

ORIGINAL

Decision No. 35832

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4293

BY THE COMMISSION:

SUPPLEMENTAL OPINION

An adjourned hearing was held in this proceeding before Examiner Bryant in Los Angeles on September 30, 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 herein by Decision No. 31924, as amended. The carriers for whom this hearing was held include those who first obtained permits as radial highway common carriers or highway contract carriers between July 5, 1942 and September 15, 1942, inclu-

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

clusive, and 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.

Evidence was introduced at the hearing, based upon studies of rates and costs of operation, that the minimum rates and charges and the rules and regulations established by said Decision No. 31924, as amended, and as set forth in Highway Carriers' Tariff No. 3, as supplemented, amended and modified, a copy of which said tariff is contained in Appendix "B" 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. 3 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. 31924, as supplemented, amended and modified, and as set forth in said Highway Carriers' Tariff No. 3 (contained in Appendix "B" hereof) should be established for and made applicable by all highway carriers.

F I N D I N G S

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

1. That the rates, charges, accessorial charges, rules and regulations set forth in Highway Carriers' Tariff No. 3, contained in Appendix "E" of the order herein, are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges, and accessorial charges to be assessed, charged and collected and the just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges, by all radial highway common and highway contract carriers who first obtained permits between the dates of July 5, 1942, and September 15, 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. 150 and 160 series of said tariff, all said radial highway common carriers and highway contract carriers should be authorized to assess, charge and collect rates, charges and accessorial charges of common carriers, lawfully on file with this Commission and in effect on the date of movement, to construct combinations therewith and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges, or combinations therewith, applied subject to the governing ratings, rules and regulations, produce lower aggregate charges than would accrue for the same transportation under the rates, rules and regulations and accessorial charges found just, reasonable and nondiscriminatory in Finding No. 1.

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

4. That 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 kind and number of head of livestock shipped, a statement of the weight of the shipment, a statement of the rate assessed and the charges collected, and a statement of such other information as may be necessary to an accurate determination of minimum rates and charges applicable under the order herein; and should be required to retain and preserve a copy of said shipping document, subject to the Commission's inspection for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document contained 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 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 contained in Appendix "B" of the order herein.

O R D E R

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

IT IS HEREBY ORDERED;

1. That the rates, charges, accessorial charges, rules and regulations set forth in Highway Carriers' Tariff No. 3, contained in Appendix "B" 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 July 5, 1942 and September 15, 1942, inclusive, and by all radial highway common carriers and highway contract carriers named in Appendix "A" hereof, for the transportation of the property and between the points for which rates and charges are provided in said tariff and for the accessorial services rendered incident thereto, except as provided in ordering paragraph No. 2 hereof.

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

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

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

5. That 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 contained in Appendix "B" 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 kind and number of head of livestock shipped, a statement of the weight of the shipment, a statement of the rate assessed and the charges collected and a statement of such other information as may be necessary to an accurate determination of the minimum rate and charge applicable under the order herein; and shall retain and preserve a copy of said shipping document, subject to the Commission's inspection for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document contained 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. 3, being Appendix "C" to Decision No. 31924 and contained in Appendix "B" 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 6th day of October, 1942.

Justus F. Peacemaker
William H. ...
Thomas H. ...
Richard ...
Commissioners

APPENDIX "A"

Jas. J. Barnhart, as copartner of Jas. J. Barnhart & Chas. A.
Rabing

Santiago Castillo

James Crossley

Arthur B. Ewing

Sebastian Garcia

M. Guereca

W. B. Henson

Diria Jiminez

Gene Lambert

M. J. Lipary

James R. Liscom

Joe L. Machen

M. Norton

Wm. Acle Parke

L. B. Parks

Ralph Partida

B. K. Ray

Lawrence Giovannetti, as copartner of Ray's Drayage

Lee Roberson

Leo Shockey

Clarence L. Snow

Kermit Tierney, as copartner of, Kermit & Syril Tierney

Jerry Tonkinson

APPENDIX "B"

Consisting of

(1) Highway Carriers' Tariff No. 3

Naming

Minimum Rates, Rules and Regulations

For The Transportation of Livestock
Between Points in California

by

Racial Highway Common Carriers

and

Highway Contract Carriers

and

(2) Suitable and Proper Form of Shipping Document
for the above described Transportation

