins, Band, Bull or Calf Wheel, wooden,            Band, Bull or Calf Wheels or Tug Pulleys,            Barrels, Pump Working (Well Pump Cylinders),            Bits, Drilling,            Blocks, Casing, Crown or Underreamer Dressing,            Boiler Flues,            Boiler Tubes,            Boxes, Oil, Water, Gas Well Derrick or Stuffing,            Caps, Sand Line,            Casing Shoes,            Castings, Swing Post,            Catchers, Tubing,            Clamps, Disconnecting, Drilling, Drive or Gas Packing,            Clamps or Grips, Anchor, Casing, Pipe, Polished Rod or Pull Rod,            Compounds, Oil well drilling, mud,            Countershafts, Oil Well,            Derrick Cranes or Derricks, including necessary equipment of ladders,            Drill Bitheads,            Elevators, Pipe or Sucker Rod,            Fittings, Pipe, iron or steel, cast, wrought, plate or sheet, inside diameter 4 inches or greater,            Forges, Oil, Water or Gas Well Derrick,            Gauges, Bit,            Grate, Bars,            Guides, wire lines, wooden,            Heads, Control Casing, Drive Pipe or Casing,            Hooks, Casing, Sucker Rod, Throwoff or Tubing, or Links,            Jacks, Oil Well Pumping, or Parts,            Jacks, Oil, Water or Gas Well Tool,            Joints, Rotary Tool and Sucker Rod,            Liners, Polished Rod,            Lines, Measuring,            Machines, Oil, Water or Gas Well Rotary Drilling, and Parts thereof,            Mud Mixer Parts, Iron,            Oil Well Pulling Machines,            Minimum Weight 20,000 pounds.....            Minimum Weight 30,000 pounds.....            The following articles when shipped in mixed shipments with one or more of the articles named above will be subject to ratings provided in this item:            Air Compressors,            Anvils,            Atmospheric Water Cooling Towers,            Belts,            Blacksmith's Rotary Blowers,            Boiler Fronts,            Boiler Parts,            Boilers, including Fire Clay for setting,            Brick, Fire,            Electric Generators,            Engines,            Fittings, Pipe, iron or steel, cast, wrought, plate or sheet, inside diameter less than 4 inches,            Iron or Steel, plate or sheet,</p>	<p>Outfits, Wire Line Pumping,            Packers,            Pipe or Tubing, iron or steel, inside diameter 4 inches or greater:            Cast or Wrought,            Plate or Sheet, 16 gauge or thicker,            Well casing or well drilling,            Plugs, Cementing,            Plugs, Dry Hole,            Powers, Pumping,            Protectors, Box and Pin,            Pull Rod Blocks, Wooden,            Rams, Bit,            Reels, Measuring,            Rig Irons, including necessary quantity of nails,            Rings and Wedges,            Rods, Polished or Valve,            Rods, Sucker,            Saddles, Jack,            Sand Reels, Chain Driven,            Savers, Oil,            Spiders, Liners or Slips, or Spudding Shoes and Rings,            Stirrups, Disconnecting,            Swabs, Steel and Rubber,            Swivels, Hydraulic Rotary,            Temper Screws and Parts,            Templates, Box and Pin,            Thief Hole Covers, Iron,            Tong, Pipe, weighing each 20 pounds or over,            Tools, Oil, Water or Gas Well Drilling or Fishing (Covers only such tools as are commonly known and recognized as Oil, Water or Gas Well Drilling or Fishing Tools and as used under the surface of the ground in the process of drilling an oil, water or gas well),            Tubs, Oil, Water or Gas Well Cooling,            Underreamers,            Valves, Pump Working Barrel,            Wagons, Casing or Bit,            Wobblers,            Wrenches, Drive Clamp, Sucker Rod or Swivel, also Tool Wrenches weighing each 20 pounds or over,            Pipe or Tubing, iron or steel, inside diameter less than 4 inches:            Cast or Wrought,            Plate or Sheet, 16 gauge or thicker,            Power Pumps,            Pull Rods,            Rope,            Smokestacks,            Steam Boiler Trucks or Running Gears, knocked down,            Tanks, iron or steel, knocked down,            Tanks, Oil and Gas Separating, Automatic,            Tank Steel,            Tools, Mechanics' (one box), second-hand (used), not exceeding 1,000 pounds in weight,            Valves, iron or brass,            Wire Rope.</p>	<p>130% of A 115% of A</p>
* Change, Decision No. 33312		EFFECTIVE OCTOBER 1, 1940	
Correction No. 151		Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Concluded)	Class Rating
370	Ice cream, less carload.....	2
377 12-25-39	Paints or Varnishes, not otherwise indexed by name in the Western Classification, Bronzing Liquids, Lacquers or Shellacs, liquid or paste, less carload.....	4
380	Salt, common, less carload.....	90% of 4
390-A Cancels 390 8-7-39	Sugar (Applies only in connection with rates which are subject to a minimum weight of less than 10,000 pounds).....	90% of 4
400-A Cancels 400	Vermouth or Wine, domestic, having a declared value of not more than \$2.00 per gallon, less carload.....	4
<p>† Reduction, Decision No. 33976</p>		
<p><b>EFFECTIVE APRIL 15, 1941</b></p>		
<p>Issued by The Railroad Commission of the State of California,          San Francisco, California.</p>		

Correction No. 177

## SECTION No. 2

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### CLASS RATES

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

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

♦Increase, Decision No. 34152

**EFFECTIVE JUNE 1, 1941**

Correction No. 198

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

Item No.	SECTION NO. 2				CLASS RATES In Cents per 100 Pounds									
	MILES		♦Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
	Over	But not Over	1	2	3	4	1	2	3	4	1	2	3	4
	0.....	3.....	44	39½	35	31	30	27	24	21	24	21½	19	17
	3.....	5.....	45	40½	36	31½	31½	28½	25	22	25	22½	20	17½
	5.....	10.....	46	41½	37	32	35	29½	26½	23	26	23½	21	18
	10.....	15.....	47	42½	37½	33	34½	31	27½	24	27	24½	21½	19
	15.....	20.....	48	43	38½	33½	36	32½	29	25	28	25	22½	19½
	20.....	25.....	49	44	39	34½	37½	34	30	26½	29	26	23	20½
	25.....	30.....	50	45	40	35	39	35	31	27½	30	27	24	21
	30.....	35.....	51	46	41	35½	40½	36½	32½	28½	31	28	25	21½
	35.....	40.....	52	47	41½	36½	42	38	33½	29½	32	29	25½	22½
	40.....	45.....	53	47½	42½	37	43½	39	35	30½	33	29½	26½	23
	45.....	50.....	54	48½	43	38	45	40½	36	31½	34	30½	27	24
	50.....	60.....	56	50½	45	39	48	43	38½	33½	36	32½	29	25
	60.....	70.....	58	52	46½	40½	51	46	41	35½	38	34	30½	26½
	70.....	80.....	60	54	48	42	54	48½	43	38	40	36	32	28
	80.....	90.....	62	56	49½	43½	57	51½	45½	40	41½	37½	33	29
	90.....	100.....	64	57½	51	45	60	54	48	42	43	38½	34½	30
	100.....	110.....	66	59½	53	46	.....	.....	.....	.....	44½	40	35½	31
	110.....	120.....	68	61	54½	47½	.....	.....	.....	.....	46	41½	37	32
	120.....	130.....	70	63	56	49	.....	.....	.....	.....	47½	43	38	33½
	130.....	140.....	72	65	57½	50½	.....	.....	.....	.....	49	44	39	34½
	140.....	150.....	74	66½	59	52	.....	.....	.....	.....	50½	45½	40½	35½
	150.....	160.....	76	68½	61	53	.....	.....	.....	.....	52	47	41½	36½
	160.....	170.....	78	70	62½	54½	.....	.....	.....	.....	53½	48	43	37½
	170.....	180.....	80	72	64	56	.....	.....	.....	.....	55	49½	44	38½
	180.....	190.....	82	74	65½	57½	.....	.....	.....	.....	56½	51	45	39½
	190.....	200.....	84	75½	67	59	.....	.....	.....	.....	58	52	46½	40½
	200.....	220.....	88	79	70½	61½	.....	.....	.....	.....	61	55	49	42½
	220.....	240.....	92	81	73½	64½	.....	.....	.....	.....	64	57½	51	45
	240.....	260.....	96	86½	77	67	.....	.....	.....	.....	67	60½	53½	47
	260.....	280.....	100	90	80	70	.....	.....	.....	.....	70	63	56	49
	280.....	300.....	104	93½	83	73	.....	.....	.....	.....	73	65½	58½	51
	300.....	325.....	108	97	86½	76½	.....	.....	.....	.....	76½	69	61	53½
	325.....	350.....	112	101	89½	79½	.....	.....	.....	.....	80	72	64	56
	350.....	375.....	116	104½	93	81	.....	.....	.....	.....	83½	75	67	58½
	375.....	400.....	120	108	96	84	.....	.....	.....	.....	87	78½	69½	61
	400.....	425.....	124	111½	99	87	.....	.....	.....	.....	90½	81½	72½	63½
	425.....	450.....	128	115	102½	90½	.....	.....	.....	.....	94	84½	75	66
	450.....	475.....	132	119	105½	92½	.....	.....	.....	.....	97½	88	78	68½
	475.....	500.....	136	122½	109	95	.....	.....	.....	.....	101	91	81	70½
	500.....	525.....	140	126	112	98	.....	.....	.....	.....	104½	94	83½	73
	525.....	550.....	144	129½	116	101	.....	.....	.....	.....	108	97	86½	76½
	550.....	575.....	148	133	118½	103½	.....	.....	.....	.....	111½	100½	89	78
	575.....	600.....	152	137	121½	106½	.....	.....	.....	.....	115	103½	92	80½
	600.....	625.....	156	140½	125	109	.....	.....	.....	.....	118½	106½	95	83
	625.....	650.....	160	144	128	112	.....	.....	.....	.....	122	110	97½	85½
	650.....	675.....	164	147½	131	115	.....	.....	.....	.....	125½	113	100½	88
	675.....	700.....	168	151	134½	117½	.....	.....	.....	.....	129	116	103	90½
	700.....	725.....	172	155	137½	120½	.....	.....	.....	.....	132½	119½	106	93
	725.....	750.....	176	158½	141	123	.....	.....	.....	.....	136	122½	109	96
	750.....	775.....	180	162	144	126	.....	.....	.....	.....	139½	125½	111½	97½
	775.....	800.....	184	165½	147	129	.....	.....	.....	.....	143	128½	114½	100
	800.....	850.....	192	173	153½	134½	.....	.....	.....	.....	150	135	120	106
	850.....	900.....	200	180	160	140	.....	.....	.....	.....	157	141½	126½	110
	900.....	950.....	208	187	166½	145½	.....	.....	.....	.....	164	147½	131	116
	950.....	1000.....	216	194½	173	151	.....	.....	.....	.....	171	154	137	119½
	1000.....	1050.....	224	201½	179	157	.....	.....	.....	.....	178	160	142½	124½
	1050.....	1100.....	232	209	185½	162½	.....	.....	.....	.....	185	166½	148	129½
	1100.....	1150.....	240	216	192	168	.....	.....	.....	.....	192	173	153½	134½
	1150.....	1200.....	248	223	198½	173½	.....	.....	.....	.....	199	179	159	139½

