

ORIGINAL

Decision No. 35833

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of )  
maximum and minimum, or maximum or mini- )  
mum 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 trans- )  
portation, 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 by Decision No. 33977, 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, inclusive, and radial

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<sup>1</sup> Decision No. 33977 of March 11, 1941, in the above entitled proceeding established minimum rates and rules and regulations for the transportation of fresh fruits, fresh vegetables and empty containers between points in southern California, and between points in southern California on the one hand, and San Francisco Bay points on the other hand, by highway carriers. These rates and rules and regulations were promulgated in the form of a loose-leaf tariff entitled Highway Carriers' Tariff No. 8, which was attached to said Decision No. 33977 as Appendix "C" thereof. Decision No. 33977 has subsequently been modified, supplemented, and amended and new and revised pages incorporating such changes in the tariff have been issued.

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 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 Decision No. 33977, as amended, and as set forth in Highway Carriers' Tariff No. 8, 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. 8 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. 33977, as supplemented, amended, and modified, and as set forth in said Highway Carriers' Tariff No. 8 (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 except as provided in Finding No. 2, the rates, charges, accessorial charges, ratings, rules and regulations set forth in Highway Carriers' Tariff No. 3, contained in Appendix "B" 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 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. 210 to 250 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, char-

ges 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 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.

5. 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 contained in Appendix "E" of the order herein.

6. That each and all of said radial highway common carriers and highway contract carriers should be 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 quantity of property shipped and of the type of container used, 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 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.

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. 8, 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 provided in Items Nos. 210 to 250 series, inclusive, of said tariff.

3. That on and after the effective date of this order all of said 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 commodity shipped and of the type of container used, 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. 8, being Appendix "C" of Decision No. 55977 and contained in Appendix "B" of 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 6<sup>th</sup> day of October, 1942.

Justice D. Wagner  
W. D. Kell  
Francis R. Havens  
Richard L. Kach  
Commissioners

APPENDIX "A"

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

Santiago Castillo

James Crossley

Arthur E. 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 & Cyril Tierney

Jerry Tonkinson



APPENDIX "B"

Consisting of

(1) Highway Carriers' Tariff No. 8

Naming

Minimum Rates, Rules and Regulations

For The

Transportation of Fresh Fruits, Fresh  
Vegetables and Empty Containers Over  
the Public Highways Between Points in  
the State of California

by

Radial 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. 8

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR

TRANSPORTATION OF FRESH FRUITS, FRESH VEGETABLES  
AND EMPTY CONTAINERS OVER THE PUBLIC HIGHWAYS  
BETWEEN POINTS IN THE STATE OF CALIFORNIA  
AS DESCRIBED HEREIN

BY

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

EFFECTIVE MAY 1, 1941

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

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EFFECTIVE JULY 1, 1941

Issued by The Railroad Commission of the State of California,  
 San Francisco, California.  
 Correction No. 1

ARRANGMENT OF TARIFF

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

SECTION NO. 1 contains rules and regulations.

SECTION NO. 2 contains commodity rates.

SECTION NO. 3 contains estimated weights, descriptions and specifications of containers.

SECTION NO. 4 contains routings applicable in connection with rates in Section No. 2

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
*10-B Cancels 10-A	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11 series)</p> <p>(a) CARRIER 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) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, on file with the Commission and in effect at time of shipment.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 120 series.</p> <p>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. (See also Item No. 120, paragraph 2.)</p> <p>↓ (g) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation; except that all locations on or along a single packing or shipping shed, and all locations within a radius of 100 yards from a single point, within a single field will be considered as one point of origin.</p> <p>(h) RAILHEAD 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) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(j) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p>
(Continued in Item No. 11 series)	
<p>*Change, Decision No. 34486. ↓Reduction</p>	
EFFECTIVE SEPTEMBER 1, 1941	
Issued by The Railroad Commission of the State of California, Correction No. 17 San Francisco, California.	

<p>Item No.</p>	<p>SECTION NO.1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</p>
<p>11-A Cancels 11</p>	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11 series)</p> <p>(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) of this item.)</p> <p>*(l) SPLIT PICKUP SHIPMENT means a shipment consisting of several component parts, tendered at one time, received during one day and transported under one shipping document from (a) one consignor at more than one point of origin located within the territories described or referred to in Item No. 30 series, or (b) more than one consignor at one or more points of origin located within the territories described or referred to in Item No. 30 series, 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.</p> <p>*(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination located within the territories described or referred to in Item No. 30 series, or (b) more than one consignee at one or more points of destination located within the territories described or referred to in Item No. 30 series, 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.</p> <p>(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.</p> <p>(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> <p>(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.</p>
	<p>* Change, Decision No. 34263</p>
<p>EFFECTIVE JULY 1, 1941</p>	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California</p>	
<p>Correction No. 3</p>	

Item No.	SECTION NO.1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>20 5-1-41</p>	<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 the 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>
<p>30-B Cancels 30-A</p>	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Items Nos. 30 and 31 series)</p> <p>Subject to Exceptions 1 and 2, rates in this tariff shall apply as follows:</p> <ol style="list-style-type: none"> <li>1. *Between points of origin and points of destination located in Imperial, San Diego, Riverside, San Bernardino, Orange, Los Angeles, Ventura, Santa Barbara and San Luis Obispo Counties;</li> <li>2. From points of origin in the above described territory on the one hand to points of destination located in San Francisco territory as described in Item No. 280 series, on the other hand, except that rates on empty containers as described in Item No. 40 series also apply from points of origin in San Francisco territory as described in Item 280 series to points of destination described in paragraph 1 hereof.</li> </ol> <p>EXCEPTION 1. - Rates in this tariff do not apply to shipments having point of origin and point of destination within the San Diego Drayage Area as described in Items Nos. 30 and 31 series of City Carriers' Tariff No. 7 - Highway Carriers' Tariff No. 9 (Appendix "A" of Decision No. 35055, in Cases Nos. 4246 and 4434).</p> <p>EXCEPTION 2. - Rates in this tariff do not apply to shipments having point of origin and point of destination within the Los Angeles Drayage Area, as described in Item No. 31 hereof.</p>
<p>* Change, Decision No. 35370</p>	
<p style="text-align: right;">EFFECTIVE JULY 1, 1942</p>	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 24</p>	



Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
31	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Concluded) (Items Nos. 30 and 31 series)</p> <p style="text-align: center;">LOS ANGELES DRAYAGE AREA</p> <p>The Los Angeles Drayage Area is encompassed by the following boundary:</p> <p>Beginning at the intersection of Hubbard Avenue and Indiana Street; thence northerly on Indiana Street and its prolongation to City Terrace Drive; northerly on City Terrace Drive to Ramona Boulevard; northeasterly on Ramona Boulevard to Eastern Avenue; northerly on Eastern Avenue and Marianna Avenue to the corporate boundary line of the City of Los Angeles; easterly, northerly and westerly along the corporate boundary line of the City of Los Angeles to the boundary of Forest Lawn Memorial Park; southeasterly, southwesterly and northwesterly along the boundary of Forest Lawn Memorial Park to Rosslyn Street; southwestly on Rosslyn Street to San Fernando Road; southeasterly on San Fernando Road to Tyburn Street; southwestly on Tyburn Street to its intersection with the boundary of the City of Los Angeles; northwesterly and westerly along the boundary of the City of Los Angeles to Barham Boulevard; southerly on Barham Boulevard to Cahuenga Boulevard; southeasterly on Cahuenga Boulevard to Mulholland Highway; westerly along Mulholland Highway to Coldwater Canyon Road; southerly on Coldwater Canyon Road to the corporate boundary line of the City of Beverly Hills; southeasterly along the corporate boundary line of the City of Beverly Hills to the intersection of La Cienega Boulevard and Olympic Boulevard; easterly on Olympic Boulevard to Victoria Avenue; southerly on Victoria Avenue to Exposition Boulevard; easterly on Exposition Boulevard to Crenshaw Boulevard; southerly on Crenshaw Boulevard to Stocker Street; westerly on Stocker Street to Victoria Avenue; southerly on Victoria Avenue to Slauson Avenue; westerly on Slauson Avenue to Brynhurst Avenue; southerly on Brynhurst Avenue to 59th Street; easterly on 59th Street to Van Ness Avenue; southerly on Van Ness Avenue to 74th Street; easterly on 74th Street to Normandie Avenue; southerly on Normandie Avenue to 88th Street; easterly on 88th Street to Vermont Avenue; southerly on Vermont Avenue to 120th Street; easterly on 120th Street and its prolongation to Alameda Street; northerly on Alameda Street to Century Boulevard; easterly on Century Boulevard to Santa Fe Avenue; northerly on Santa Fe Avenue to Tweedy Boulevard; easterly on Tweedy Boulevard to Stanford Avenue; northerly on Stanford Avenue to Southern Avenue; easterly on Southern Avenue to Atlantic Avenue; southerly on Atlantic Avenue to Stewart-and-Gray Road; easterly on Stewart-and-Gray Road to the west bank of the Los Angeles River; northerly along the west bank of the Los Angeles River to Gage Avenue; easterly on Gage Avenue to Garfield Avenue; northeasterly on Garfield Avenue to Anaheim-Telegraph Road; southeasterly on Anaheim-Telegraph Road to Church Street; northeasterly on Church Street and its prolongation across the Atchison, Topeka and Santa Fe right of way to Vail Avenue; northeasterly on Vail Avenue to Ferguson Drive; westerly on Ferguson Drive to Gerhart Street; northerly on Gerhart Street to Hubbard Avenue; westerly on Hubbard Avenue and its prolongation to Eastern Avenue; southerly on Eastern Avenue to Whittier Boulevard; westerly on Whittier Boulevard to Downey Road; northerly on Downey Road to Hubbard Avenue; westerly on Hubbard Avenue to point of beginning.</p>
	EFFECTIVE AS SHOWN ON 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(Continued)
*40-B Cancels 40-A	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply to transportation of the following commodities (See Exception):</p> <p>Fruits, fresh or green; Vegetables, fresh or green, including Mushrooms, fresh; Containers, empty, second-hand, returning from an outbound paying load or forwarded for a return paying load, subject to Note 1.</p> <p>NOTE 1.-Highway carriers must determine before accepting shipment that said containers were moved filled and are being returned by the same carrier or carriers to consignor of the filled containers; or that containers shipped for return paying load will, when filled, move by the same carrier or carriers to the consignor of the original empty containers.</p> <p>EXCEPTION.-Rates in this tariff do not apply to transportation of:</p> <p>◆ (a) Fresh or green fruits, fresh or green vegetables, or mushrooms, when the point of destination of the shipment is a cannery, packing plant, packing shed, precooling plant or processing plant ***; nor to the empty containers used or shipped out for use in connection with such transportation.</p> <p>⊕ (b) Citrus fruits when the point of destination of the shipment is within the Los Angeles Drayage Area, as described in Item No. 31 series; nor to the empty containers used or shipped out for use in connection with such transportation.</p>
50	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated nor 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. 170 and 180 series.)</p>
60	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers. (See Items Nos. 80 and 81 series.)</p>
<p>***The Citrus Auction Market eliminated. *Change, Decision No. 34486. ◆ Increase. ⬇ Reduction. ⊕ Effective August 18, 1941.</p>	
<p>EFFECTIVE SEPTEMBER 1, 1941 (Except as Noted)</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)
70	<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, 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>
80-A Cancels 80	<p style="text-align: center;">ESTIMATED OR CERTIFIED WEIGHTS (Items Nos. 80 and 81 series)</p> <p>Estimated weights provided in Section No. 3 of this tariff shall be used in lieu of actual gross weights for the purpose of computing transportation charges, subject to the following regulations.</p> <p>(1) Estimated weights provided in Section No. 3 apply to the commodities shown therein when shipped in the containers specified in connection therewith, and when packing specifications are observed.</p> <p>(2) When no estimated weight is provided in Section No. 3, actual gross weight shall apply for the purpose of computing transportation charges.</p> <p>*(3) Subject to verification by the carrier, a certificate of average gross weight may be furnished by the shipper and transportation charges may be computed upon a weight so certified when neither estimated weights are provided in Section No. 3 of this tariff, nor actual gross weights are determinable. Shipping documents shall show reference to the certificate on which shipping weights are based and carriers shall preserve each such certificate for a period of not less than three years from its issuance. A weight so certified shall apply only on the commodity in the container described and only for the shipper on whose account the certificate is filed. The certificate shall be issued in substantially the form prescribed in Item No. 81 series (see Notes 1, 2, and 3).</p> <p>NOTE 1.- The term "shipper" as used in this item means the consignor, consignee or owner, or the authorized agent of any of them.</p> <p>NOTE 2.- A certificate of average gross weight shall be based on the actual gross weight of at least ten (10) of the containers described in such certificate packed with the commodity described therein.</p> <p>*NOTE 3.- No certificate issued in compliance with the provisions of this item shall remain in effect longer than one (1) year from the date of its issuance.</p>
* Change, Decision No. 34263	
EFFECTIVE JULY 1, 1941.	
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)																			
	ESTIMATED WEIGHTS (Concluded) (Items Nos. 80 and 81 series)																			
	Certificates of average gross weights shall conform substantially with the form shown below:																			
	Certificate of Average Gross Weight				Number _____															
	<p>I, _____, the shipper of _____          (name) (commodity)          hereby certify that the actual average gross weight thereof in the          type of container described herein is the weight shown in this          certificate: (See Notes 1 and 2.)</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="text-align: center;">Date of Test Weighing</th> <th style="text-align: center;">Point of Origin</th> <th style="text-align: center;">Number of Containers Weighed**</th> <th style="text-align: center;">Description of Container Type      Size*</th> <th style="text-align: center;">Average Gross Weight</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> </tbody> </table>					Date of Test Weighing	Point of Origin	Number of Containers Weighed**	Description of Container Type      Size*	Average Gross Weight	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
Date of Test Weighing	Point of Origin	Number of Containers Weighed**	Description of Container Type      Size*	Average Gross Weight																
_____	_____	_____	_____	_____																
_____	_____	_____	_____	_____																
*81-A Can- cels 81	<p>*Show inside dimensions in inches, viz.: Length, depth and height.          **Not less than 10 containers must be weighed.</p> <p>Date Issued _____          State of California _____ (Signature of Shipper)          County of _____          Town or City _____ (Address of Shipper)</p> <p>Accepted:</p> <p>_____          (Signature of carrier or its agent) C.R.C. Permit No. _____</p> <p>NOTE 1.- The term "shipper" as used in this certificate means the con-          signor, consignee or owner, or the authorized agent of any of          them.</p> <p>NOTE 2.- This certificate shall not remain in effect longer than one          year from the date issued.</p>																			
	*Change, Decision No. 34263																			
	EFFECTIVE JULY 1, 1941																			
	Issued by The Railroad Commission of the State of California, San Francisco, California.																			
	Correction No. 6																			