Highway Carriers' Tariff No. 3

NAMING
MINIMUM RATES, RULES AND REGULATIONS
FOR THE
TRANSPORTATION OF LIVESTOCK OVER THE
PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA
BY
RADIAL HIGHWAY COMMON CARRIERS
AND
HIGHWAY CONTRACT CARRIERS

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

Correction No. 1

EFFECTIVE NOVEMBER 7, 1939

8390

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

CORRECTION NUMBER CHECKING SHEET

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

CORRECTION NUMBERS

1	41	81	121	161	201	241
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EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

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* Change, Decision No. 35201	
EFFECTIVE APRIL 20, 1942	
Correction No. 12	Issued by the Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1—RULES AND REGULATIONS
*10-A Cancels 10	DEFINITION OF TECHNICAL TERMS
	(a) CALVES means bovine animals weighing 450 pounds or less.
	*(b) CATTLE means bovine animals weighing more than 450 pounds. (See also paragraph (e-a) hereof.)
	(c) CARRIER means a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).
	(d) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.
	(e) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.
	*(e-a) DAIRY CATTLE means cattle which are or have been used or useful in connection with the production of milk by dairies.
	(f) POINT OF DESTINATION means the precise location at which livestock is tendered for physical delivery into the custody of the consignee or his agent.
	(g) POINT OF ORIGIN means the precise location at which livestock is physically delivered by the consignor or his agent into the custody of the carrier for transportation.
	(h) RAILHEAD means a point at which facilities are maintained for the loading of livestock into or upon, or the unloading of livestock from rail cars or vessels.
	(i) RATE includes charge and also the minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.
	(j) SAME TRANSPORTATION means transportation of the same kind and quantity of livestock and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.
	(k) SHIPMENT means a quantity of livestock tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also paragraphs (l) and (m)).
	(l) SPLIT PICKUP SHIPMENT means a shipment consisting of several component lots, received during one day and transported under one shipping document from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin, the composite shipment being consigned and delivered to one consignee at one point of destination and charges thereon being paid by the consignee when there is more than one consignor.
(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component lots delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, said shipment being shipped by one consignor at one point of origin, and charges thereon being paid by the consignor when there is more than one consignee.	
(n) TEAM TRACK means a point at which livestock may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of livestock from and to common carriers by vessel.	
* Change, Decision No. 33266	
EFFECTIVE JULY 15, 1940	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)																				
20 11-7-30	<p style="text-align: center;">APPLICATION OF TARIFF—CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) and apply for transportation of livestock by radial highway common carriers and highway contract carriers, as defined in said Act.</p> <p>When livestock in continuous through movement is transported by two or more carriers, the rates provided herein shall be the minimum rates for the combined transportation.</p>																				
*30-A Cancels 30	<p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL</p> <p>Rates in this tariff apply for transportation of shipments of livestock between all points within the State of California, except:</p> <p>(a) Shipments having both point of origin and point of destination within the same incorporated city.</p> <p>‡ (b) Shipments having both point of origin and point of destination within the Los Angeles Drayage Area, as described in Items Nos. 30 to 33 series, inclusive, of City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended, in Case No. 4121).</p>																				
*40-A Cancels 40	<p style="text-align: center;">APPLICATION OF TARIFF—COMMODITIES</p> <p>Rates in this tariff apply for the transportation of livestock, viz:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Bucks</td> <td style="width: 25%;">⊙ Dairy Cattle</td> <td style="width: 25%;">Kids</td> <td style="width: 25%;">Sheep Camp Outfits</td> </tr> <tr> <td>Bulls</td> <td>Ewes</td> <td>Lambs</td> <td>Sows</td> </tr> <tr> <td>Calves</td> <td>Goats</td> <td>Oxen</td> <td>Steers</td> </tr> <tr> <td>Cattle</td> <td>Hogs</td> <td>Pigs</td> <td>Stags</td> </tr> <tr> <td>Cows</td> <td>⊙ Horses</td> <td>Sheep</td> <td>Swine</td> </tr> </table> <p>NOTE 1.—Cattle rates apply on: Bulls, Cattle, Cows, Dairy Cattle, Oxen, Steers.</p> <p>NOTE 2.—Sheep Rates apply on: Bucks, Calves, Ewes, Goats, Kids, Lambs, Sheep, Sheep Camp Outfits (Subject to Item No. 110 series).</p> <p>NOTE 3.—Hog Rates apply on: Hogs, Pigs, Sows, Stags, Swine.</p> <p>‡ ⊙ For specific rates on Dairy Cattle, see Section 3 of this tariff.</p> <p>⊙ For application of rates on Horses, see Item No. 70 series.</p>	Bucks	⊙ Dairy Cattle	Kids	Sheep Camp Outfits	Bulls	Ewes	Lambs	Sows	Calves	Goats	Oxen	Steers	Cattle	Hogs	Pigs	Stags	Cows	⊙ Horses	Sheep	Swine
Bucks	⊙ Dairy Cattle	Kids	Sheep Camp Outfits																		
Bulls	Ewes	Lambs	Sows																		
Calves	Goats	Oxen	Steers																		
Cattle	Hogs	Pigs	Stags																		
Cows	⊙ Horses	Sheep	Swine																		
▲50-A Cancels 50	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier, except that component parts of split pickup or split delivery shipments, as defined in Item No. 10 series may be combined under the provisions of Items Nos. 130 and 140 series.</p>																				
60 11-7-30	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment (See Item No. 70 series) the deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated livestock in the shipment.</p>																				
<p>* Change, Decision No. 33266 ‡ Reduction. ▲ Change, neither increase nor reduction.</p>																					
<p>EFFECTIVE JULY 15, 1940</p>																					
<p>Correction No. 4</p>	<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>																				

Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)
*70-A Cancels 70	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>Rates on mixed shipments of livestock shall be assessed in accordance with the following:</p> <p>(a) Mixed shipments of cattle with calves, sheep, goats or hogs shall be subject to the rate and minimum weight applicable to cattle in straight shipments.</p> <p>(b) Mixed shipments of sheep or goats (or sheep and goats) with hogs shall be charged for at the rate and minimum weight applicable to hogs in straight shipments.</p> <p>(c) Mixed shipments of calves and hogs shall be charged for at the rate and minimum weight applicable to hogs in straight shipments.</p> <p>(d) Horses or other animals for which rates are not provided in this tariff, when shipped in mixed shipments with cattle, calves, sheep, goats or hogs, shall be charged for according to the type of stock with which they are included (cattle, calves, sheep, goats or hogs, as the case may be).</p> <p>▲(e) Mixed shipments of dairy cattle with other classes of livestock transported within or between zones described in Items Nos. 210 and 220 series, shall be subject to the rate and minimum weight provided in this tariff for cattle in straight shipments.</p>
▲80-A Cancels 80	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route computed in accordance with the method provided in Distance Table No. 3 (Appendix "A" of Decision No. 31605, as amended, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246).</p>
90 11-7-39	<p style="text-align: center;">LOADING AND UNLOADING</p> <p>Rates include service of driver only for loading into and unloading from carrier's equipment. See Item No. 100 series for charges for additional help.</p>
100 11-7-39	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of \$1.00 per man per hour, minimum charge 50 cents, shall be made for helpers for loading or unloading, or any accessorial or incidental service which is not authorized to be performed under the rates named in this tariff or for which a charge is not otherwise provided.</p> <p>The following additional charges shall be made for the performance of bedding service and/or the furnishing of bedding material incidental to the transportation of shipments of livestock on which rates, carrying a minimum weight of 12,000 pounds or greater, are assessed:</p> <p style="padding-left: 40px;">75 cents per truck unit, single deck; 100 cents per truck unit double deck 100 cents per single deck truck and trailer unit 100 cents per single deck tractor and semi-trailer unit 150 cents per double deck truck and trailer unit 150 cents per double deck tractor and semi-trailer unit.</p>
▲110-A Cancels 110	<p style="text-align: center;">SHEEP CAMP OUTFITS</p> <p>Rates provided in this tariff for the transportation of sheep will also apply to sheep camp outfits, as described in Note 1, when said outfits accompany shipments of sheep. (See Exception.)</p> <p>Note 1.—Sheep camp outfits include wagons, dogs, horses, mules, burros, camp equipment comprising tents, stoves, cooking utensils, cots, bedding, harness and other appurtenances in use at camp, but do not include hay, grain, feed, merchandise, groceries or clothing.</p> <p>Exception.—The provisions of this item will not apply in connection with shipments transported at "any quantity" rates.</p>
<p>* Change, Decision No. 33266 ▲ Change, neither increase nor reduction.</p>	
<p>EFFECTIVE JULY 15, 1940</p>	
<p>Correction No. 5</p>	<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>

Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)
*115 Added	<p style="text-align: center;">(1) COLLECTION OF CHARGES</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(i) 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.</p>
	<p>^w Will not apply to the transportation of property for the United States, state, county or municipal governments.</p> <p>* Change, Decision No. 35201</p>
EFFECTIVE APRIL 20, 1942	
Correction No. 13	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item
No.

SECTION NO. 1—RULES AND REGULATIONS (Continued)

METHOD OF DETERMINING LIVESTOCK WEIGHTS

General Application:

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

Rule No. 1—Hoof Weights at Origin:

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

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

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

120

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

Rule No. 3—Vehicle Scale Weights:

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

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

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

(Continued)

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

Item
No.

SECTION NO. 1—RULES AND REGULATIONS (Continued)

METHOD OF DETERMINING LIVE STOCK WEIGHTS (Concluded)

Rule No. 4—Basis Applicable in Absence of Hoof or Scale Weights (Concluded):

FORM OF CERTIFICATE

I, (shipper or consignee) of Livestock described below,

Carrier	Date	Number of Animals	Kind of Animals	Origin	Destination
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----

hereby certify that actual weights have not been obtained to my knowledge within 5 days and that I have not sold, bought, or arranged to sell or buy this livestock on a weight basis, and that the shipment, in my best judgment, does not exceed (insert estimated weight) pounds in weight.

120
(Con-
cluded)

Date.....
Signature of Shipper or Consignee.

State of California
County of.....
Address of Shipper or Consignee.

Rule No. 5—Basis Applicable Upon Failure, Inability or Refusal of Shipper and Consignee to Furnish Estimated Weights:

If shipper and consignee are unable, fail or refuse to furnish actual weight when known or certificate of estimated weight when actual weight is not known, and other means of ascertaining actual weight are not available, the following estimated weights shall be used:

Type of Animal	Pounds Per Head
Cattle, Bulls, Steers, Oxen, Cows.....	900
Calves.....	300
Hogs, Pigs.....	200
Sows, Swine.....	350
Stag.....	450
Sheep, other than Ewes or Bucks.....	85
Ewes or Bucks.....	120
Kids, Lambs.....	85
Goats.....	120