♦ Increase, Decision No. 33265

EFFECTIVE AUGUST 20, 1940

Correction No. 122

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

Item No.	SECTION NO. 2										CLASS RATES (Continued)					
	MILEN		Minimum Weight 10,000 Pounds *except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series					
			1	2	3	4	1	2	3	4	5	A	B	C	D	E
505	0....	3.....	12	11	9½	8½	6½	6	5	4½	4	4	3½	3½	3	2½
	3....	5.....	12½	11½	10	9	7½	7	6	5½	4½	5	4	4	3½	3
	5....	10.....	13½	12	11	10½	8½	7½	7	6	5	5½	4½	4½	4	3½
	10....	15.....	14½	13	11½	10	9	8	7	6½	5½	6	5	4½	4	3½
	15....	20.....	15½	14	12½	11	10	9	8	7	6	6½	5½	5	4½	4
	20....	25.....	16½	15	13	11½	11	10	9	7½	6½	7	6	5½	5	4½
	25....	30.....	17½	16	14	12½	11½	10½	9	8	7	7½	6½	6	5	4½
	30....	35.....	18½	16½	15	13	12½	11½	10	9	7½	8	7	6½	5½	5
	35....	40.....	19½	17½	15½	13½	13½	12	11	9½	8	8½	7½	7	6½	5
	40....	45.....	20½	18½	16½	14½	14	12½	11	10	8½	9	7½	7	6½	5½
	45....	50.....	21½	19½	17	15	15	13½	12	10½	9	10	8½	7½	7	6
	50....	60.....	23	20½	18½	16	16½	15	13	11½	10	10½	9	8½	7½	6½
	60....	70.....	24½	22	19½	17	18½	15	13	11	11	12	10	9½	8½	7½
	70....	80.....	26	23½	21	18	20	16	14	12	12	13	11	10	9	8
	80....	90.....	27½	25	22	19½	21½	19½	17	15	13	14	12	11	9½	8½
	90....	100.....	29	26	23	20½	23½	21	19	16½	14	15½	13	12	10½	9½
	100....	110.....	30½	27½	24½	21½	25	22½	20	17½	15	16½	14	12½	11½	10
	110....	120.....	32	29	25½	22½	26½	24	21	18½	16	17	14½	13½	12	10½
	120....	130.....	33½	30	27	23½	28½	25½	23	20	17	18½	15½	14½	13	11½
	130....	140.....	35	31½	28	24½	30	27	24	21	18	19½	16½	15	13½	12
	140....	150.....	36½	33	29	25½	31½	28½	25	22	19	20½	17½	16	14	12½
	150....	160.....	38	34	30½	26½	33½	30	27	23½	20	22	18½	17	15	13½
	160....	170.....	39½	35½	31½	27½	35	31½	28	24½	21	23	19½	17½	16	14
	170....	180.....	41	37	33	28½	36½	33	29	25½	22	23½	20	18½	16½	14½
180....	190.....	42½	38½	34	30	38½	34½	31	27	23	25	21	19½	17½	15½	
190....	200.....	44	39½	35	31	40	36	32	28	24	26	22	20	18	16	
200....	220.....	47	42½	37½	33	42½	38½	34	30	25½	27½	23½	21½	19	17	
220....	240.....	50	45	40	35	45	40½	36	31½	27	29½	25	22½	20½	18	
240....	260.....	53	47½	42½	37	47½	43	38	33½	28½	31	26	24	21½	19	
260....	280.....	56	50½	45	39	50	45	40	35	30	32½	27½	25	22½	20	

NOTE 1.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series.

\*NOTE 2.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.

\*Change, Decision No. 31995

**EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE**

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

Correction No. 15

Item No.	SECTION NO. 2				CLASS RATES (Continued) In Cents per 100 Pounds										
	MILES	Minimum Weight 10,000 Pounds *except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 200 series					
		Over	But Not Over	1	2	3	4	1	2	3	4	5	A	B	C
507	280.....300.....	59	53	47	41½	52½	47½	42	37	31½	34	29	26½	23½	21
	300.....325.....	62½	56½	50	44	56	50½	45	39	33½	36½	31	28	25	22½
	325.....350.....	66	60½	53	46	59	53	47	41½	35½	38½	32½	29½	26½	23½
	350.....375.....	69½	62½	55½	48½	62½	56½	50	44	37½	40½	34½	31½	28	25
	375.....400.....	73	65½	58½	51	66	59½	53	46	39½	43	36½	33	29½	26½
	400.....425.....	76½	69	61	53½	69	62	55	48½	41½	45	38	34½	31	27½
	425.....450.....	80	72	64	56	72½	65½	58	51	43½	47	40	36½	32½	29
	450.....475.....	83½	75	67	58½	76	68½	61	53	45½	49½	42	38	34	30½
	475.....500.....	87	78½	69½	61	79	71	63	55½	47½	51½	43½	39½	35½	31½
	500.....525.....	90½	81½	72½	63½	82½	74½	66	58	49½	53½	45½	41½	37	33
	525.....550.....	94	84½	75	66	86	77½	69	60	51½	56	47½	43	38½	34½
	550.....575.....	97½	88	78	68½	89	80	71	62½	53½	58	49	44½	40	35½
	575.....600.....	101	91	81	70½	92½	83½	74	65	55½	60	51	46½	41½	37
	600.....625.....	104½	94	83½	73	96	86½	77	67	57½	62½	53	48	43	38½
	625.....650.....	108	97	86½	75½	99	89	79	69½	59½	64½	54½	49½	44½	39½
650.....675.....	111½	100½	89	78	102½	92½	82	72	61½	66½	56½	51½	46	41	
675.....700.....	115	103½	92	80½	106	95½	85	74	63½	69	58½	53	47½	42½	
700.....725.....	118½	106½	95	83	109	98	87	76½	65½	71	60	54½	49	43½	
725.....750.....	122	110	97½	85½	112½	101½	90	79	67½	73	62	56½	50½	45	
750.....775.....	125½	113	100½	88	116	104½	93	81	69½	75½	64	58	52	46½	
775.....800.....	129	116	103	90½	119	107	95	83½	71½	77½	65½	59½	53½	47½	
800.....850.....	136	122½	109	95	126	113½	101	88	75½	82	69½	63	56½	50½	
850.....900.....	143	128½	114½	100	132½	119½	106	93	79½	86	73	66½	59½	53	
900.....950.....	150	135	120	105	139	126	111	97½	83½	90½	76½	69½	62½	56½	
950.....1000.....	157	141½	125½	110	146	131½	117	102	87½	95	80½	73	65½	58½	
1000.....1050.....	164	147½	131	115	152½	137½	122	107	91½	99	84	76½	68½	61	
1050.....1100.....	171	154	137	119½	159	143	127	111½	95½	103½	87½	79½	71½	63½	
1100.....1150.....	178	160	142½	124½	166	149½	133	116	99½	108	91½	83	74½	66½	
1150.....1200.....	185	166½	148	129½	172½	155½	138	121	103½	112	95	86½	77½	69	

NOTE 1.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 200 series.

\*NOTE 2.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 200 series) but in no event less than 20,000 pounds.

\*Change, Decision No. 31995

**EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE**

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

Correction No. 16

Item No.	SECTION NO. 2				CLASS RATES (Concluded) In Cents per 100 pounds										
	Class Rates shown below are intermediate in application subject to Note 1.														
BETWEEN	AND	MINIMUM WEIGHT													
		Any Quantity				4,000 Pounds				10,000 Pounds except as provided in Note 2					
		1	2	3	4	1	2	3	4	1	2	3	4		
510-B Cancels 510-A	SAN FRANCISCO TERRITORY as described in Item No. 270 series  LOS ANGELES TERRITORY as described in Item No. 270 series  SACRAMENTO (See Item No. 260 series)	100	90	80	70	73	65½	58½	51	50	53	47	41½		
		Minimum Weight 20,000 Pounds except as provided in Note 3						Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series							
		1	2	3	4	5	A	B	C	D	E				
		52½	47½	42	37	31½	34	29	26½	23½	21				
<p>* NOTE 1.—If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Item No. 900 series, are lower than charges accruing under the Distance Class Rates in Items Nos. 500, 505 or 507 series on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series.</p> <p>NOTE 3.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.</p>															
* Change, Decision No. 32743.															
<b>EFFECTIVE JANUARY 16, 1940</b>															
Correction No. 103				Issued by The Railroad Commission of the State of California, San Francisco, California.											

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## **SECTION No. 3**

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### **COMMODITY RATES**

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

\* Change, Decision No. 34152

**EFFECTIVE JUNE 1, 1941**

Correction No. 199

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



Item No.	SECTION NO. 3	COMMODITY RATES In cents per 100 Pounds		
COMMODITY		BETWEEN	AND	RATE
600-A Cancels 600	<b>Beverages and Tonics, viz.:</b> Beverages made from cereals (not distilled), carbonated or not carbonated, fermented or unfermented. Beverages (other than beverages made from cereals, not distilled), carbonated, flavored or phosphated (not including extracts, syrups, or dealcoholized or non-alcoholic cordials and liqueurs), Extracts, viz.: malt extract, liquid. Fruit Juice (unfermented, not syrup), artificial or natural, sweetened or unsweetened, Ginger Ale. Liquors, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, Liquors, vinous, containing not more than 3.2% alcohol by weight, Soda (flavored or not flavored), Syrup, viz.: Grape Juice, Malt, Water, viz.: distilled, plain, mineral or salt, -----Minimum Weight 18,000 Pounds	*SACRAMENTO (See Item No. 260 series) SAN FRANCISCO TERRITORY as described in Item No. 270 series	LOS ANGELES TERRITORY as described in Item No. 270 series	(1) (2) 25
	Beverage Containers, empty, used or second-hand, -----Minimum Weight 10,000 Pounds	*SACRAMENTO (See Item No. 260 series) SAN FRANCISCO TERRITORY as described in Item No. 270 series.	LOS ANGELES TERRITORY as described in Item No. 270 series.	(1) (2) 27
		SAN FRANCISCO TERRITORY as described in Item No. 270 series.	FRESNO	(1) (2) 14
(1) Subject to Item No. 900 series. (2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rates shown: (a) For loading or unloading, other than tailgate loading or tailgate unloading, 2 cents per 100 pounds. (b) Advertising on equipment—an additional charge of not less than \$2.00 per unit of equipment per trip, loaded or empty, shall be assessed by the carrier for the placing or carrying of any sign or signs, or advertising matter, upon such unit of equipment. (c) For other accessorial charges, see Items Nos. 140 and 180 series.				
*Change, Decision No. 31995		<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>		
Correction No. 18		Issued by The Railroad Commission of the State of California, San Francisco, California.		