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
90	<p style="text-align: center;"><b>PACKING REQUIREMENTS</b></p> <p>Articles may be accepted for transportation in any container or any shipping form, providing such container or shipping form will render the transportation of the freight reasonably safe and practicable.</p>
<p>100-A Cancels 100</p>	<p style="text-align: center;"><b>MIXED SHIPMENTS</b></p> <p>1. Commodities for which rates are provided in this tariff:</p> <p>(a) When two or more commodities for which different rates are provided are shipped as a mixed shipment, without weights being furnished or obtained for the portions shipped under the separate rates, charges for the entire shipment will be computed at the rate applicable to the highest rated commodity contained in such mixed shipment, subject to Item No. 70 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. 70 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. 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:</p> <p>(a) When one or more commodities for which rates are provided herein are included in a shipment of one or more commodities for which rates are provided in other effective tariffs of the Commission without separate weights being furnished or obtained for the portions shipped under the separate tariffs, charges for the entire shipment will be computed at the rate applicable to the highest rated commodity contained in such mixed shipment, subject to Item No. 70 series.</p> <p>(b) When one or more commodities for which rates are provided herein are included in a shipment of one or more commodities for which rates are provided in other effective tariffs of the Commission and separate weights thereof are furnished or obtained, the 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. 70 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. If the latter basis is used, the highest minimum charge applicable to any commodity in the shipment shall apply to the entire shipment.</p> <p>3. Commodities for which rates are provided herein, moving in mixed shipments containing commodities upon which no minimum rates or charges have been established by the Commission:</p> <p>When one or more commodities for which rates are provided in this tariff are included in a shipment of commodities for which no minimum rates have been established by the Commission, 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, subject to Item No. 70 series. (See Note.) 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><b>NOTE.</b> - The rate to be applied to the commodity for which no minimum rates have been established will be the rate applicable to the commodity with which it is mixed. In the event the commodity for which no minimum rates have been established is mixed with commodities taking different rates, the commodity for which no minimum rates have been established will be rated at the rates applicable to lowest rated commodity for which minimum rates have been established.</p> <p>Estimated or average gross weights may be used to compute the weights of fresh fruits and fresh vegetables, including mushrooms, subject to the provisions of Items Nos. 80 and 81 series.</p>
<p>♦ Reduction) ♦ Increase )</p>	<p>Decision No. 34263</p>
	<p style="text-align: right;">EFFECTIVE JULY 1, 1941</p>
<p>Correction No. 7</p>	<p style="text-align: center;">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)
*110-B Cancels 110-A	<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" to Decision No. 31605 of December 27, 1938, as amended, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246), subject to the following exceptions:</p> <p>▲ (a) Distances from or to points located within zones described in Items Nos. 270, 271 and 272 series or within territories described in Item No. 281 series shall be computed in accordance with the method hereinabove provided from or to the mileage basing points designated in connection with such descriptions (See Notes 1 and 2). The provisions of this paragraph will not apply in computing mileages between points located within a single zone or territory.</p> <p>(b) Distances from or to points located within the San Francisco pickup and delivery zone or 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).</p> <p>▲ NOTE 1.-When two or more component parts of a split pickup shipment originate at points within a zone described in Items Nos. 270, 271 and 272 series or within a territory described in Item No. 281 series add to the basing point mileage the distance by which the distance from point of origin of any component part within said zone or territory to destination via the other points of origin within said zone or territory exceeds the shortest constructive mileage from that same point of origin to destination.</p> <p>▲ NOTE 2.-When two or more component parts of a split delivery shipment are destined to points within a zone described in Items Nos. 270, 271 and 272 series or within a territory described in Item No. 281 series add to the basing point mileage the distance by which the distance from point of origin to destination of any component part within said zone or territory via the other points of destination within said zone or territory exceeds the shortest constructive mileage from point of origin to that same point of destination.</p>
	<p>*Change, Decision No. 34486. ▲Change, neither increase nor reduction.</p>
	<p>EFFECTIVE SEPTEMBER 1, 1941</p>
Correction No. 19	<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)
120-A Cancels 120	<p style="text-align: center;">APPLICATION OF RATES</p> <p>1. DEDUCTIONS</p> <p>(a) Rates provided in this tariff are for transportation of shipments, as defined in Item No. 11(k), (l) and (m) series from point of origin to point of destination, subject to Items Nos. 130, 140 and 150 series.</p> <p>(b) Except as provided in Notes 1, 2 and 3 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 specifically named herein. In no case shall the net transportation rate be less than 10 cents per 100 pounds, or less than the pickup and delivery rate, whichever is lower.</p> <p>NOTE 1.--No deduction shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, or from minimum charges provided by Item No. 160 series.</p> <p>NOTE 2.--No deduction 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.--Deductions made 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, subject to Note 2.</p> <p>2. DELIVERIES WITHIN A SINGLE MARKET AREA</p> <p>For the purpose of applying the rates in this tariff, multiple deliveries within a single market area as defined in Item No. 290 series shall be deemed to be made to one consignee at one point of destination provided charges are paid by a single consignor or a single consignee.</p>
130	<p style="text-align: center;">APPLICATION OF RATES ON SHIPMENTS SUBJECT TO MINIMUM WEIGHTS OF 10,000 POUNDS OR LESS</p> <p>Rates in this tariff subject to minimum weights of 10,000 pounds or less, include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1.-- 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>
<p>Reduction, Decision No. 34263</p>	
<p style="text-align: right;">EFFECTIVE JULY 1, 1941</p>	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	
<p>Correction No. 9</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
140	<p style="text-align: center;"><b>APPLICATION OF RATES ON SHIPMENTS SUBJECT TO MINIMUM WEIGHTS IN EXCESS OF 10,000 POUNDS</b></p> <p>Rates in this tariff subject to minimum weights in excess of 10,000 pounds 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.</p> <p>NOTE 1. - 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>												
150	<p style="text-align: center;"><b>ACCESSORIAL CHARGES</b></p> <p>An additional charge of \$1.00 per man per hour, minimum charge 50 cents, shall be made for helpers for loading or unloading, or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>												
160	<p style="text-align: center;"><b>MINIMUM CHARGE</b></p> <p>The minimum charge per shipment shall be as follows:</p> <p>(a) When the constructive distance from point of origin to point of destination does not exceed 150 miles:</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">Minimum Charge in Cents</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>(b) When the constructive distance exceeds 150 miles:</p> <p>The charge for 100 pounds at the commodity rate applicable thereto but not less than the charge accruing under paragraph (a) of this item.</p>	Weight of Shipment	Minimum Charge in Cents	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
Weight of Shipment	Minimum Charge in Cents												
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												
EFFECTIVE AS SHOWN ON TITLE PAGE													
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
170	SPLIT PICKUP		
	<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 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>		
	Weight of Component Part (In Pounds) Over                      But not over	Additional Charge For Each Component Part Picked Up (In Cents)	
	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
	<p>The provisions of this item shall not apply:</p>		
	<p>(1) if split delivery service is to be accorded;            (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.</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>		
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Item No.	SECTION NO.1-RULES AND REGULATIONS OF GENERAL APPLICATION(Continued)																																				
	SPLIT DELIVERY																																				
	<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 any combination of said rates, for transportation of a single shipment of like kind and quantity of property,</p> <p>(a) from point of origin to point of destination of any component part via the points of destination of all other component parts;</p> <p>(b) for one-half the distance from point of origin to that same point via each of the points of destination to which deliveries are made; (See Note 1.)</p> <p>plus the following additional charges:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Weight of Component Part (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> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">500</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">20,000</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">----</td> </tr> <tr> <td></td> <td style="text-align: center;">25</td> </tr> <tr> <td></td> <td style="text-align: center;">35</td> </tr> <tr> <td></td> <td style="text-align: center;">50</td> </tr> <tr> <td></td> <td style="text-align: center;">75</td> </tr> <tr> <td></td> <td style="text-align: center;">100</td> </tr> <tr> <td></td> <td style="text-align: center;">125</td> </tr> <tr> <td></td> <td style="text-align: center;">150</td> </tr> <tr> <td></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>See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.</p> <p>NOTE 1.--Point-to-point rates in this tariff may also be used in combination with other rates in this tariff in the following manner: Add to the rate applicable to transportation of a single shipment of like kind and quantity of property from point of origin to any other point, the rate applicable for like transportation for one-half the distance from the latter point to that same point via each of the points to which deliveries are made which are not located on the route via which the point-to-point rate used is applicable. To the charge obtained by use of the resulting rate add the additional charges above set forth.</p>	Weight of Component Part (In Pounds)	Additional Charge for Each Component Part Delivered (In Cents)	Over	But not over	0	100	100	500	500	1,000	1,000	2,000	2,000	4,000	4,000	10,000	10,000	20,000	20,000	----		25		35		50		75		100		125		150		200
Weight of Component Part (In Pounds)	Additional Charge for Each Component Part Delivered (In Cents)																																				
Over	But not over																																				
0	100																																				
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*180-A Cancels 180																																					
*Change, Decision No. 34263																																					
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Issued by The Railroad Commission of the State of California, Correction No. 10 San Francisco, California.																																					