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

Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)										
130	<p style="text-align: center;">SPLIT PICKUP</p> <p>The charge for a split pickup shipment, as defined in Item No. 10 series, shall be the charge applicable for transportation of a single shipment of the same kind and quantity of livestock for the distance from that point of origin of a component lot which produces the shortest constructive mileage to point of destination, using the shortest constructive highway route via the points of origin of the several other component lots, plus an added charge as provided in Paragraph (1):</p> <p>(1) Table of added charges:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">Number of Pickups</th> <th style="text-align: right;">Added Charge</th> </tr> </thead> <tbody> <tr> <td>2</td> <td style="text-align: right;">150 cents</td> </tr> <tr> <td>3 to and including 5.....</td> <td style="text-align: right;">200 cents</td> </tr> <tr> <td>6 to and including 10.....</td> <td style="text-align: right;">250 cents</td> </tr> <tr> <td>11 or more.....</td> <td style="text-align: right;">25 cents per pickup</td> </tr> </tbody> </table> <p>(2) At the time of or prior to the first pickup, the carrier shall be furnished with manifest or written shipping instructions showing the name of each consignor, the points of origin, and the kind and quantity of livestock in each component lot;</p> <p>(3) No split pickup shipment shall be accorded split delivery;</p> <p>(4) In the event a lower aggregate charge results from treating one or more component lots as a separate shipment, such lower basis may be applied.</p>	Number of Pickups	Added Charge	2	150 cents	3 to and including 5.....	200 cents	6 to and including 10.....	250 cents	11 or more.....	25 cents per pickup
Number of Pickups	Added Charge										
2	150 cents										
3 to and including 5.....	200 cents										
6 to and including 10.....	250 cents										
11 or more.....	25 cents per pickup										
140	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for a split delivery shipment, as defined in Item No. 10 series, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of livestock for a distance equal to one-half the shortest constructive highway route from point of origin and return thereto, via the several points of destination, plus an added charge as provided in Paragraph (1):</p> <p>(1) Table of added charges:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">Number of Deliveries</th> <th style="text-align: right;">Added Charge</th> </tr> </thead> <tbody> <tr> <td>2</td> <td style="text-align: right;">150 cents</td> </tr> <tr> <td>3 to and including 5.....</td> <td style="text-align: right;">200 cents</td> </tr> <tr> <td>6 to and including 10.....</td> <td style="text-align: right;">250 cents</td> </tr> <tr> <td>11 or more.....</td> <td style="text-align: right;">25 cents per delivery</td> </tr> </tbody> </table> <p>(2) At time of tender of shipment, carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the points of destination, and the kind and quantity of livestock in each component lot;</p> <p>(3) No split delivery shipment shall be accorded split pickup;</p> <p>(4) In the event a lower aggregate charge results from treating one or more component lots as a separate shipment, such lower basis may be applied.</p>	Number of Deliveries	Added Charge	2	150 cents	3 to and including 5.....	200 cents	6 to and including 10.....	250 cents	11 or more.....	25 cents per delivery
Number of Deliveries	Added Charge										
2	150 cents										
3 to and including 5.....	200 cents										
6 to and including 10.....	250 cents										
11 or more.....	25 cents per delivery										
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE											
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>											

Item No.	SECTION NO. 1—RULES AND REGULATIONS (Concluded)
♦145 Added	<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>When a shipment is unloaded in transit for the purpose of weighing, sorting, feeding or for any other reason, the following additional charges shall be assessed: \$5.00 per stop for equipment with one loaded deck, \$7.50 per stop for equipment with more than one loaded deck, and \$3.00 per hour in addition to the stop charge when the stop is of more than two hours' duration.</p>
150 11-7-30	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Note.)</p> <p style="text-align: center;">NOTE.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
160 11-7-30	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any team track to point of destination the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies. (See Notes 1 and 2.)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any team track the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate applying between any railheads the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p style="text-align: center;">NOTE 1.—If the route from point of origin to the team track or from the team track to point of destination is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or from team track to point of destination, as the case may be.</p> <p style="text-align: center;">NOTE 2.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in supplying the basis provided in this item.</p>
	♦ Increase, Decision No. 35201
	EFFECTIVE APRIL 20, 1942
Correction No. 14	Issued by The Railroad Commission of the State of California, San Francisco, California.