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)		
			In Cents per 100 Pounds		
	COMMODITY	BETWEEN	AND	RATES Subject to Note 1	Minimum Weight In Pounds
*605	Butter, dairy, Cheese (including cottage cheese and pot cheese), Margarine	SAN FRAN- CISCO TER- RITORY as described in Item No. 270 series.	LOS ANGELES TERRITORY as described in Item No. 270 series.	70	Any Quantity
				51	4,000
				41½	10,000
				37	20,000
				31	24,000
				28	30,000
				26	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 ¾ 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. 34540					
<b>EFFECTIVE OCTOBER 1, 1941</b>					
Correction No. 223			Issued by The Railroad Commission of the State of California, San Francisco, California.		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
610-F Cancels 610-E	<p>(Applies in connection with rates or ratings making specific reference hereto.)</p> <p><b>CANNED GOODS AND OTHER ARTICLES</b>, in earthenware, glass or metal cans in boxes, or in bulk in barrels, except as otherwise provided (See Note 1), not subject to Item No. 300 series, viz.:</p> <p>Beans and Pork,            Breads,            Brine,            Broths,            Butter, fruit,            Butter, peanut (peanut paste),            Buttermilk (not Casein), not powdered or flaked,            Catsup,            Chili, ground,            Chowders,            Coconut, prepared, in packages named, * or in paper cartons in boxes, or in bulk in boxes, or in double bags, or in multiple-wall paper bags,            Corn,            Dressing, salad,            Feed, animal, containing more than 50 per cent of meat, in metal cans,            Fish, cooked, pickled or preserved, with or without fruit or vegetable ingredients, in packages named, or in bulk in boxes,            Fish Roe, cooked, pickled or preserved,            Fruit (not fresh), crushed,            Fruit (not dried, evaporated or fresh) in liquid other than alcoholic liquor,            Garlic Chips, in packages named, or in bulk in boxes, or in double bags, or in multiple-wall paper bags,            Garlic Powder, in packages named, or in bulk in boxes, or in double bags, or in multiple-wall paper bags,            Hominy,            Honey, in bulk in metal cans,            Jam,            Jelly,            Juice, clam,            Juice (not syrup) fruit, unfermented,            Juice, tomato,            Juice, vegetable,            Macaroni (prepared), with or without cheese, meat or vegetable ingredients,            Meats, cooked, cured or preserved, with or without cereal or vegetable ingredients, in packages named, or in bulk in crates or boxes,            Milk (condensed or evaporated), liquid,</p>	<p>Milk (not malted), Buttermilk (not Casein) or Dry Milk Solids, powdered or flaked, in packages named, or in fibre cans, or in bulk in boxes, or in double bags, or in multiple-wall paper bags,            Mince Meat,            Molasses or Syrup (except coloring, flavoring, fruit, malt, or medicated),            Mustard (prepared),            Oil, olive or salad,            Olives,            Onion Chips, in packages named, or in bulk in boxes, or in double bags, or in multiple-wall paper bags,            Onion Powder, in packages named, or in bulk in boxes, or in double bags, or in multiple-wall paper bags,            Paste, tomato,            Pectin, fruit or vegetable,            Pickles (Cauliflower, Cucumber, Dill Weed, Kraut, Mangoes, Onions and Tomato),            Pie Preparations (fruit in syrup or in paste form compounded with flour or sugar and flavored),            Pimentos (canned peppers),            Puddings,  <del>Pulp, fruit or vegetable,</del>            Puree, tomato,            Ravioli (prepared), with or without cheese, meat or vegetable ingredients,            Rice-and-milk cooked,            Sandwich Spread,            Sauces, Condiments or Relishes, prepared,            Sausage,            Sausage Casings, pickled or salted, in bulk in barrels,            Soups,            Spaghetti (prepared, with or without cheese, meat or vegetable ingredients,            Syrups,            Vegetables (not dehydrated, dried, evaporated nor fresh),            Vermicelli (prepared), with or without cheese, meat or vegetable ingredients,            Vinegar,            Welsh Rarebit,</p>
	<p>NOTE 1.—Rates or ratings applicable to shipments in boxes will apply also to such shipments in fibreboard boxes in metal strapped bundles or crates.            Rates or ratings applicable to shipments in barrels will apply also to such shipments in hogsheads, pipes, puncheons, tierces, casks, drums, half-barrels, quarter-barrels, sixth-barrels, eighth-barrels or kegs.</p>	<p>* Reduction, Decision No. 33947.</p> <p style="text-align: right;"><b>EFFECTIVE APRIL 1, 1941</b></p> <p style="text-align: center;">Issued by The Railroad Commission of the State of California,            San Francisco, California.</p>

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds								
	COMMODITY	BETWEEN	AND		RATES						
620-A Cancels 620	Canned Goods and Other Articles as described in Item No. 610 series.	SAN FRANCISCO TERRITORY as de- scribed in Item No. 270 series -----	SAN JOAQUIN VAL- LEY TERRITORY as described in Item No. 270 series		Apply Dis- tance Rates shown be- low subject to Item No. 100 series						
		SACRAMENTO (See Item No. 260 series)---									
		STOCKTON (See Item No. 260 series)-----									
		MILES	RATES			MILES	RATES				
		Over	But not Over	Minimum Weight		Over	But not Over	Minimum Weight			
				20,000 Pounds				30,000 Pounds	20,000 Pounds	30,000 Pounds	
			0	5		4½	4	110	120	16	14
			5	10		5	4½	120	130	17	14½
			10	15		5½	5	130	140	18	15
			15	20		6	5½	140	150	19	16
	20	25	6½	6	150	160	20	17			
	25	30	7	6½	160	170	21	18			
	30	35	7½	7	170	180	23	19			
	35	40	7½	*7	180	190	24	20			
	40	45	8	7½	190	200	25	21			
	45	50	8½	8	200	220	27	23			
	50	60	9	8½	220	240	30	25			
	60	70	10	9	240	260	32	27			
	70	80	12	10	260	280	34	29			
	80	90	13	11	280	300	37	31			
	90	100	14	12	300	325	39	33			
	100	110	15	13	325	350	41	34			
					350	375	44	36			
*Change, Decision No. 31995											
<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>											
Correction No. 19			Issued by The Railroad Commission of the State of California, San Francisco, California.								

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 pounds	
	COMMODITY	BETWEEN	AND	RATE
630	Canned Goods and Other Articles as described in Item No. 610 series, ---Minimum Weight 30,000 Pounds	SAN FRANCISCO TERRITORY as described in Item No. 270 series----- SACRAMENTO (See Item No. 260 series)--- STOCKTON (See Item No. 260 series)-----	LOS ANGELES BASIN TERRITORY as described in Item No. 270 series	(1) (2) 26
<p>(1) Subject to Item No. 900 series.</p> <p>(2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rate shown:</p> <p>(a) When refrigeration service is furnished, an additional charge shall be made of not less than 1½ cents per 100 pounds.</p> <p>(b) For loading or unloading other than tailgate loading or tailgate unloading—2 cents per 100 pounds.</p> <p>(c) For other accessorial charges, see Items Nos. 140 and 180 series.</p>				
<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>				
Issued by The Railroad Commission of the State of California, San Francisco, California.				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds			
<b>CARRIERS</b> , (employed in the transportation of Pears) empty, returned or when shipped for a return pay load via the same carrier as the outbound movement of Pears (see Item No. 651 series).						
• 631	FROM	TO	(1) RATES			
	Eklah • Hopland Santa Rosa Sebastopol Petaluma	Points in Lake County not more than 20 miles distant by highway from Lakeport	5 5 7 7 8			
	San Francisco Mountain View Sunnyvale Santa Clara San Jose		12 14 14 14 14			
	• Campbell • Luther • Los Gatos • Seabright • Gilroy		14 14 14 16 15			
	• Los Angeles Hayward • Niles • Centerville Modesto		33 13 13 13 16			
	Stockton San Leandro Alameda Oakland Emeryville		15 12 12 12 12			
	Berkeley Albany El Cerrito Richmond Williams		12 12 12 12 7			
	Colusa Sacramento Yuba City Marysville		8 12 9 9			
	• Rates apply from points of origin not more than 2 miles distant by highway from the rail depot.					
	* Change, neither increase nor reduction, Decision No. 32009. (1) Not subject to Items Nos. 110, 160, 170, 220 or 230 series.					
	<b>EFFECTIVE DECEMBER 25, 1939</b>					
	Correction No. 89		Issued by The Railroad Commission of the State of California, San Francisco, California.			

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)					
			In cents per 100 Pounds					
	COMMODITY	BETWEEN	AND		RATES			
	Dried Fruits, including Raisins, Prunes (dried) and Figs (dried). (See Item No. 40 series.)	SAN FRANCISCO TERRITORY as described in Item No. 270 series-----	SAN JOAQUIN VALLEY TERRITORY as described in Item No. 270 series		Apply Distance Rates shown below subject to Item No. 100 series			
		SACRAMENTO (See Item No. 260 series)-----	STOCKTON (See Item No. 260 series)-----					
		MILES	RATES	MILES	RATES			
			Minimum Weight		Minimum Weight			
		Over	But not Over	Over	But not Over			
			20,000 Pounds	30,000 Pounds	20,000 Pounds	30,000 Pounds		
640-A Cancels 640	0	5	4½	4	110	120	16	14
	5	10	5	4½	120	130	17	14½
	10	15	5½	5	130	140	18	15
	15	20	6	5½	140	150	19	16
	20	25	6½	6	150	160	20	17
	25	30	7	6½	160	170	21	18
	30	35	7½	7	170	180	23	19
	35	40	7½	*7	180	190	24	20
	40	45	8	7½	190	200	25	21
	45	50	8½	8	200	220	27	23
	50	60	9	8½	220	240	30	25
	60	70	10	9	240	260	32	27
	70	80	12	10	260	280	34	29
	80	90	13	11	280	300	37	31
	90	100	14	12	300	325	39	33
	100	110	15	13	325	350	41	34
					350	375	44	36

\*Change, Decision No. 31995

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Correction No. 20

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

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 pounds		
	COMMODITY	FROM	TO	RATE	Minimum Weight In Pounds
650	Earth, Infusorial	WHITE HILLS	SAN FRANCISCO TERRITORY as described in Item No. 270 series	(1) 41½	10,000
				(1) 37	20,000
				(1) 26½	36,000
(1) Subject to Item No. 900 series.					
<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>					
Issued by The Railroad Commission of the State of California, San Francisco, California.					



Item No.	SECTION NO. 3		COMMODITY RATES (Continued)			
			In Cents per 100 Pounds			
	FRUIT, viz.:					
	Pears, fresh, in packages					
	FROM	TO	RATES (See Notes)			
			Minimum Weight in Pounds			
			4,000	10,000	18,000	30,000
651-A Cancels 651		Ukiah	15	12	10	9
		● Hopland	15	12	10	9
		Santa Rosa	28	22	17	14
		Sebastopol	28	22	17	14
		Petaluma	32	25	19	15
		San Francisco	48	39	30	24
		Mountain View	58	46	34	27
		Sunnyvale	58	46	34	27
		Santa Clara	58	46	34	27
		San Jose	58	46	34	27
		● Campbell	58	46	34	27
		● Luther	58	46	34	27
		Los Gatos	60	48	36	28
		● Seabright	65	53	41	32
		Gilroy	62	50	38	30
		Los Angeles	100	90	80	60
		Hayward	52	42	32	25
		● Niles	52	42	32	25
		● Centerville	52	42	32	25
		Modesto	60	50	41	32
		Stockton	55	45	36	29
		San Leandro	48	39	30	24
		Alameda	48	39	30	24
		Oakland	48	39	30	24
		Emeryville	48	39	30	24
		Berkeley	48	39	30	24
		Albany	48	39	30	24
		El Cerrito	48	39	30	24
	Richmond	48	39	30	24	
	Napa	38	30	23	18	
	Williams	28	22	17	14	
	Colusa	32	25	19	15	
	Sacramento	48	39	30	24	
	Yuba City	38	30	23	18	
	Marysville	38	30	23	18	
<p>● Rates apply to points of destination not more than 2 miles distant by highway from the rail depot.</p> <p>NOTE 1.—Estimated Weights.          Fresh pears in standard pear boxes, inside depth including cleats 8½ inches, inside width 11½ inches, outside length 19½ inches, shall be transported at an estimated weight of 50 pounds per box.</p> <p>▲ NOTE 2.—Rates are not subject to Item No. 110 series.</p>						
▲ Change, neither increase nor reduction, Decision No. 33738.						
<b>EFFECTIVE FEBRUARY 1, 1941</b>						
Correction No. 169			Issued by The Railroad Commission of the State of California, San Francisco, California.			