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	<b>COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</b>	
	<p>(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.</p> <p>(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p>	
	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
190	Over 105.00 not over 110.00 .....	.73
	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 TITLE PAGE</b>		
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
200	<p style="text-align: center;">APPLICATION OF COMBINATIONS OF POINT-TO-POINT RATES WITH DISTANCE RATES</p> <p>In the event a combination of point-to-point and distance 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>
210	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</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 between the same point of origin and the same point of destination than results from the application of the rates herein provided.</p> <p>(b) Team track-to-team track rates of common carriers by railroad 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.</p>
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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 OF GENERAL APPLICATION (Continued)
220	<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:</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 Note 1.)</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 Note 1.)</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 Note 1.)</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>
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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 OF GENERAL APPLICATION (Continued)
230-A Cancels 230	<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</b></p> <p>Charges on split pickup 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 series results:</p> <p>(1) Compute the charge applicable under the rates provided in this tariff for a split pickup shipment from the point of origin, or points of origin, of the several component parts (See Item No. 170 series) to any team track or established depot. (See Notes 1 and 2.)</p> <p>(2) Add to such charge the charge applicable under Items Nos. 210 and 220 series for the weight of the composite shipment from such team track or established depot to point of destination.</p> <p>*NOTE 1. - In applying the provisions of paragraph (1) of this rule to shipments, the component parts of which originate at points within the scope of this tariff but for which no rates are herein established between the origin points, the rates named in Section 2 shall be used to determine the charges to be applied to the team track or established depot from the point of origin or points of origin of the several component parts.</p> <p>NOTE 2. - 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>
240-A Cancels 240	<p style="text-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. 180 series results:</p> <p>(1) Compute the charge applicable under Items Nos. 210 and 220 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. 180 series) from such team track or established depot to the point of destination or points of destination of the several component parts. (See Notes 1 and 2.)</p> <p>*NOTE 1. - In applying the provisions of paragraph (2) of this rule to shipments, the component parts of which are destined to points within the scope of this tariff but for which no rates are herein established between the destination points, the rates named in Section 2 shall be used to determine the charges to be applied from the team track or established depot to the point of destination or points of destination of the several component parts.</p> <p>NOTE 2. - 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>
*Change, Decision No. 34263	
EFFECTIVE JULY 1, 1941	
Correction No. 11	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	<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. 210 to 240 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:</p> <ol style="list-style-type: none"> <li>(1) For tailgate loading or tailgate unloading - no additional charge;</li> <li>(2) For loading or unloading other than tailgate loading or tailgate unloading - 2 cents per 100 pounds;</li> <li>(3) For C.O.D. service - charges provided in Item No. 190 series;</li> <li>(4) For other accessorial services - charges provided in Item No. 150 series;</li> <li>(5) Split pickup or split delivery shall not be accorded unless included in the common carrier rate. (See Items Nos. 230 and 240 series for exceptions.)</li> </ol>
	<b>EFFECTIVE AS SHOWN ON 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)
260	<p style="text-align: center;">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>(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.</p> <p>(g) The provisions of this rule will not apply to the transportation of property for the United States, State, County, or Municipal Governments.</p>
	EFFECTIVE AS SHOWN ON 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 (Continued)
270	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Items Nos. 270, 271 and 272 series)</p> <p>Pickup and delivery zones include both sides of streets, boulevards, roads, avenues or highways named. See Item No. 110 series for application of mileages to pickup and delivery zones in these and other incorporated cities.</p> <p>Rates in this tariff from or to incorporated cities for which pickup and delivery zones are described herein shall apply from or to all points located within such described zones.</p> <p>LOS ANGELES HARBOR: (Mileage Basing Point, Zone 20, Los Angeles.) Includes all points located within the following boundaries:</p> <p>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); thence northwesterly and following the corporate boundary of the City of Long Beach to the point where it meets 223rd Street at Caspian Avenue; thence westerly along 223rd Street to its intersection with the corporate boundary of the City of Los Angeles (Hesperian Avenue); thence northwesterly and following the corporate boundary of the City of Los Angeles to the intersection of Frampton Avenue and Lomita Boulevard; thence westerly along Lomita Boulevard to its intersection with the western corporate boundary of the City of Los Angeles; thence southerly along said corporate boundary to its intersection with the shore-line of the Pacific Ocean at Weymouth Avenue; thence easterly along the shore-line of the Pacific Ocean to point of beginning.</p> <p>RICHMOND: (Mileage Basing Point, Richmond.) Including all of the City of Richmond; also the territory bounded as follows:</p> <p>Beginning at the intersection of the northern corporate boundary of the City of Richmond and U. S. Highway No. 40; thence northerly along U.S. Highway No. 40 to St. Ignatius College County Road (Road 23); returning southerly along U. S. Highway No. 40 to Broadway; northwesterly along Broadway to 11th Street; northerly along 11th Street to Stanton Avenue; westerly along Stanton Avenue to Road 21 southerly along Road 21 to Road 17; easterly along Road 17 to Kearney Road; southerly along Kearney Road to Chesley Road (25th Avenue); westerly along Chesley Road to York Street; southerly along York Street to its intersection with the northern corporate boundary of the City of Richmond; easterly along said corporate boundary to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	EFFECTIVE AS SHOWN ON TITLE PAGE
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION(Continued)