SECTION No. 2

LIVESTOCK RATES

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

* Change, Decision No. 33268

EFFECTIVE JULY 15, 1940

Correction No. 10

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

HIGHWAY CARRIERS' TARIFF NO. 3

Item No.	SECTION NO. 2					RATES (In Cents per 100 Pounds)				
	For Application of Rates, See Notes 1, 2 and 3 of Item No. 40 series.									
MILES		CATTLE			SHEEP			HOGS		
Over	But not Over	Any Quantity	Minimum Weight 14,000 Pounds	Minimum Weight 24,000 Pounds	Any Quantity	Minimum Weight 12,000 Pounds	Minimum Weight 20,000 Pounds	Any Quantity	Minimum Weight 16,500 Pounds	Minimum Weight 24,000 Pounds
0	3	12	4½	4	12	7	5½	12	4½	4
3	5	12½	5	4½	12½	8	7	12½	5½	4½
5	10	13	6	5	13	9	7½	13	6	5
10	15	13½	7½	5½	13½	10	8	13½	7	5½
15	20	14	8	6	14	11½	8½	14	7½	6
20	25	14½	8½	7	14½	12½	9	14½	8	7
25	30	15	9	7½	15	13½	9½	15	8½	7½
30	35	15½	9½	8	15½	14½	10	15½	9	8
35	40	16	10	8½	16	16	11½	16	9½	8½
40	45	16½	10½	9	16½	17	12½	16½	10	9
45	50	17	11½	9½	17	18	13½	17	11½	9½
50	60	18	13	10	18	20½	14½	18	13	10
60	70	19	14½	10½	19	21½	16	19	14	10½
70	80	21	16½	12	21	23	17	21	16	11½
80	90	23	18	13	23	25	18	23	17½	12½
90	100	25	19½	14	25	26½	19	25	18½	13
100	110	27	21½	15	27	28	20½	27	20½	14
110	120	29	23½	16½	29	30	21½	29	22½	15
120	130	31	24	17½	31	31½	22½	31	23	16
130	140	33	26	18½	33	33	23½	33	25	17
140	150	35	27½	19½	35	35	24½	35	26½	18
150	160	37	29½	21	37	36½	26	37	27½	19
160	170	39	30½	22	39	38½	27	39	29½	19½
170	180	41	32	23	41	40	28	41	30½	21
180	190	43	34	24	43	41½	29½	43	32	22
190	200	45	35½	25½	45	43½	31	45	34	23
200	220	49	39	27½	49	46½	34	49	36½	25
220	240	53	41½	30	53	50	36½	53	39½	27
240	260	57	45	32	57	53½	39½	57	42	29½
260	280	61	48½	34½	61	57	42	61	45	31½
280	300	65	52	36½	65	60	45	65	48	34
300	325	69	55	39	69	64	48	69	50½	36
325	350	73	58½	41	73	68	50½	73	54	38½
350	375	77	62	43½	77	72	53½	77	57½	40½
375	400	81	65½	45½	81	76	56½	81	61	43
400	425	85	68½	48	85	80	59	85	64	45
425	450	89	72	50	89	84	62	89	67½	47½
450	475	93	75½	52½	93	88	64½	93	71	49½
475	500	97	79	54½	97	91½	67½	97	74½	52
500	525	101	82	57	101	95½	70½	101	77½	54
525	550	105	85½	59	105	99	73	105	81	56½
550	575	109	89	61½	109	102½	76	109	84½	58½
575	600	113	92½	63½	113	106	79	113	88	61
600	625	117	95½	66	117	109	81½	117	91	63
625	650	121	99	68	121	112½	84½	121	94½	65½
650	675	125	102½	70½	125	116	87	125	98	67½
675	700	129	106	72½	129	119½	90	129	101½	70
For distances over 700 miles add for each 25 miles or fraction thereof....		3½	3½	2½	3½	3½	3	3½	3½	2½

170-B
 Cancels
 170-A

◆ Increase, Decision No. 35201

EFFECTIVE APRIL 20, 1942

Correction No. 15

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

SECTION NO. 3

DAIRY CATTLE RATES

If the charge accruing under Section No. 2 of this tariff is lower than the charge accruing under this section on the same shipment between the same points, the charge accruing under Section No. 2 will apply.

* Change, Decision No. 33266

EFFECTIVE JULY 15, 1940

Correction No. 11

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

Item No.	SECTION NO. 3		RATES (In cents per head)							
*200	DAIRY CATTLE , as described in Item No. 10 series.									
	BETWEEN	ZONES (See Items Nos. 210 and 220 series for territorial zone descriptions.)								
	AND									
	ZONES	A	B	C	D	E	F	G	H	I
	A	75								
B	100	75								
C	200	150	75							
D	200	200	200	75						
E	150	150	150	100	75					
F	100	100	200	150	100	75				
G	150	200	300	200	200	150	75			
H	100	150	250	200	200	100	100	75		
I	100	150	250	250	200	150	150	100	75	
Rates are subject to a minimum charge of \$1.00 per shipment. Not subject to the provisions of Item No. 120 series.										
& Reduction, Decision No. 33288										
EFFECTIVE JULY 15, 1940										
Correction No. 7			Issued by The Railroad Commission of the State of California, San Francisco, California.							