Item No.	SECTION NO. 3—COMMODITY RATES (Continued)																																												
* 652-B Cancels 652-A	<p>(Applies in connection with rates making specific reference hereto.)</p> <p><b>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:</b></p> <p>Grain, viz.:</p> <p>Grain, dried, threshed, viz.:</p> <p>Barley, Buckwheat, Emmer, Oats, Rye, Spelt, Wheat;</p> <p>Corn or Maize (except Pop Corn);</p> <p>* Pop Corn (not popped), in bulk in bags;</p> <p>Sorghum Grains, threshed, or in heads unthreshed, viz.:</p> <p>Darra, Durra, Egyptian Wheat, Feterita, Hegari (Higera), Kafir Corn, Kaoliang, Milo Maize, Shallu, Shrock Kafir;</p> <p>Screenings from grains specified above, unground, not containing more than 5% Flaxseed.</p> <hr/> <p>Grain Products, dry and uncooked (see Note 1), manufactured, milled, mixed or packed directly from the articles specified above and consisting entirely of material thereof, viz.:</p> <table border="0"> <tr> <td>Bran,</td> <td>Groats,</td> </tr> <tr> <td>Brewers' Flakes,</td> <td>Hominy,</td> </tr> <tr> <td>Brewers' Grains,</td> <td>Hominy Flakes,</td> </tr> <tr> <td>Cake or Meal (except Corn Oil Cake or Meal),</td> <td>Hulls,</td> </tr> <tr> <td>Chaff,</td> <td>Malt,</td> </tr> <tr> <td>Chops,</td> <td>Malt Sprouts,</td> </tr> <tr> <td>Clippings,</td> <td>Mash, spent grain,</td> </tr> <tr> <td>Corn Cobs, ground,</td> <td>Meal, gluten,</td> </tr> <tr> <td>Corn Steep Water, solid, dried,</td> <td>Middlings,</td> </tr> <tr> <td>Distillers' Grains,</td> <td>Mill Feed (Wheat mixed Feed consisting of Bran, Shorts or Middlings),</td> </tr> <tr> <td>Elevator Dust,</td> <td>Oats, rolled,</td> </tr> <tr> <td>Farina,</td> <td>Offal,</td> </tr> <tr> <td>Feed, animal or poultry, consisting entirely of whole grain or the direct products thereof as named in this item,</td> <td>Pummies, chopped or ground,</td> </tr> <tr> <td>Feed, gluten,</td> <td>Red Dog,</td> </tr> <tr> <td>Flour,</td> <td>Scourings,</td> </tr> <tr> <td>Germ,</td> <td>Screenings, ground, (from grains specified above and not containing more than 5% Flaxseed),</td> </tr> <tr> <td>Grain, broken, chopped, cracked, crimped, crushed, cut, ground, hulled, pulverized, rolled, skinned or split,</td> <td>Semolina,</td> </tr> <tr> <td>Grits,</td> <td>Shorts,</td> </tr> <tr> <td></td> <td>Skimmings,</td> </tr> </table> <p>NOTE 1.—Steaming as a preliminary to further process of manufacture to produce articles in this list shall not be considered cooking.</p> <hr/> <p>Seed, viz.:</p> <table border="0"> <tr> <td>Broom Corn Seed,</td> <td>Millet,</td> </tr> <tr> <td>Flaxseed,</td> <td>Rape,</td> </tr> <tr> <td>Hemp,</td> <td>Wild Mustard,</td> </tr> </table>	Bran,	Groats,	Brewers' Flakes,	Hominy,	Brewers' Grains,	Hominy Flakes,	Cake or Meal (except Corn Oil Cake or Meal),	Hulls,	Chaff,	Malt,	Chops,	Malt Sprouts,	Clippings,	Mash, spent grain,	Corn Cobs, ground,	Meal, gluten,	Corn Steep Water, solid, dried,	Middlings,	Distillers' Grains,	Mill Feed (Wheat mixed Feed consisting of Bran, Shorts or Middlings),	Elevator Dust,	Oats, rolled,	Farina,	Offal,	Feed, animal or poultry, consisting entirely of whole grain or the direct products thereof as named in this item,	Pummies, chopped or ground,	Feed, gluten,	Red Dog,	Flour,	Scourings,	Germ,	Screenings, ground, (from grains specified above and not containing more than 5% Flaxseed),	Grain, broken, chopped, cracked, crimped, crushed, cut, ground, hulled, pulverized, rolled, skinned or split,	Semolina,	Grits,	Shorts,		Skimmings,	Broom Corn Seed,	Millet,	Flaxseed,	Rape,	Hemp,	Wild Mustard,
	Bran,	Groats,																																											
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Flaxseed,	Rape,																																												
Hemp,	Wild Mustard,																																												
	<p>† Reduction            * Change, Decision No. 33976</p>																																												
	<p><b>EFFECTIVE APRIL 15, 1941</b></p>																																												
<p>Correction No. 178</p>	<p>Issued by The Railroad Commission of the State of California,            San Francisco, California.</p>																																												

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto.)	
	<b>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:</b>	
	Feed, Animal or Poultry, and other articles not prepared for human consumption, viz.:	
	Feed, Animal or Poultry (except cooked or baked cakes, biscuits or bread—see Note 1), consisting of mixtures or blended products containing 70% or more by weight of two or more of the following articles (except as noted):	
	Grain or Grain Products specified in Item No. 652 series,	
	Alfalfa,	Clover Feed,
	Barley Hay Feed,	Sorghum Feed,
	Bean Straw Feed,	} cut or ground,
	The following articles not to exceed 70% of the total weight of such prepared animal or poultry feed:	
	Bran, Cottonseed,	
	Cake or Meal, viz.:	
	Babassu Nut,	Hemp Seed,
	Cocoanut (Copra),	Kapok Seed,
	Corn Germ,	Linseed,
	Corn Oil,	Menquite,
	Cottonseed,	Palm,
	Hulls, Cottonseed, whole or ground,	Palm Kernel,
	Milk or Buttermilk, dried,	Peanut,
	Milk, sour skim,	Perilla Seed,
	Molasses, viz.:	Rape Seed,
	Blackstrap, Beet Sugar Final or Corn Sugar Final (Hydrol),	Sesame Seed,
	Rice Bran, Hulls or Polish,	Soya Bean,
		Sunflower Seed,
		Tucum Nut,
		Velvet Bean,
	NOTE 1.—Steaming as a preliminary to further process of manufacture to produce animal or poultry feed as described herein shall not be considered cooking.	
*652½-A Cancels 652½	Alfalfa, cut or ground, sweetened or unsweetened,	Meal, viz.:
	Bone, ground,	Clover,
	Kelp, dried or ground,	Fish,
	Meal, viz.:	Meat, dried,
	Alfalfa,	Orange, dried,
	Bean Straw, sweetened or unsweetened,	Milk or Buttermilk, dried,
		Milk, sour skim,
		Orange Pulp, dried,
		Scrap, Fish, ground or pulverized,
	Beans, menquite,	Screenings, ground or unground,
	Bran, rice,	from Flaxseed, and containing not more than 5% of Flaxseed or other seed,
	Charcoal, crushed or ground, (not exceeding 33½% of total weight of shipment),	Screenings, viz.:
	Cow Peas,	Alfalfa Seed,
	Grit (ground or crushed rock),	Bean,
	Hulls, cottonseed,	Millet,
	Hulls, rice, whole or ground,	Paddy Rice,
	Meal, rice (mixture of Rice Bran and Rice Polish),	Pea,
	Poultry Litter (not exceeding 20% of total weight of shipment) viz.:	Seed, viz.:
	Pent Moss,	Sorghum,
	Redwood Bark, ground,	Sunflower,
	Pulp, beet, sweetened or unsweetened, dry,	Sweet Clover (Melilotus),
	Rice Polish,	Vetch,
		(1) Shells, crushed,
		(1) Shells, clam, mussel or oyster, whole or broken.
	Oil, Fish (not exceeding 10% of total weight of shipment).	
	(1) In mixed shipments only.	
	* Change, Decision No. 32743.	
	<b>EFFECTIVE JANUARY 16, 1940</b>	
Correction No. 104	Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 3 COMMODITY RATES (Continued)						
653 12-25-39	<p>(Applies in connection with rates making specific reference hereto.)</p> <p><b>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:</b></p> <p>Flour, viz.: Bean, Potato, Rice,          Flour, prepared, edible, manufactured from one or more articles shown under head of "Grain" in Item No. 652 series, or Rice Flour, with not to exceed 30% of other ingredients,</p> <table border="0"> <tr> <td data-bbox="451 585 577 788">           Split Peas,            Whole Peas,            Lentils,            Tapioca,            Sago,            Macaroni,            Noodles,            Spaghetti,            Vermicelli.         </td> <td data-bbox="738 701 989 781">           } Not fully cooked or            } ready for human            } consumption         </td> <td data-bbox="1016 650 1329 716">           } Provided weight does not exceed            } 15% of total weight of ship-            } ment.         </td> </tr> </table> <p>Cake or Meal, sweetened or unsweetened, viz.:</p> <table border="0"> <tr> <td data-bbox="471 825 671 978">           Babassu Nut,            Copra (Cocanut),            Corn Germ,            Cottonseed,            Flaxseed (Linseed),            Hemp Seed,            Kapok Seed.         </td> <td data-bbox="738 825 874 956">           Palm,            Palm Kernel,            Peanut,            Perilla,            Perilla Seed,            Rape Seed.         </td> <td data-bbox="1047 825 1204 956">           Safflower Seed,            Sesame Seed,            Soya Bean,            Sunflower Seed,            Tucum Nut,            Velvet Bean.         </td> </tr> </table>	Split Peas, Whole Peas, Lentils, Tapioca, Sago, Macaroni, Noodles, Spaghetti, Vermicelli.	} Not fully cooked or } ready for human } consumption	} Provided weight does not exceed } 15% of total weight of ship- } ment.	Babassu Nut, Copra (Cocanut), Corn Germ, Cottonseed, Flaxseed (Linseed), Hemp Seed, Kapok Seed.	Palm, Palm Kernel, Peanut, Perilla, Perilla Seed, Rape Seed.	Safflower Seed, Sesame Seed, Soya Bean, Sunflower Seed, Tucum Nut, Velvet Bean.
Split Peas, Whole Peas, Lentils, Tapioca, Sago, Macaroni, Noodles, Spaghetti, Vermicelli.	} Not fully cooked or } ready for human } consumption	} Provided weight does not exceed } 15% of total weight of ship- } ment.					
Babassu Nut, Copra (Cocanut), Corn Germ, Cottonseed, Flaxseed (Linseed), Hemp Seed, Kapok Seed.	Palm, Palm Kernel, Peanut, Perilla, Perilla Seed, Rape Seed.	Safflower Seed, Sesame Seed, Soya Bean, Sunflower Seed, Tucum Nut, Velvet Bean.					
653½-B Cancels 653½-A	<p><b>APPLICATION OF RATES IN ITEMS MAKING SPECIFIC REFERENCE HERETO</b></p> <p>(a) Rates include services of driver and one helper to perform loading, unloading, or other accessorial services.</p> <p>(b) Demurrage shall be computed in accordance with the provisions of Note 1, Item No. 120 series.</p> <p>(c) Rates are not subject to the provisions of Items Nos. 110 or 120 series.</p> <p>* (d) (Will not apply in connection with rates named in Item No. 658 series.) Field Pickup Shipment means a quantity of property tendered to the carrier for transportation by one shipper on one shipping document at two or more points in one field where the property has theretofore been deposited by the harvester. The point of origin of a field pickup shipment shall be deemed to be the point at which loading of carrier's equipment is completed. A charge of \$2.00 per hour shall be assessed for the aggregate time in excess of 20 minutes per ton consumed performing pickup service in connection with a field pickup shipment.</p> <p>(e) Premiums and Advertising Matter:          The rates on articles in packages containing premiums shall be 110 per cent of the rates applicable to the same articles without premiums.          Advertising matter, not to exceed 5 per cent of the gross weight of the shipment, may be included at the rate applicable to the lowest rated article in the shipment.</p>						
* Change, Decision No. 34118							
<b>EFFECTIVE JUNE 1, 1941</b>							
Correction No. 194	Issued by The Railroad Commission of the State of California, San Francisco, California.						