271	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued) (Items Nos. 270, 271 and 272 series)</p> <p>OAKLAND: (Mileage Basing Point, Oakland.) Including all of the City of Emeryville, also those parts of Albany, Alameda, Berkeley, Oakland and Piedmont bounded by the following:</p> <p>Beginning at San Francisco Bay and Alameda-Contra Costa County Line; thence easterly along said county line to Curtis Street; thence southerly on Curtis Street to Solano Avenue; thence easterly on Solano Avenue to Tulare Avenue; thence southerly and westerly along city limits boundary line of Albany to Ordway Street; thence southerly on Ordway Street to Hopkins Street; thence northeasterly on Hopkins Street to Grove Street; thence southerly on Grove Street to Rose Street; thence easterly on Rose Street to Oxford Street; thence southerly on Oxford Street to Hearst Avenue; thence easterly and southerly along the city limit boundary line of Berkeley to Dwight Way; thence southwesterly on Dwight Way to College Avenue; thence southerly on College Avenue to Broadway; thence southwesterly on Broadway to Mather Street; thence easterly on Mather Street to Rose Avenue; thence southwesterly on Rose Avenue to Echo Avenue; thence southerly on Echo Avenue to Linda Avenue; thence easterly on Linda Avenue to Grand Avenue; thence southerly on Grand Avenue to Mandana Boulevard; thence easterly on Mandana Boulevard to Lakeshore Avenue; thence southwesterly on Lakeshore Avenue to Excelsior Avenue; thence easterly on Excelsior Avenue to Hopkins Street; thence easterly on Hopkins Street to 55th Avenue; thence southwesterly on 55th Avenue to Camden Street; thence easterly on Camden Street to Seminary Avenue; thence northeasterly on Seminary Avenue to Outlook Avenue; thence easterly on Outlook Avenue to Parker Avenue; thence southerly on Parker Avenue to Foothill Boulevard; thence southeasterly on Foothill Boulevard to the Oakland-San Leandro boundary line; thence southerly along the Oakland-San Leandro boundary line to Railroad Avenue; thence northwesterly on Railroad Avenue to 105th Avenue; thence westerly on 105th Avenue to Edes Avenue; thence northerly on Edes Avenue to Jones Avenue; thence easterly on Jones Avenue to Railroad Avenue; thence northwesterly on Railroad Avenue to 50th Avenue; thence southwesterly on 50th Avenue to San Leandro Bay; thence southerly along the shore line of San Leandro Bay and Oakland Inner Harbor to Oakland Middle Harbor; thence 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 Main Street; thence northerly on Main Street to Oakland Inner Harbor; thence southeasterly along shore line to starting point; including Government Island.</p> <p style="text-align: center;">(Continued)</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
272	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Concluded) (Items Nos. 270, 271 and 272 series)</p> <p>SAN FRANCISCO: (Mileage Basing Point, San Francisco.) Including all of the City of San Francisco, also the territory bounded as follows:</p> <p style="padding-left: 40px;">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>SAN LEANDRO: (Mileage Basing Point, San Leandro.) Including all of the City of San Leandro, also the territory bounded as follows:</p> <p style="padding-left: 40px;">Beginning at easterly city limits and Washington Avenue; thence easterly on Washington Avenue to West Avenue 137; thence southerly on West Avenue 137 to Southern Pacific Oakland-Niles main line; thence westerly along Southern Pacific tracks to eastern city limits.</p> <p style="padding-left: 40px;">Beginning at a point where Davis Street intersects the southern boundary of city limits; thence southwestwardly on Davis Street to Southern Pacific Elmhurst-Newark line; thence return via Davis Street to city limits.</p> <p style="padding-left: 40px;">Beginning at intersection of city limits and Apricot Street; thence northwesterly on Apricot Street to 107th Avenue; thence northeasterly on 107th Avenue to East 14th Street; thence easterly on East 14th Street to western city limits.</p>
	EFFECTIVE AS SHOWN ON TITLE PAGE
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
280	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Items Nos. 280 and 281 series)</p> <p>The following territorial descriptions include both sides of streets, boulevards, roads, avenues or highways named:</p> <p>1. 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, Harbord 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; southwestly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to San Francisco Waterfront at the foot of Market Street; westerly along said waterfront and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.</p> <p>2. 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 Ximeno Street; southerly along Ximeno 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 style="text-align: center;">(Continued in Item No. 281 series)</p>
	EFFECTIVE AS SHOWN ON TITLE PAGE
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*281-B Cancels 281-A</p>	<p style="text-align: center;"><b>TERRITORIAL DESCRIPTIONS (Concluded)</b>          (Items Nos. 280 and 281 series)</p> <p>3. COACHELLA VALLEY TERRITORY: (Mileage Basing Point Indio.) 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>4. IMPERIAL VALLEY TERRITORY: (Mileage Basing Point Imperial.) 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 Company 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 Company's station at Wister to Kane Springs on U. S. Highway No. 99; thence southerly to Plaster City on U. S. Highway No. 80; thence south to the International Boundary Line.</p> <p>5. REDLANDS TERRITORY: (Mileage Basing Point Crafton.) Includes all points located within the following boundaries:</p> <p>▲ (Applies only in connection with transportation to or from points within Los Angeles Harbor Zone as described in Item No. 270 series.)</p> <p>Beginning at the intersection of Sterling Avenue and the San Bernardino National Forest boundary; thence easterly along the 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 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 to Sterling Avenue and northerly along Sterling Avenue to point of beginning.</p>
<p>*290-3 Cancels 290-A</p>	<p style="text-align: center;"><b>SINGLE MARKET AREAS</b></p> <p>▲ Each of the markets described below constitutes a single market area.</p> <p><b>Los Angeles</b>          The Central Wholesale Market bounded on the north by 8th Street, on the east by Central Avenue, on the south by Olympic Boulevard and on the west by Kohler Street.          Terminal Wholesale Market bounded on the north by 7th Street, on the east by Terminal Street, on the south by 8th Street and on the west by Central Avenue.          The 9th Street Market, bounded on the north by 9th Street, on the east by San Pedro Street, on the south by 12th Street and on the west by San Julian Street.</p> <p><b>San Francisco</b>          The San Francisco Wholesale Market bounded on the north by Jackson Street, on the east by Drumm Street, on the south by Clay Street, and on the west by Battery Street.</p> <p><b>Oakland</b>          The Oakland Wholesale Market bounded on the northwest by Franklin Street, on the northeast by 5th Street, on the southeast by Jackson Street, and on the southwest by 2nd Street.</p>
	<p>*Change, Decision No. 34486.          ▲Change, neither increase nor reduction.</p>
EFFECTIVE SEPTEMBER 1, 1941	
Issued by The Railroad Commission of the State of California, San Francisco, California.	
Correction No. 20	