Item No.	SECTION NO. 3	RATES (Continued)
*210	TERRITORIAL ZONE DESCRIPTIONS (Items Nos. 210 and 220 series)	
	The following territorial zone descriptions include both sides of streets, boulevards, roads, avenues or highways named, and apply in connection with rates making specific references hereto:	
	<p style="text-align: center;">ZONE A</p> <p>Beginning at the intersection of Slauson Avenue and La Brea Avenue; thence northerly along La Brea Avenue to Santa Monica Boulevard; easterly along Santa Monica Boulevard to Cahuenga Boulevard; northwesterly along Cahuenga Boulevard to Barham Boulevard; northerly along Barham Boulevard to Olive Avenue; northeasterly along Olive Avenue to Alameda Avenue; northeasterly along Alameda Avenue to San Fernando Road; southeasterly along San Fernando Road to Colorado Street; easterly along Colorado Street and Colorado Boulevard to North Figueroa Street; southerly along North Figueroa Street to Pasadena Avenue; easterly along Pasadena Avenue to Mission Street; easterly along Mission Street to Los Robles Avenue; southeasterly along Los Robles Avenue to Wilson Avenue; southerly along Wilson Avenue to Atlantic Boulevard; southerly along Atlantic Boulevard to Firestone Boulevard; westerly along Firestone Boulevard and Manchester Avenue to Avalon Boulevard; northerly along Avalon Boulevard to Slauson Avenue; westerly along Slauson Avenue to point of beginning.</p>	
	<p style="text-align: center;">ZONE B</p> <p>Beginning at the intersection of Atlantic Boulevard and Anaheim Telegraph Road; thence northerly along Atlantic Boulevard to Huntington Drive; northeasterly along Huntington Drive and Falling Leaf Avenue to Foothill Boulevard (U. S. Highway No. 66); easterly along Foothill Boulevard to Irwindale Avenue; southerly along Irwindale Avenue to Arroyo Avenue; easterly along Arroyo Avenue to Glendora Avenue; southwestly along Glendora Avenue to Pomona Boulevard; northwesterly and southwestly along Pomona Boulevard to Hacienda Boulevard; southwestly along Hacienda Boulevard to Whittier Boulevard; westerly along Whittier Boulevard to La Mirada Avenue; southerly along La Mirada Avenue to Imperial Highway; westerly along Imperial Highway to Valley View Avenue; northerly along Valley View Avenue to Anaheim Telegraph Road; northwesterly along Anaheim Telegraph Road to point of beginning.</p>	
<p style="text-align: center;">ZONE C</p> <p>Beginning at the intersection of Arroyo Avenue and Glendora Avenue in West Covina; thence easterly along Arroyo Avenue and U. S. Highways Nos. 70 and 99 to Archibald Avenue; southerly along Archibald Avenue to River Street; southeasterly along River Street to the Santa Ana River; southwestly along the Santa Ana River to Placentia Yorba Boulevard; northerly and northwesterly along Placentia Yorba Boulevard to Richfield Road; northerly along Richfield Road to Yorba Linda Boulevard; easterly along Yorba Linda Boulevard to Imperial Highway; northwesterly and westerly along Imperial Highway to La Mirada Avenue; northerly along La Mirada Avenue to Whittier Boulevard; easterly along Whittier Boulevard to Hacienda Boulevard; northerly along Hacienda Boulevard to Pomona Boulevard; northerly and easterly along Pomona Boulevard to Glendora Avenue; northeasterly along Glendora Avenue to point of beginning.</p>		
<p style="text-align: center;">ZONE D</p> <p>Beginning at the point Jefferson Street crosses the Santa Ana River; thence southerly along Jefferson Street to Santa Ana Canyon Road; southwestly along Santa Ana Canyon Road to Santiago Boulevard; southeasterly along Santiago Boulevard to Chapman Avenue; easterly along Chapman Avenue to Crawford Canyon Road; southeasterly along Crawford Canyon Road to Newport Avenue; southwestly along Newport Avenue to Irvine Boulevard; southeasterly along Irvine Boulevard to Central Avenue; southwestly along Central Avenue to Laguna Road; southerly along Laguna Road and its prolongation to the Pacific Ocean at Laguna Beach; northwesterly along the shore line of the Pacific Ocean to the Santa Ana River; northwesterly along the Santa Ana River to point of beginning.</p>		
* Change, Decision No. 33255		
EFFECTIVE JULY 15, 1940		
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 8</p>		