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)											
	In Cents per 100 Pounds													
<p><b>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, as described in Items Nos. 652 to 653 series, inclusive.</b></p> <p>Column A rates apply to field pickup shipments as described in paragraph (d) of Item No. 653½ series.                      Column B rates do not apply to field pickup shipments for which rates are provided in Columns A of this item.                      See Item No. 653½ series for Application of Rates in this item.</p>														
RATES														
MINIMUM WEIGHT IN POUNDS														
MILES (See Note 1)		Any Quantity		2,000		4,000		10,000		20,000		30,000		
		COLUMN		COLUMN		COLUMN		COLUMN		COLUMN		COLUMN		
Over But not over		A	B	A	B	A	B	A	B	A	B	A	B	
0	3	22½	20½	17½	15½	14½	12½	5	4	4	3	3½	2½	
3	5	23½	21½	18½	16½	14½	12½	6	5	5½	4½	5	4	
5	10	24½	22½	19½	17½	15½	13½	7	6	6½	5½	6	5	
10	15	25½	23½	20½	18½	16½	14½	8	7	7½	6½	7	6	
15	20	26½	24½	21½	19½	17½	15½	9	8	8½	7½	8	7	
20	25	27½	25½	22½	20½	18½	16½	10	9	9½	8½	9	8	
25	30	28½	26½	23½	21½	19½	17½	11	10	10½	9½	10	9	
30	35	29½	27½	24½	22½	20½	18½	12	11	11½	10½	11	10	
35	40	30½	28½	25½	23½	21½	19½	13	12	12½	11½	12	11	
40	45	31½	29½	26½	24½	22½	20½	14	13	13½	12½	13	12	
45	50	32½	30½	27½	25½	23½	21½	15	14	14½	13½	14	13	
50	60	33½	31½	28½	26½	24½	22½	16	15	15½	14½	15	14	
60	70	34½	32½	29½	27½	25½	23½	17	16	16½	15½	16	15	
70	80	35½	33½	30½	28½	26½	24½	18	17	17½	16½	17	16	
80	90	36½	34½	31½	29½	27½	25½	19	18	18½	17½	18	17	
90	100	37½	35½	32½	30½	28½	26½	20	19	19½	18½	19	18	
100	110	38½	36½	33½	31½	29½	27½	21	20	20½	19½	20	19	
110	120	39½	37½	34½	32½	30½	28½	22	21	21½	20½	21	20	
120	130	40½	38½	35½	33½	31½	29½	23	22	22½	21½	22	21	
130	140	41½	39½	36½	34½	32½	30½	24	23	23½	22½	23	22	
140	150	42½	40½	37½	35½	33½	31½	25	24	24½	23½	24	23	
150	160	43½	41½	38½	36½	34½	32½	26	25	25½	24½	25	24	
160	170	44½	42½	39½	37½	35½	33½	27	26	26½	25½	26	25	
170	180	45½	43½	40½	38½	36½	34½	28	27	27½	26½	27	26	
180	190	46½	44½	41½	39½	37½	35½	29	28	28½	27½	28	27	
190	200	47½	45½	42½	40½	38½	36½	30	29	29½	28½	29	28	
200	220	48½	46½	43½	41½	39½	37½	31	30	30½	29½	30	29	
220	240	49½	47½	44½	42½	40½	38½	32	31	31½	30½	31	30	
240	260	50½	48½	45½	43½	41½	39½	33	32	32½	31½	32	31	
260	280	51½	49½	46½	44½	42½	40½	34	33	33½	32½	33	32	
280	300	52½	50½	47½	45½	43½	41½	35	34	34½	33½	34	33	
300	325	53½	51½	48½	46½	44½	42½	36	35	35½	34½	35	34	
325	350	54½	52½	49½	47½	45½	43½	37	36	36½	35½	36	35	
350	375	55½	53½	50½	48½	46½	44½	38	37	37½	36½	37	36	
375	400	56½	54½	51½	49½	47½	45½	39	38	38½	37½	38	37	
400	425	57½	55½	52½	50½	48½	46½	40	39	39½	38½	39	38	
425	450	58½	56½	53½	51½	49½	47½	41	40	40½	39½	40	39	
450	475	59½	57½	54½	52½	50½	48½	42	41	41½	40½	41	40	
475	500	60½	58½	55½	53½	51½	49½	43	42	42½	41½	42	41	
500	525	61½	59½	56½	54½	52½	50½	44	43	43½	42½	43	42	
525	550	62½	60½	57½	55½	53½	51½	45	44	44½	43½	44	43	
550	575	63½	61½	58½	56½	54½	52½	46	45	45½	44½	45	44	
575	600	64½	62½	59½	57½	55½	53½	47	46	46½	45½	46	45	
600	625	65½	63½	60½	58½	56½	54½	48	47	47½	46½	47	46	
625	650	66½	64½	61½	59½	57½	55½	49	48	48½	47½	48	47	
650	675	67½	65½	62½	60½	58½	56½	50	49	49½	48½	49	48	
675	700	68½	66½	63½	61½	59½	57½	51	50	50½	49½	50	49	
Exception to mileage rates								*5		*5		*4		
<p>* Applies only for transportation within Imperial Valley Irrigation District for distances of 10 miles or less, or for distances of more than 10 miles when movement is to a team track or to an established depot.                      Note 1.—Exception 2 of Item No. 100 series will not apply in connection with rates in this item.</p>														
Increase & Reduction		Decision No. 34118												
EFFECTIVE JUNE 1, 1941														
Issued by The Railroad Commission of the State of California, San Francisco, California.														
Correction No. 195														

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
*655 Added		<p>(Applies in connection with rates making specific reference hereto.)</p> <p><b>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:</b></p> <p>Food Preparations, (not included in Items Nos. 652 to 653 series, inclusive, viz.:</p> <p>Cereals, cooked (Prepared cereals ready for human consumption but without further cooking), viz.:</p> <p>Bran; Bran and Wheat combined, flaked; or Bran or Bran and Wheat combined with dried fruit, flaked or shredded,</p> <p>Corn, roasted, Flaked or shredded, not otherwise specified: Compressed, in flakes, or in forms not flat, Not compressed, in flakes, or in forms not flat, Flaked Wheat and Ground Flaxseed, combined, Granulated, Hollow Forms, (food preparations made of flour and cut from tubes), Oats, flaked and toasted, Puffed, Rice, rolled and toasted,</p> <p>Cereals, not otherwise specified, (cracked, ground, granulated, hulled or rolled cereals, partially prepared for human consumption, but requiring cooking).</p>
		<p>* Change, neither increase nor reduction, Decision No. 32609.</p>
		<b>EFFECTIVE DECEMBER 25, 1939</b>
Correction No. 95		Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)				
	In Cents per 100 Pounds						
<b>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:</b>							
Food Preparations, as described in Item No. 655 series. See Item No. 653½ series for Application of Rates in this item.							
MILES (See Note 1)		RATES					
Over	But not over	Minimum Weight in Pounds					
		Any Quantity	2,000	4,000	10,000	20,000	30,000
0	2	25	19	16	5½	4	3½
3	5	25	19	16	6½	5	4½
5	10	26	20	16	7	5½	4½
10	15	27	20	17	8	6	5
15	20	29	21	18	8½	6	5
20	25	29	22	18	9½	6½	5½
25	30	31	23	19	10	6½	5½
30	35	31	23	20	10½	7	6
35	40	32	23	20	11½	7	6
40	45	33	23	21	12	8	7
45	50	35	23	22	12½	8	7
50	60	36	23	23	14	8½	8
60	70	37	23	24	15½	9½	8½
70	80	39	23	25	17	10½	9½
80	90	40	—	26	18	12	10½
90	100	41	—	27	19½	13	11½
100	110	42	—	28	21	14½	13
110	120	43	—	29	22	15½	13½
120	130	45	—	30	23	16½	14½
130	140	46	—	32	24	17½	15
140	150	48	—	34	25½	19	16½
150	160	49	—	35	26½	20	17
160	170	50	—	37	28	20½	18½
170	180	51	—	38	29	21	19
180	190	52	—	39	30½	22	20
190	200	54	—	41	32	23½	20½
200	220	56	—	43	33½	24½	22½
220	240	59	—	47	36	26½	24½
240	260	61	—	48	38½	28½	26½
260	280	64	—	50	41	30½	28
280	300	67	—	53	43	32	30
300	325	68	—	53	46	34½	32½
325	350	71	—	58	49	37	34½
350	375	74	—	60	52	39½	37
375	400	77	—	63	55	42	39
400	425	79	—	66	58	44½	41½
425	450	81	—	68	61	47	44
450	475	84	—	70	64	49	46
475	500	86	—	73	67	51½	48
500	525	89	—	76	73	54½	51
525	550	92	—	78	75	56½	53
550	575	94	—	81	78	59	55½
575	600	96	—	83	80	61	57½
600	625	99	—	86	83	63½	60
625	650	102	—	88	85	66	62
650	675	104	—	91	88½	69	64½
675	700	106	—	94	91	71	66½
NOTE 1.—Exception 2 of Item No. 100 series will not apply in connection with rates in this item.							
* Reduction, Decision No. 33550							
<b>EFFECTIVE NOVEMBER 1, 1940</b>							
Correction No. 154		Issued by The Railroad Commission of the State of California, San Francisco, California.					

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds					
<p>▲Rates named in this item will not apply to transportation for which rates are provided in Item No. 658 series.</p> <p><b>HAY AND RELATED ARTICLES:</b></p> <p>Rates in this item apply only as indicated below:</p>							
COMMODITY		FROM			TO		
Hay		Points in California			Points in California		
Fodder, Bean, Cane, Corn or Pea. Leaves, Cactus, dried, Straw.		Coachella Valley Territory, Imperial Valley Territory, Salton Sea Territory, as described in Item No. 271 series.			Points of destination not more than 240 miles distant from point of origin.		
Subject to Note 1 of Item No. 658 series.							
MILES		RATE		MILES		RATE	
Over	But not over	Any Quantity	Minimum Weight 20,000 Pounds	Over	But not over	Any Quantity	Minimum Weight 20,000 Pounds
0	3	15	3	180	180	43	18
3	5	17	4½	180	200	45	18½
5	10	19	5	200	225	47	19
10	20	22	5½	225	250	49	19½
20	30	24	6	250	275	51	21
30	40	27	7	275	300	54	22½
40	50	29	8	300	325	57	24
50	60	30	9	325	350	59	25½
60	70	31	10	350	375	62	26½
70	80	32	11	375	400	64	27½
80	90	33	12	400	425	66	29
90	100	34	13	425	450	69	30
100	120	37	14½	450	475	72	31
120	140	39	16	475	500	74	32
140	180	41	17	500	---	①	②
<p>① Add to rate for 500 miles 2 cents per 100 pounds for each 25 miles or fraction thereof.</p> <p>② Add to rate for 500 miles 1 cent per 100 pounds for each 25 miles or fraction thereof.</p>							
▲ Change, neither increase nor reduction, Decision No. 34152							
<b>EFFECTIVE JUNE 1, 1941</b>							
Correction No. 200		Issued by The Railroad Commission of the State of California, San Francisco, California.					



Item No.	SECTION NO. 3				COMMODITY RATES (Continued)			
	In Cents per 100 Pounds							
*658-B Cancels 658-A	<b>HAY AND RELATED ARTICLES, viz.:</b> Fodder, bean, cane, corn or pea, Hay, Leaves, cactus, dried, Straw. See Item No. 271 series for description of territories.							
	FROM				TO Los Angeles-Hynes Territory		TO San Diego Territory	
					RATES (See Note 1)			
	Any Quantity		Minimum Weight 20,000 Pounds	Any Quantity		Minimum Weight 20,000 Pounds		
	Bakersfield Territory		041	014	--		--	
	Coachella Valley Territory		39	12	47		15	
	♦ Fresno Territory		051	018	--		--	
	Imperial Valley Territory		47	15	41		13	
	Lancaster Territory		034	010	--		--	
	♦ Merced Territory		057	022	--		--	
Salton Sea Territory		43	14	47		15		
♦ Tulare Territory		047	015	--		--		
(R)ates apply only for transportation of Hay.								
<p><b>NOTE 1.</b>—(a) Rates include services of driver and one helper to perform loading, unloading or other accessorial services.                      (b) Rates do not alternate with rates provided in Item No. 657 series or ♦ Section No. 2 of this tariff.                      (c) Rates are not subject to the provisions of Items Nos. 110, 150, 160, 170, 220 or 230 series.                      (d) When baled hay or any other commodity described in this item is picked up from several points in a single field, the point of origin of the composite shipment shall be deemed to be the point of pickup most distant from point of destination. An additional charge of 1½ cents per 100 pounds shall be assessed for picking up and loading baled hay from scattered points in the field.</p>								
659 4-2-40	COMMODITY		FROM		TO		RATES	
	Ice Minimum weight 30,000 pounds.		Porterville Tulare Visalia Exeter		Delano		4½ 4½ 5 5½	
* Change ♦ Increase † Reduction		Decision No. 34152						
<b>EFFECTIVE JUNE 1, 1941</b>								
Correction No. 201		Issued by The Railroad Commission of the State of California, San Francisco, California.						