SECTION NO. 2

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COMMODITY RATES

FOR DESCRIPTION OF ROUTINGS APPLICABLE  
IN CONNECTION WITH RATES CONTAINED IN  
THIS SECTION SEE SECTION NO. 4 OF THIS  
TARIFF

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

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)							
	*FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40 series. (Items Nos. 300 and 301 series)							
	MILES		MINIMUM WEIGHT					
Over	But not over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds	
	0	3	28	16½	14½	8½	4½	4
	3	5	28½	17½	15	9	5½	4½
	5	10	29½	18	15½	9½	6	5½
	10	15	30	18½	16	10	6½	5½
	15	20	31	19	17	11	7	6
	20	25	31½	19½	17½	11½	7½	6½
	25	30	32	20	18	12	8	7
	30	35	33	21	18½	13	9	7½
	35	40	33½	21½	19	13½	9½	8
	40	45	34	22	20	14	10	8½
	45	50	35	22½	20½	15	10½	9
	50	60	36½	24	22	16	11½	10
	60	70	38	25	23	17	13	11
	70	80	39	26	24	18	14	12
	80	90	40½	27½	25½	19½	15	13
	90	100	42	28½	26½	20½	16½	14
	100	110	43	29½	27½	21½	17½	15
	110	120	44	31	28	22	18½	15½
	120	130	45	32	29	23	20	16½
	130	140	46	33	30	24	21	17½
	140	150	46½	34	31	25	22	18
	150	160	47½	35	32	26	23	19
	160	170	48	36	33	27	24	20
	170	180	49	37	34	28	25	20½
	180	190	50	39	35	30	27	21½
	190	200	51	40	36	31	28	22½
	200	220	53	42	38	33	30	24
	220	240	55	44	40	35	31½	25
	240	260	58	47	42	37	33	27
	260	280	60	49	44	39	35	28½