Item No.	SECTION NO. 3	RATES (Continued)
	<p style="text-align: center;">TERRITORIAL ZONE DESCRIPTIONS (Concluded) (Items Nos. 210 and 220 series)</p> <p style="text-align: center;">ZONE E</p> <p>Beginning at the intersection of U. S. Highway No. 101 Alternate and Bay Boulevard; thence northeasterly along Bay Boulevard to Los Alamitos Boulevard; northerly along Los Alamitos Boulevard to Cerritos Avenue; easterly along Cerritos Avenue to Hansen Street; northerly along Hansen Street and Luitwieler Road to Imperial Highway; easterly along Imperial Highway to Yorba Linda Boulevard; westerly along Yorba Linda Boulevard to Richfield Road; southerly along Richfield Road to Walnut Street; westerly along Walnut Street to Jefferson Street; southerly along Jefferson Street to the Santa Ana River; southwesterly along the Santa Ana River to U. S. Highway No. 101 Alternate; northwesterly along U. S. Highway No. 101 Alternate to point of beginning.</p> <p style="text-align: center;">ZONE F</p> <p>Beginning at the point the prolongation of Avalon Boulevard meets the Pacific Ocean; thence northerly along the prolongation of Avalon Boulevard and Avalon Boulevard to Firestone Boulevard; easterly along Firestone Boulevard to Atlantic Boulevard; northerly along Atlantic Boulevard to Anaheim Telegraph Road; southeasterly along Anaheim Telegraph Road to Valley View Avenue; southerly along Valley View Avenue to Artesia Avenue; easterly along Artesia Avenue to Hansen Street; southerly along Hansen Street to Cerritos Avenue; westerly along Cerritos Avenue to Los Alamitos Boulevard; southerly along Los Alamitos Boulevard to Bay Boulevard; southwestly along Bay Boulevard and its prolongation to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.</p> <p style="text-align: center;">ZONE G</p> <p>Beginning at the point the prolongation of Torrance Boulevard meets the Pacific Ocean; thence easterly along Torrance Boulevard to Madrona Avenue; southerly along Madrona Avenue to Carson Street; easterly along Carson Street to Avalon Boulevard; southerly along Avalon Boulevard and its prolongation to the Pacific Ocean; southerly, westerly and northerly along the shore line of the Pacific Ocean to point of beginning.</p> <p style="text-align: center;">ZONE H</p> <p>Beginning at the point the prolongation of Culver Boulevard meets the Pacific Ocean; thence northeasterly along Culver Boulevard to Jefferson Boulevard; northeasterly along Jefferson Boulevard to Slauson Avenue; easterly along Slauson Avenue to Avalon Boulevard; southerly along Avalon Boulevard to Carson Street; westerly along Carson Street to Madrona Avenue; northerly along Madrona Avenue to Torrance Boulevard; westerly along Torrance Boulevard and its prolongation to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.</p> <p style="text-align: center;">ZONE I</p> <p>Beginning at the point the prolongation of Sunset Boulevard meets the Pacific Ocean; thence northeasterly along Sunset Boulevard to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Ventura Boulevard; southeasterly along Ventura Boulevard and Cahuenga Boulevard to Santa Monica Boulevard; westerly along Santa Monica Boulevard to La Brea Avenue; southerly along La Brea Avenue to Slauson Avenue; westerly along Slauson Avenue to Jefferson Boulevard; southwestly along Jefferson Boulevard to Culver Boulevard; southwestly along Culver Boulevard and its prolongation to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.</p>	
*220		
	* Change, Decision No. 33266	
	EFFECTIVE JULY 15, 1940	
Correction No. 9	Issued by The Railroad Commission of the State of California, San Francisco, California.	

LIVESTOCK SHIPPING ORDER AND FREIGHT BILL

Bill No. _____

Permit No. _____

Name of Carrier _____
 (Name of Carrier must be the same as shown on Permit)

Name of Shipper _____ Name of Consignee _____

Address of Shipper _____ Address of Consignee _____

Precise Point of Origin _____ Precise Point of Destination _____

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

Accessorial Charges _____

Other Charges _____

Prepaid _____

TOTAL TO COLLECT _____

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

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