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
660		<p>(Applies in connection with rates making specific reference hereto)</p> <p><b>Lumber and Forest Products, viz.:</b></p> <p>Forest Products, whether or not creosoted or otherwise chemically treated, viz.:</p> <p>Atmospheric Water Cooling Towers, knocked down, and Iron or Steel Fixtures for same, consisting of Castings, Tie Rods not exceeding 30 feet in length, and Turnbuckles, weight of such fixtures not to exceed 10% of the total weight of shipment,</p> <p>Bark,</p> <p>Bee Hives, knocked down,</p> <p>Blocks, wooden paving, creosoted or uncreosoted,</p> <p>Bolts, wooden,</p> <p>Brackets, insulator (wooden),</p> <p>Cants, wheel, wooden, in the rough,</p> <p>Covers, guy wire,</p> <p>Cross Arms, wooden, with or without riveted ends, and with or without wooden pins attached,</p> <p>Heading,</p> <p>Honey Box Lumber,</p> <p>Lath,</p> <p>Lumber,</p> <p>Pencil Slats,</p> <p>Pickets,</p> <p>Piles,</p> <p>Pins, Insulator,</p> <p>Pipe Material, wooden (See Note 1),</p> <p>Pipe, wooden (See Note 1),</p> <p>Poles, plant, plain, creosoted or stained,</p> <p>Poles, telegraph and telephone,</p> <p>Posts,</p> <p>Sawdust,</p> <p>Shakes,</p> <p>Shavings,</p> <p>Shingles,</p> <p>Ship Knees,</p> <p>Shook, box and crate,</p> <p>Silo Material, wooden, and Fixtures (See Note 2),</p> <p>Stakes, plain, creosoted or stained,</p> <p>Staves,</p> <p>Steps, pole (wooden),</p> <p style="text-align: right;">(Continued)</p>
<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>		
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
660 (Continued)	<p>Lumber and Forest Products (Concluded)</p> <p>Stock, battery separator, machined, viz.: grooved, furrowed or corrugated, not treated with caustic soda, asphaltum or other solution, Tank Material, wooden, and Fixtures (See Note 3), Ties, railroad, Timbers, rough, Timbers, mining, Wedges, mine.</p> <p style="text-align: center;"><b>ALSO</b></p> <p>Building Woodwork (House Trim), not further finished than primed, viz.:</p> <p>Astragals, Balusters, Balustrade Work, Base Boards, Beads, angle corner, cornice, Blinds (shutter) slatted or solid, Blocks (base, center, corner, head), Built-in Fixtures (See Note 4), viz.:</p> <p>Book Cases, Breakfast Nook Sets, consisting of Seat Boards and Ends, Table Tops and Legs, Buffets, Cases or Chests of Drawers, China Closets, Cooler Closets, Cupboards, Ironing Boards, Kitchen Cabinets, Mantel Shelves, Medicine Cabinets, Sideboards, Sinkboards, Sink Sets, Telephone Cabinets, Window Seats, Caps, column, Casing, door and window, panel, Closet and Pantry Fittings, Columns, Cornice Brackets,</p>	<p style="text-align: center;">(Continued)</p>
	<p><b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b></p> <p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
660 (Concluded)	<p><b>Building Woodwork (House Trim), not further finished than primed, viz.:</b> (Concluded)</p> <p>Doors, including Glazed, Tin-covered Doors and Screen Doors, Frames (Blind, screen and door), Frames, window, with or without pulleys, Gable Ornaments, Grille Work, Gutters, Hand Rails, Jambs, door, Molding, casing, Molding, carpenter's, Paneling, Pilasters, Plywood, Porch Work, Rosettes, Sash, including Glazed Sash, Screens, door and window, Scroll Work, Shelves, knocked down, Spindles, Stair Work, (newels, risers, treads, trellises, railing, balusters, post ornaments), Veneering, Wainscoting, Window Stools and Aprons,</p> <p>NOTE 1.—The rates on Pipe Material and Wooden Pipe will include iron bands and wooden or iron connections therefor, consisting of ells, tees, crosses, reducers, bends and weyes, the weight of the iron bands and wooden or iron connections not to exceed 10 per cent of the weight of the entire shipment.</p> <p>NOTE 2.—The rates on Silo Material and Fixtures will include doors and fixtures for same, also including iron or steel bands, hoops, lugs and bolts for same. The weight of fixtures, gauge and iron or steel bands, or hoops and lugs not to exceed 20 per cent of the weight of the entire shipment.</p> <p>NOTE 3.—The rates on Tank Material and Fixtures will include gauge, iron or steel bands, or hoops and lugs, the weight of fixtures, gauge and iron or steel bands, or hoops and lugs, not to exceed 20 per cent of the weight of the entire shipment.</p> <p>NOTE 4.—Rates apply only on Built-in-Fixtures as described to be built in and become a permanent part of Building Woodwork (House Trim).</p>	
<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>		
Issued by The Railroad Commission of the State of California, San Francisco, California.		

Item No.	SECTION NO. 3 COMMODITY RATES (Continued)																			
670	<p align="center"><b>CHARGES FOR WEIGHING SHIPMENTS</b></p> <p>The initial weighing of shipments of Lumber and Forest Products, also Building Woodwork as described in Item No. 660 series, may be performed by the carrier and at carrier's expense. In event shipper or consignee desires that a shipment be reweighed, the cost of such reweighing shall be assessed against the shipment.</p>																			
680	<p align="center"><b>ESTIMATED WEIGHTS</b></p> <p>Estimated weights for the transportation of Lumber and Forest Products, as described in Item No. 660 series when no scale or other means of ascertaining actual weight is available:</p> <table border="0"> <thead> <tr> <th></th> <th align="right">Pounds</th> </tr> </thead> <tbody> <tr> <td>Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----</td> <td align="right">2500</td> </tr> <tr> <td>Lumber, green, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----</td> <td align="right">3300</td> </tr> <tr> <td>Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----</td> <td align="right">2200</td> </tr> <tr> <td>Lath,—6,000 four foot laths will be counted the equivalent of 1,000 board feet—if greater or less than four feet, increase or decrease the number of laths proportionately-----</td> <td>Apply the estimated weight for the type of lumber used in the laths</td> </tr> <tr> <td>Shakes, sawed or split, 2,500 will be counted the equivalent of 1,000 board feet-----</td> <td>Apply the estimated weight applicable to the type of lumber in shakes</td> </tr> <tr> <td>Shingles (cedar) dry, per 1,000-----</td> <td align="right">150</td> </tr> <tr> <td>Shingles (cedar) green, per 1,000-----</td> <td align="right">210</td> </tr> <tr> <td>Shingles (pine or redwood), 8,000 will be counted the equivalent of 1,000 board feet-----</td> <td>Apply the estimated weight applicable to type of lumber used.</td> </tr> </tbody> </table>			Pounds	Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	2500	Lumber, green, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	3300	Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----	2200	Lath,—6,000 four foot laths will be counted the equivalent of 1,000 board feet—if greater or less than four feet, increase or decrease the number of laths proportionately-----	Apply the estimated weight for the type of lumber used in the laths	Shakes, sawed or split, 2,500 will be counted the equivalent of 1,000 board feet-----	Apply the estimated weight applicable to the type of lumber in shakes	Shingles (cedar) dry, per 1,000-----	150	Shingles (cedar) green, per 1,000-----	210	Shingles (pine or redwood), 8,000 will be counted the equivalent of 1,000 board feet-----	Apply the estimated weight applicable to type of lumber used.
	Pounds																			
Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	2500																			
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<b>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</b>																				
Issued by The Railroad Commission of the State of California, San Francisco, California.																				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)				
	In cents per 100 Pounds						
<b>LUMBER AND FOREST PRODUCTS, viz.: Forest Products and Building Woodwork, as described in Item No. 660 series. (See Note 1.)</b>							
MILES		RATES		MILES		RATES	
Over	But not over	Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds	Over	But not over	Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds
0	5	5½	4	200	220	27	22
5	10	5½	4	220	240	29½	24
10	15	6	4½	240	260	32	25½
15	20	6	4½	260	280	34½	27½
20	25	6½	5	280	300	36½	29½
25	30	6½	5	300	325	39	31½
30	35	7	5½	325	350	42	34
35	40	7½	6	350	375	45	36½
40	45	8	6½	375	400	48	38½
45	50	8½	7	400	425	51	41
50	60	9½	8	425	450	54	43½
60	70	10½	9	450	475	57	45½
70	80	12	9½	475	500	60	48
80	90	13	10½	500	525	63	50½
90	100	14	11½	525	550	65½	53
100	110	15½	12½	550	575	68½	55
110	120	16½	13½	575	600	71½	57½
120	130	17½	14½	600	625	74½	60
130	140	18½	15½	625	650	77½	62
140	150	20	16½	650	675	80½	64½
150	160	21	17½	675	700	83½	67
160	170	22½	18	700	---	86½	69
170	180	23½	19				
180	190	25	20				
190	200	26	21				
FROM		TO		Minimum Weight 30,000 Pounds			
Susanville		Oakland		(1) 23			
San Diego		Bernice, Brawley, Calexico, Calipatria, Canaba, Curlew, El Centro, Fondo, Fuller, Grape, Heber, Holtville, (2) Imperial, Meloland, Moss, Munyon, Orita, Rockwood, Sandia, Shamrock, Turn, Westmoreland		½ (2) (1) 15			
* Plus 3 cents for each 25 miles or fraction thereof over 700 miles. (1) Exception to mileage rates. Applies only from and to railhead at points named. Will not apply from or to intermediate points. (2) Expires June 27, 1940. (3) Effective March 19, 1940, Decision No. 32914. NOTE 1.—For charges for weighing shipments, see Item No. 070 series. For estimated weights, see Item No. 680 series. † Reduction, Decision No. 32964.							
<b>EFFECTIVE APRIL 2, 1940</b>							
Correction No. 118			Issued by The Railroad Commission of the State of California, San Francisco, California.				

690-C  
 Cancels  
 690-B

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)		
700-B Cancels 700-A	Item cancelled. Item No. 365 series and class rates apply.			
<b>HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE</b>				
<p>Rates in this item apply for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or casinghead plants, and only when the point of origin is at a well site or within an oilfield and the point of destination is also at a well site or within the same or another oilfield. (See Note 1.) Rates in this item apply also for stringing pipe as provided in Item No. 175 series.</p> <p>Rates in this item apply only for distances not exceeding 35 miles.</p>				
<hr/> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; width: 80%;">Type of Equipment</th> <th style="text-align: right; width: 20%;">Ⓞ Rates in cents per hour</th> </tr> </thead> </table> <hr/>			Type of Equipment	Ⓞ Rates in cents per hour
Type of Equipment	Ⓞ Rates in cents per hour			
<p>Trucks or Tractors and Semi-trailers:</p>				
Less than 3-ton carrying capacity-----		300		
Over 3-ton to and including 6-ton carrying capacity-----		350		
Over 6-ton carrying capacity-----		400		
<p>Trailers:</p>				
4-Wheel -----		100		
6-Wheel -----		150		
<p>Dollies:</p>				
2-Wheel -----		100		
<hr/> <p>NOTE 1.—When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.</p> <p>Ⓞ Rates shall be computed on the following basis: loading time, plus double the driving time from point of origin to point of destination, plus unloading time. Minimum Charge, 1 hour.</p> <p>Rates include vehicle and driver. When necessary for carrier to furnish extra help other than driver, such service shall be charged for at a rate of not less than 75 cents per hour per extra man furnished.</p>				
* Change, Decision No. 33559.				
<b>EFFECTIVE NOVEMBER 1, 1940</b>				
Correction No. 156		Issued by The Railroad Commission of the State of California, San Francisco, California.		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)		
	* Item No. 700-A shown on First Revised Page 58 cancelled. Item No. 365 series and class rates apply.			
	(Applies in connection with rates making specific reference hereto)			
	<p><b>Petroleum or Petroleum Products, viz.:</b></p> <p>Petroleum or Petroleum Products, including compounded oils or greases having a petroleum base, as described under that heading in Western Classification.</p> <p>Asphalt (Asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish) or solid.</p> <p>Gas, Petroleum Liquefied, compressed.</p> <p>Lubricant, Grease Binder (lubricating grease having a petroleum base, combined with cotton, jute or wool or other binder, not oiled waste).</p> <p>In straight or mixed shipments or in mixed shipments containing not to exceed 50 per cent by weight of articles named in Note 1.</p> <p><b>NOTE 1.—</b></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;">           Candles,            Cement (mineral), pipe fitting,            Compound, anti-freeze, liquid,            Compound, carbon removing,            Compound, cement, concrete, stucco or masonry waterproofing, liquid,            Compound, electrical insulating,            Compound, cleaning, liquid (shipping container may also contain one hand sprayer for each inner container packed therein),            Compound, paint thinning,            Compound, radiator cleaning, dry,            Compound, rust preventing or removing,            Compound, type cleaning, liquid,            Dressing, automobile top, liquid,            Dressing, belt, liquid,            Ether (petroleum), not butyric,            Exterminators, vermin,            Insecticides,         </td> <td style="width: 50%; vertical-align: top;">           Liquid, cigar or cigarette lighter,            Oil (other than medicinal),            Oil, petroleum, medicinal,            Outfits, insect destroying (liquid insecticides with tin hand sprayers in same packages),            Paint, asphaltum,            Paint, liquid,            Polish, floor,            Polish, furniture,            Polish, metal, liquid,            Polish, vehicle,            Repellents, insect,            Soap, liquid,            Solvent,            Stain, wood, liquid,            Wax, automobile, boat, floor or furniture (shipping container may also contain one cleaning or polishing cloth for each inner container packed therein).         </td> </tr> </table>		Candles, Cement (mineral), pipe fitting, Compound, anti-freeze, liquid, Compound, carbon removing, Compound, cement, concrete, stucco or masonry waterproofing, liquid, Compound, electrical insulating, Compound, cleaning, liquid (shipping container may also contain one hand sprayer for each inner container packed therein), Compound, paint thinning, Compound, radiator cleaning, dry, Compound, rust preventing or removing, Compound, type cleaning, liquid, Dressing, automobile top, liquid, Dressing, belt, liquid, Ether (petroleum), not butyric, Exterminators, vermin, Insecticides,	Liquid, cigar or cigarette lighter, Oil (other than medicinal), Oil, petroleum, medicinal, Outfits, insect destroying (liquid insecticides with tin hand sprayers in same packages), Paint, asphaltum, Paint, liquid, Polish, floor, Polish, furniture, Polish, metal, liquid, Polish, vehicle, Repellents, insect, Soap, liquid, Solvent, Stain, wood, liquid, Wax, automobile, boat, floor or furniture (shipping container may also contain one cleaning or polishing cloth for each inner container packed therein).
Candles, Cement (mineral), pipe fitting, Compound, anti-freeze, liquid, Compound, carbon removing, Compound, cement, concrete, stucco or masonry waterproofing, liquid, Compound, electrical insulating, Compound, cleaning, liquid (shipping container may also contain one hand sprayer for each inner container packed therein), Compound, paint thinning, Compound, radiator cleaning, dry, Compound, rust preventing or removing, Compound, type cleaning, liquid, Dressing, automobile top, liquid, Dressing, belt, liquid, Ether (petroleum), not butyric, Exterminators, vermin, Insecticides,	Liquid, cigar or cigarette lighter, Oil (other than medicinal), Oil, petroleum, medicinal, Outfits, insect destroying (liquid insecticides with tin hand sprayers in same packages), Paint, asphaltum, Paint, liquid, Polish, floor, Polish, furniture, Polish, metal, liquid, Polish, vehicle, Repellents, insect, Soap, liquid, Solvent, Stain, wood, liquid, Wax, automobile, boat, floor or furniture (shipping container may also contain one cleaning or polishing cloth for each inner container packed therein).			
© 723 11-18-39				
* Change, Decision No. 33263 © For item in effect prior to the effective date hereof, see Original Page 66-A.				
<b>EFFECTIVE OCTOBER 1, 1940</b>				
Correction No. 136	Issued by The Railroad Commission of the State of California, San Francisco, California.			



Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
*710-A Cancels 710	Item cancelled. Item No. 365 series and class rates apply.	
© 724 11-18-39	(Applies in connection with rates making specific reference hereto)	
	<p style="text-align: center;"><b>DESCRIPTION OF ORIGIN GROUPS</b></p> <p><b>GROUP "A"</b>—Mileage basing point Pinole.            Avon, Martinez, Oakland, Oleum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo.</p> <p><b>GROUP "B"</b>—Mileage basing point Compton.            Alamitos Heights, Alla, Bixby, Burnett, Compton, Crutcher, Dominguez Junction, Downey, East Long Beach, El Segundo, Huntington Beach, Hyde Park, Hynes, Inglewood, Lawn, Long Beach, Los Angeles (except as provided in Note 1), Los Nietos, Machado, Montebello, Naples, Pico, Playa del Rey, Rioco, St. Helen's Spur, San Pedro, Santa Fe Springs, Sherman Junction, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot.</p> <p>Groups "A" and "B" include unnamed points situated on the shortest highway route or shortest rail route between any two named points except that if either the highway or the rail route exceeds the other by more than 100 per cent points on such circuitous route shall not be included.</p> <p><b>Note 1.</b>—Group "B" does not include points situated within that portion of the City of Los Angeles lying north of the following boundary line: Starting at the junction of the Pacific Ocean and Sunset Boulevard, easterly along Sunset Boulevard to the western city limits of Beverly Hills, northerly, easterly and southerly along the city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, southerly along Vermont Avenue to Sunset Boulevard, southeasterly along Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, southeasterly on the northeasterly line of the Union Pacific right of way to Marguerite Street, northeasterly along Marguerite Street to West Avenue 32, southeasterly along West Avenue 32 to Edwards Avenue, southwesterly along Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.</p>	
* Change, Decision No. 33263 © For item in effect prior to the effective date hereof, see Original Page 66-B.		
<b>EFFECTIVE OCTOBER 1, 1940</b>		
Correction No. 137	Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)					
	In cents per 100 Pounds							
	* Item No. 710 shown on Original Page 60 cancelled. Item No. 365 series and class rates apply.							
	If the charges accruing under rates shown in Items Nos. 726 or 727 series are lower than charges under the distance rates in this item, such lower charges will apply. Petroleum and Petroleum Products, as described in Item No. 723 series.							
	MILES (See Note 1)		RATES MINIMUM WEIGHT		MILES (See Note 1)		RATES MINIMUM WEIGHT	
	Over	But not over	20,000 Pounds	30,000 Pounds	Over	But not over	20,000 Pounds	30,000 Pounds
	0	3	5	4	190	200	27	24
	3	5	5½	4½	200	220	29	25½
	5	10	6	5	220	240	31	27
	10	15	6	5	240	260	33	28½
	15	20	6½	5½	260	280	34½	30
	20	25	6½	5½	280	300	36	31½
	25	30	7	6½	300	325	38½	33½
	30	35	7	6½	325	350	41	35½
	35	40	7½	7	350	375	43½	37½
	40	45	8	7	375	400	46	39½
⊙ 725 11-18-39	45	50	8½	7½	400	425	49	41½
	50	60	9	8½	425	450	52	43½
	60	70	10	9½	450	475	55	45½
	70	80	12	10½	475	500	57½	47½
	80	90	13	12	500	525	60	49½
	90	100	14	13	525	550	62	51½
	100	110	15½	14½	550	575	64	53½
	110	120	17½	15	575	600	66	55½
	120	130	19½	17	600	625	68	57½
	130	140	20	17½	625	650	70	59½
	140	150	21½	19	650	675	72	61½
	150	160	22½	20	675	700	74	63½
	160	170	24	21	700	---	Add to rate for 700 miles 2 cents per 100 pounds for each 25 miles or fraction thereof.	
	170	180	25	22				
	180	190	26	23				
	NOTE 1.—(Exception to Item No. 100 series) Distances from points of origin within the groups described in Item No. 724 series shall be computed from the mileage basing point designated in connection with the group. For transportation between points situated within the same group the rates shall be as shown in this item for distances not over 3 miles.							
	* Change, Decision No. 33263 ⊙ For rates in effect prior to the effective date hereof, see Original Page 66-C.							
	<b>EFFECTIVE OCTOBER 1, 1940</b>							
	Correction No. 138		Issued by The Railroad Commission of the State of California, San Francisco, California.					

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)		
			In cents per 100 Pounds		
* Item No. 710 shown on Original Page 61 cancelled. Item No. 365 series and class rates apply.					
	COMMODITY	FROM	TO	RATE	
				MINIMUM WEIGHT	
				20,000 Pounds	30,000 Pounds
Ⓞ 726 11-18-39	Petroleum and Petroleum Products as described in Item No. 723 series.	GROUP "A" POINTS as described in Item No. 724 series.  SAN FRANCISCO SACRAMENTO (See Item No. 260 series)	LOS ANGELES TERRITORY as described in Item No. 270 series.	Ⓞ 36	Ⓞ 31½
		GROUP "B" POINTS as described in Item No. 724 series.	SAN FRANCISCO TERRITORY as described in Item No. 270 series.  SACRAMENTO (See Item No. 260 series)	Ⓞ 36	Ⓞ 31½
Ⓞ Subject to Item No. 900 series.					
* Change, Decision No. 33263 Ⓞ For rates in effect prior to the effective date hereof, see Original Page 66-D.					
<b>EFFECTIVE OCTOBER 1, 1940</b>					
Correction No. 139		Issued by The Railroad Commission of the State of California, San Francisco, California.			

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)					
	In cents per 100 Pounds							
	<p>If the charge accruing under the distance rates in Item No. 723 series is lower than the charge accruing under the rates in this item on the same shipment such lower charge will apply.</p> <p>Rates provided in this item will apply only from railhead points of origin to railhead points of destination at stations named or at unnamed intermediate railhead points in California, viz.:</p>							
	NAME OF RAILROAD	BETWEEN	AND					
	Southern Pacific Company	Stacy	Westwood Alturas					
	San Diego and Arizona Eastern Railway Company	Campo	Jacumba Hot Springs					
			♦♦ RATES					
	COMMODITY	FROM	TO	Column A		Column B		Column C
				(20)	(30)	(20)	(30)	(30)
<p>* 727-A Cancels 727</p>	<p>Column A rates apply on: Petroleum and Petroleum products as described in Item No. 723 series except as provided in Note 1.</p> <p>Column B rates apply on: Petroleum Crude Oil, Petroleum Fuel Oil, Petroleum Gas Oil.</p> <p>Column C rates apply on: Asphalt (asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish).</p> <p>Note 1.—Column A rates will not apply on articles for which rates are provided in Column B nor on Asphalt.</p>	<p>San Francisco</p> <p>Group "A" Points as described in Item No. 724 series.</p> <p>Sacramento</p> <p>Group "B" Points as described in Item No. 724 series.</p> <p>San Diego</p>	<p>Susanville Westwood Viewland Ravendale Madeline Alturas</p> <p>Susanville Westwood Viewland Ravendale Madeline Alturas</p> <p>Wendel Alturas Susanville</p> <p>Susanville } Westwood }</p> <p>Jacumba Hot Springs</p>	<p>36 36 -- 46 46 49</p> <p>36 -- -- -- -- --</p> <p>29 -- -- -- -- --</p> <p>25½ -- 25½</p> <p>65 057 053</p> <p>-- --</p>	<p>31½ 31½ -- 39½ 39½ 41½</p> <p>-- -- -- -- -- --</p> <p>29 29 30 30 30 30</p> <p>29 29 29</p> <p>-- --</p> <p>40</p> <p>10</p>	<p>23½ 23½ 28 28 29 30</p> <p>23½ 23½ 28 28 29 30</p> <p>19 30 19</p> <p>40</p> <p>--</p>		
		(20) Minimum weight 20,000 pounds.		(30) Minimum weight 30,000 pounds.				
		* Change, Decision No. 33559.		♣ Decrease.		♦ Increase.		
<p>⓪ Will not apply on Engine Naphtha Distillate.</p> <p>Ⓛ Applies only on Engine Naphtha Distillate.</p> <p>Ⓢ Rates formerly named from San Diego to Campo, Plaster City, El Centro, Holtville, Imperial, Calexico, Calipatria, Westmorland, Brawley, Niland, Fuller and Colorado cancelled. After date of cancellation rates elsewhere in the tariff will apply.</p>								
<b>EFFECTIVE NOVEMBER 1, 1940</b>								
Correction No. 158			Issued by The Railroad Commission of the State of California, San Francisco, California.					

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)					
	In Cents per 100 Pounds							
* Item No. 710 shown on Original Page 63 cancelled. Item No. 365 series and class rates apply.								
<b>RICE, viz.:</b> Brewers', Cleaned, whole or broken (including rice screenings), Paddy (rough), See Item No. 653½ series for Application of Rates in this item.								
MILES		⊙ RATES						
		Minimum Weight in Pounds						
Over	But not over	Any Quantity	2,000	4,000	10,000	20,000	30,000	
0	3	13	17	14	4½	3½	3	
3	5	13	17	14	5½	4½	4	
5	10	13	18	14	6	5	4½	
10	15	24	19	15	6½	5½	4½	
15	20	24	20	16	7	5	4½	
20	25	24	21	16	8	5½	5	
25	30	24	21	17	8½	5½	5	
30	35	24	22	17	9	6	5½	
35	40	24	23	17	10	6	5½	
40	45	24	23	18	10	6½	5½	
45	50	31	27	19	11	6½	5½	
50	60	31	27	20	12	7	6	
60	70	31	27	20	13	7	6	
70	80	31	27	20	15	8	6	
80	90	31	27	20	16	10	6	
90	100	33	27	20	17	11	9	
100	110	33	27	20	18	12	11	
110	120	33	27	20	19	13	11½	
120	130	40	28	20	20	14	12	
130	140	41	28	21	21	15	12½	
140	150	42	28	22	22	16	13	
150	160	43	28	23	23	17	14	
160	170	44	28	24	24	17½	15	
170	180	46	28	24	25	18	16	
180	190	46	28	24	26	19	17	
190	200	48	28	26	28	19½	17½	
200	220	50	28	28	29	21	19	
220	240	52	28	40	31	23	20	
240	260	54	28	42	33	24	20½	
260	280	57	28	45	36	26	21	
280	300	59	28	47	38	28	22	
300	325	61	28	50	40	30	27	
325	350	63	28	51	43	32	28	
350	375	66	28	54	45	34	31	
375	400	68	28	56	48	36	32	
400	425	70	28	58	51	38	34	
425	450	72	28	61	53	40	36	
450	475	74	28	62	56	42	38	
475	500	74	28	65	58	45	39	
500	525	77	28	67	63	47	41	
525	550	78	28	70	68	49	43	
550	575	80	28	72	68	51	44	
575	600	80	28	74	70	53	46	
600	625	80	28	76	72	55	48	
625	650	80	28	78	74	57	49	
650	675	83	28	81	77	59	51	
675	700	84	28	83	79	61	53	
⊙ Exception to mileage rates					⊙ 5	⊙ 4	⊙ 3½	
⊙ Applies only for transportation within Imperial Valley Irrigation District for distances of 10 miles or less, or for distances of more than 10 miles when movement is to a team track or to an established depot.								
⊙ For rates in effect prior to the effective date hereof, see First Revised Page 66-F.								
* Change, Decision No. 33263								
<b>EFFECTIVE OCTOBER 1, 1940</b>								
Issued by The Railroad Commission of the State of California, San Francisco, California.								
Correction No. 141								

⊙  
728-A  
Cancels  
728  
1-16-40

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds.	
* Item No. 710 shown on Original Page 64 canceled. Item No. 365 series and class rates apply.				
	COMMODITY	BETWEEN	AND	RATE
⑦ 730 8-7-39	Soap, Lard, and Related Articles, viz.: Acid, Boracic, Borax (Sodium Borate), Compounds, Cleaning, Scouring or Washing, Disinfectants, other than medicinal, Drain Pipe Solvent, Lime, Chlorinated (Chloride of Lime Bleach or Bleaching Powder). Lye, concentrated, Soap, Soap Chips, Soap, liquid, Soap Powder, Sodium (Soda), viz.: washing Soda (wash- ing crystals), washing Powders, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Oil, cooking, Oil, salad, -----Minimum Weight 30,000 Pounds.	SAN FRAN- CISCO TERRI- TORY as described in Item No. 270 series. SACRA- MENTO (See Item No. 260 series)	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270 series	②②26
① Subject to Item No. 900 series. ② When accessorial services are rendered by carrier in connection with ship- ments moving under rates in this item the following charges shall be in addition to rate shown: (a) When refrigeration service is furnished, an additional charge shall be made of not less than 1½ cents per 100 pounds. (b) For loading or unloading other than tailgate loading or tailgate unloading—2 cents per 100 pounds. (c) For other accessorial charges, see Items Nos. 140 and 180 series.				
* Change, Decision No. 33263 ③ For rates in effect prior to the effective date hereof, see Original Page 67.				
<b>EFFECTIVE OCTOBER 1, 1940</b>				
Correction No. 142 <span style="float: right;">Issued by The Railroad Commission of the State of California, San Francisco, California.</span>				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds	
* Item No. 710 shown on Original Page 65 cancelled. Item No. 365 series and class rates apply.				
	COMMODITY	FROM	TO	RATE
① 740-A Cancels 740 8-7-30	Sugar, minimum weight 30,000 pounds	SAN FRAN- CISCO (See Item No. 260 series) CROCKETT	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270 series	①①①25
① Subject to Item No. 900 series. ② When accessorial services are rendered by carrier in connection with shipments moving under rate in this item the following charges shall be in addition to rate shown: (a) For loading or unloading other than tailgate loading or tailgate unloading—2 cents per 100 pounds. (b) For other accessorial charges see Items Nos. 140 and 180 series. ③ Item No. 170 series will apply in connection with rate in this item only when the weight of each component part is not less than 10,000 pounds.				
* Change, Decision No. 33263 ④ For rates in effect prior to the effective date hereof see First Revised Page 65.				
<b>EFFECTIVE OCTOBER 1, 1940</b>				
Correction No. 143		Issued by The Railroad Commission of the State of California, San Francisco, California.		

**HIGHWAY CARRIERS' TARIFF NO. 2**

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)		
	In Cents per 100 Pounds				
* For Item No. 720 formerly shown on Original Page 66, see Second Revised Page 57.					
<b>SUGAR</b>					
	MILES		MINIMUM WEIGHT IN POUNDS		
	Over	But not Over	10,000	20,000	30,000
	0	3	6½	4	3
	3	5	7	4½	3½
	5	10	7½	5	4
	10	15	8	5½	4½
	15	20	8½	6	5
	20	25	9	6½	5½
	25	30	10	7	6
	30	35	10½	7½	6½
	35	40	11	8	7
	40	45	12	8½	7½
	45	50	12½	9	8
	50	60	14	10½	9
	60	70	15½	11½	10
	70	80	17	13	11
	80	90	18½	14	12
	90	100	20	15½	12½
	100	110	21	16½	13½
	110	120	22½	18	14½
	120	130	23½	19	15½
	130	140	24½	20½	16½
	140	150	25½	21½	17½
	150	160	26½	23	18½
	160	170	27½	24	19½
	170	180	28½	25½	20½
	180	190	30	27	21½
	190	200	31	28	22½
	200	220	33	30	24½
	220	240	35	31½	26½
	240	260	37	33½	28½
	260	280	39	35	30
	280	300	41½	37	31½
	300	325	44	39	33½
	325	350	46	41½	35½
	350	375	48½	44	37½
	375	400	51	46	39½
	400	425	53½	48½	41½
	425	450	56	51	43½
	450	475	58½	53	45½
	475	500	61	55½	47½
	500	525	63½	58	49½
	525	550	66	60	51½
	550	575	68½	62½	53½
	575	600	70½	65	55½
	600	625	73	67	57½
	625	650	75½	69½	59½
	650	675	78	72	61½
	675	700	80½	74	63½

750  
64-30

Change, Decision No. 33263  
 For rates in effect prior to the effective date hereof, see Original Page 68-A.

**EFFECTIVE OCTOBER 1, 1940**

Correction No. 144 Issued by The Railroad Commission of the State of California, San Francisco, California.



## SECTION No. 4

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### ROUTING

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Routing in this section applies in connection with rates in Section No. 2  
and Section No. 3 of this tariff making specific reference hereto

\* For Item No. 730 shown on Original Page 67, see First Revised Page 64.  
For provisions in effect prior to the effective date hereof, see Original Page 69.

**EFFECTIVE OCTOBER 1, 1940**

Correction No. 145

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

Item No.	SECTION NO. 4	ROUTING
<p>900-A Cancels 900 8-7-39</p>	<p>When applied via the following highway routes, rates making specific reference to this item are intermediate in application. They apply at all points located within a distance of one mile on either side of the highway and at all points located within incorporated cities through which the highway route passes.</p> <p>(The following routes apply in either direction)</p> <p><b>Route No. 1:</b> From San Francisco Territory, as described in Item No. 270 series, via U. S. Highway No. 40 to Crockett, State Highway No. 4 to its junction with County Road 1.4 miles north of Byron, said County Road through Byron to its junction with U. S. Highway No. 50 3.9 miles west of Tracy, U. S. Highway No. 50 to its junction with State Highway No. 120 5.0 miles west of Manteca, State Highway No. 120 to Manteca, thence via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p><b>Route No. 2:</b> From San Francisco Territory, as described in Item No. 270 series, via U. S. Highway No. 50 to its junction with State Highway No. 120 5.0 miles west of Manteca, State Highway No. 120 to Manteca, thence via U. S. Highway No. 99 to Los Angeles Basin Territory, as described in Item No. 270 series.</p> <p><b>Route No. 3:</b> From San Francisco Territory, as described in Item No. 270 series, via Niles Canyon Highway through Sunol, Pleasanton and Livermore to its junction with U. S. Highway No. 50 east of Livermore, U. S. Highway No. 50 to its junction with State Highway No. 120 5.0 miles west of Manteca, State Highway No. 120 to Manteca, thence via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p><b>Route No. 4:</b> From San Francisco Territory, as described in Item No. 270 series, via U. S. Highway No. 101 to Gilroy, State Highway No. 152 through Los Banos to its junction with U. S. Highway No. 99 north of Madera, thence via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p><b>Route No. 5:</b> From Sacramento (see Item No. 260 series) via U. S. Highway No. 99 to Los Angeles Basin Territory, as described in Item No. 270 series.</p> <p><b>Route No. 6:</b> From San Francisco Territory, as described in Item No. 270 series, via U. S. Highway No. 101 to its junction with State Highway No. 118 4.0 miles southeast of Ventura, thence via (a) State Highway No. 118 through Chatsworth, or (b) U. S. Highway No. 101 through Girard, or (c) U. S. Highway No. 101 to its junction with U. S. Highway No. 101, Alternate, at El Rio, thence via U. S. Highway No. 101, Alternate, through Oxnard to Los Angeles Basin Territory as described in Item No. 270 series.</p> <p><b>Route No. 7:</b> From San Francisco Territory, as described in Item No. 270 series, via Routes 1, 2 or 3 to the junction of U. S. Highway No. 50 and State Highway No. 33, 3 miles east of Tracy; thence via State Highway No. 33 to Los Banos; thence via State Highway No. 152 to its junction with U. S. Highway No. 99 north of Madera; thence via Route 1, 2 or 3 beyond.</p> <p style="text-align: center;"><b>END OF TARIFF</b></p>	
<p>* For Item No. 740-A shown on First Revised Page 68, see First Revised Page 65.                  Ⓞ For item in effect prior to the effective date hereof, see First Revised Page 70.</p>		
<p><b>EFFECTIVE OCTOBER 1, 1940</b></p>		
<p>Issued by The Railroad Commission of the State of California,                  San Francisco, California.</p>		
<p>Correction No. 146</p>		