300-A  
Cancels  
300

(Continued in Item No. 301)

\*Change, Decision No. 34263

EFFECTIVE JULY 1, 1941

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 13

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)							
	*FRUIT AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40 series. (Items Nos. 300 and 301 series)							
	MILES		MINIMUM WEIGHT					
	Over	But not over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds
	280	300	62½	51½	46½	41½	37	30
	300	325	65½	54½	49	44	39	32
	325	350	68½	57½	51½	46	41½	34½
	350	375	71	60	53½	48½	44	36½
	375	400	74	63	56	51	46	38½
301-A	400	425	77	66	59	53½	48½	40½
Cancel	425	450	80	69	61½	56	51	42½
301	450	475	82½	71½	64½	58½	53	44½
	475	500	85½	74½	67½	61	55½	47
	500	525	88½	77½	70	63½	58	49
	525	550	91½	80½	73	66	60	51
	550	575	94	83	75½	68½	62½	53
	575	600	97	86	78½	70½	65	55
	600	625	100	89	81	73	67	57
	625	650	103	92	84	75½	69½	59½
	650	675	105½	94½	86½	78	72	61½
	675	700	108½	97½	89½	80½	74	63½
*Change, Decision No. 34263								
EFFECTIVE JULY 1, 1941								
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Correction No. 14								



Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)					
310	EMPTY CONTAINERS, as described in Item No. 40 series					
	MILES		MINIMUM WEIGHT			
	Over	But not over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
	0	3	14	11	9	4
	3	5	14	11	9	5
	5	10	15	12	9	5
	10	15	15	12	10	5
	15	20	16	13	10	6
	20	25	16	13	10	6
	25	30	16	14	11	6
	30	35	17	14	11	7
	35	40	17	15	11	7
	40	45	17	15	12	7
	45	50	18	15	12	8
	50	60	18	16	13	8
	60	70	19	16	13	9
	70	80	20	17	14	9
	80	90	20	17	15	10
	90	100	21	18	15	10
	100	110	22	19	16	11
	110	120	23	20	16	11
	120	130	23	20	17	12
	130	140	24	21	17	12
	140	150	25	22	18	13
	150	160	25	22	18	13
	160	170	26	23	19	14
	170	180	27	23	19	14
	180	190	27	24	20	15
	190	200	28	24	20	16
	200	220	30	25	21	17
	220	240	31	27	23	18
	240	260	32	28	24	19
	260	280	34	29	25	20
(Continued in Item No. 311 series)						
EFFECTIVE AS SHOWN ON TITLE PAGE						
Issued by The Railroad Commission of the State of California, San Francisco, California.						

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds )					
EMPTY CONTAINERS, as described in Item No. 40 series.						
311	MILES		MINIMUM WEIGHT			
	Over	But not over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
	280	300	35	30	26	21
	300	325	37	32	27	22
	325	350	38	33	28	23
	350	375	39	34	29	24
	375	400	41	36	31	26
	400	425	42	37	32	27
	425	450	44	38	33	28
	450	475	45	39	34	29
	475	500	46	40	35	31
	500	525	48	42	37	32
	525	550	49	43	38	33
	550	575	51	45	39	34
	575	600	52	46	40	35
	600	625	53	47	42	37
	625	650	55	49	43	38
	650	675	56	50	44	39
	675	700	58	52	45	40
	EFFECTIVE AS SHOWN ON TITLE PAGE					
Issued by The Railroad Commission of the State of California, San Francisco, California.						

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)						
(1) 320-A Cancels 320	*FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40 series.						
	FROM	TO	MINIMUM WEIGHT				
			Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds
Points of Origin located within LOS ANGELES TERRITORY, as described in Item No. 280 series.	Points of Destination located within SAN FRANCISCO TERRITORY, as described in Item No. 280 series.	62½	51½	46½	41½	37	30
(1) 330	EMPTY CONTAINERS, as described in Item No. 40 series.						
	BETWEEN	AND	MINIMUM WEIGHT				
			Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	
LOS ANGELES TERRITORY, as described in Item No. 280 series.	SAN FRANCISCO TERRITORY, as described in Item No. 280 series.	35	30	26	21		
<p>(1) If the charges accruing under the rates in this item, applied on shipments from and to points intermediate between origin and destination territories shown in this item via routes shown in Item No. 500 series, are lower than charges accruing under the Distance Commodity Rates in Items Nos. 300, 301, 310 or 311 series on the same shipment via the same route, such lower charges will apply.</p> <p>*Change, Decision No. 34263</p>							
EFFECTIVE JULY 1, 1941							
Issued by The Railroad Commission of the State of California, San Francisco, California. Correction No. 15							

SECTION NO. 3

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ESTIMATED WEIGHTS ON FRUITS, FRESH OR GREEN,  
AND VEGETABLES, FRESH OR GREEN,  
\*INCLUDING MUSHROOMS,  
IN  
SPECIFIED CONTAINERS  
WITH  
DESCRIPTIONS AND SPECIFICATIONS  
OF CONTAINERS

\* Change, Decision No. 34263

EFFECTIVE JULY 1, 1941.

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 16

Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
	ESTIMATED WEIGHTS			
	<p>The estimated weights provided in Items Nos. 400, 401, 402, 403 and 404 series apply as provided in Items Nos. 80 and 81 series.            For descriptions and specifications of containers, refer to the corresponding container numbers in Items Nos. 410, 411 and 412 series.</p>			
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)
	Anise	1	Packed or Loose	71
	Anise	2	Packed or Loose	46
	Apples	3	Packed	46
	Apples	4	Packed	50
	Apples	4	Loose	40
	Apples	5	Loose	30
	Apricots	6	Packed or Face and Fill	26½
	Apricots	7	Packed	26½
	Artichokes	8	Packed	43½
	Artichokes	9	Packed	26
	Artichokes	10	.....	140
	Artichokes	11	.....	70
	Asparagus	12	Center Partition-Packed	37
	Asparagus	12	No center " -Loose	38½
	●Avocados	13	Packed	15½
	Avocados	14	Packed 2-Layers	29½
*400-A Cancels 400	Beans	15	.....	35
	Beans, Fava	1	.....	86
	●Beans, Snap	1	.....	70
	Beans, Snap or Fava	16	.....	35
	Beets - with tops	1	4 Dozen Bunches	66
	Berries-Strawberries	17	Packed or Loose, 12 12-ounce Baskets	12½
	Berries-Strawberries	18	Packed or Loose, 20 12-ounce Baskets	23
	Berries-Strawberries	19	Packed or Loose, 24 12-ounce Baskets	24½
	Broccoli	1	Bunched or Loose	71
	Broccoli Greens	2	.....	53
	Brussels Sprouts	20	.....	26
	Brussels Sprouts	21	16 1-Quart Baskets	26
	Brussels Sprouts	4	.....	40
	Brussels Sprouts	1	.....	89
	Brussels Sprouts	10	.....	76
	Brussels Sprouts	11	.....	32
	Brussels Sprouts	15	.....	33
	Cabbage	1	.....	93
	Cardoon (Cardone)	1	.....	85
(Continued in Item No. 401)				
<p>*Change, Decision No. 34486            ●Reduction</p>				
EFFECTIVE SEPTEMBER 1, 1941				
<p>Issued by The Railroad Commission of the State of California,            San Francisco, California.</p>				
Correction No. 21				

Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
	ESTIMATED WEIGHTS			
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)
	Carrots-with tops	1	4-Dozen Bunches	66
	Carrots-with tops	1	6-Dozen Bunches	87
	Carrots-with tops	67	3-Dozen Bunches	44
	Cauliflower	2	8 to 12 Heads	53
	Cauliflower	1	12 Heads	66
	Celery	22	.....	20
	Celery	23	.....	43
	Celery	24	.....	50
	Celery	25	.....	55
	Celery	26	.....	59
	Celery	27	.....	64
	Celery Root	28	.....	66
	Celery Root	1	2-Dozen Bunches	46
	Cherries	29	Packed with center partition	11
	Cherries	30	Packed without center partition	15
	Cherries	31	12 1-Pound Baskets	14
	Cherries	32	Packed with center piece	15
	Cherries	33	Packed	17
	Cherries	34	Face and Fill	17
	Cherries	35	Packed	19
*401-A	Cherries	5	Loose or Face and Fill	32
Cancels	Chicory (Endive)	1	.....	72
401	◆◆◆◆	..	.....	..
	Cucumbers	5	.....	35
	Cucumbers	36	2 to 3 Dozen	22
	Cucumbers	37	2 to 3 Dozen	22
	Currants	38	9 2-Pound Baskets	22
	Currants	38	4 4-Pound Baskets	22
	Currants	38	4 5-Pound Baskets	23
	Dikon	1	2-Dozen Bunches	76
	Eggplant	39	18 to 40 Pack	24
	Eggplant	1	Not packed	71
	Escarole	1	3 to 5 Dozen Heads	53
	Escarole	1	Over 5 Dozen Heads	66
	Figs	40	Single Layer	8
	Figs	41	1 to 2 Layer	14
	Figs	42	1 to 2 Layer, center partition	17
	Figs	43	3 4-Pound Baskets	17
	Figs	5	2 or more Layers	27
	Garlic	5	.....	28
	Grapefruit	44	Packed	68
	Grapefruit	45	Packed	36
	Grapefruit	44	Loose	60

(Continued in Item No. 402)

\*\*\*Corn eliminated  
 \*Change, Decision No. 34486  
 ◆ Increase  
 ◆ Reduction

EFFECTIVE SEPTEMBER 1, 1941

Issued by The Railroad Commission of the State of California,  
 Correction No. 22 San Francisco, California.

Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS					
	ESTIMATED WEIGHTS					
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)		
				Unlidded	Lidded	
402	Grapes	46	Packed	-	27	
	Grapes	47	Packed	27	29	
	Grapes	48	Packed	29	31	
	Grapes	49	Packed	30	35	
	Grapes	50	Packed	30	37	
	Grapes	51	Packed	30	39	
	Grapes	52	Packed	-	41	
	Grapes	53	Packed	-	43	
	Grapes	54	Packed	-	50	
	Grapes	55	Packed	-	32	
	Grapes	56	Packed	-	31	
	Grapes	57	Packed	-	33	
	Grapes	58	Packed	-	29	
	Grapes	59	Packed	-	33	
	Grapes	60	Packed 4 Baskets		33	
	Grapes	61	Packed 9 Baskets		29	
	Grapes	62	Packed 9 Baskets		31	
	Grapes	63	Packed in Sawdust		50	
	Kohl Rabi	1	3-Dozen Bunches		63	
	Leeks	1	4-Dozen Bunches		61	
	Lemons	64	Packed		84	
	Lemons	64	Loose		68	
	Lemons	65	Packed		92	
	Lemons	65	Loose		76	
	Lemons	66	Packed		42	
	Lettuce	1	4 to 6-Dozen Heads		76	
	Lettuce	67	36 Heads		40	
	Loquats	5	Loose		32	
	Melons:					
	Cantaloupes and					
	Honey Balls	68	Packed		26	
	do	69	Packed		28	
	do	70	Packed		32	
	do	71	Packed		57	
	do	72	Packed		68	
	do	73	Packed		78	
	Melons: not other-					
	wise specified	74	Packed		34	
	do	75	Packed		44	
	do	76	Packed		54	
do	77	Packed		56		
do	78	Packed		69		
do	72	Packed		68		
(Continued in Item No. 403)						
EFFECTIVE AS SHOWN ON TITLE PAGE						
Issued by The Railroad Commission of the State of California, San Francisco, California.						

Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
	ESTIMATED WEIGHTS			
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)
403	Mushrooms	38	4 2½-Pound Baskets	13
	Mushrooms	38	9 1-Pound Baskets	12
	Mushrooms	79	24 ½-Pound Cartons	14
	Mushrooms	79	12 1-Pound Cartons	14
	Mustard Greens	2	Packed or Loose	53
	Mustard Greens	1	Packed or Loose	75
	Nectarines	38	Packed or in Baskets	25
	Nectarines	5	Loose	32
	Okra	5	Loose	25
	Olives	5	Loose	32
	Onions	5	.....	27
	Onions	1	.....	61
	Onions	90	25 Pounds net	25½
	Onions	91	50 Pounds net	50½
	Onions	92	100 Pounds net	101
	Oranges	44	Packed 64 to 392	78
	Oranges	44	Loose	63
	Oranges	45	Packed	39
	Oyster Plant (Salsify)	1	4-Dozen Bunches	51
	Parsley	1	6 to 10-Dozen Bunches	31
	Parsnips - Topped	5	.....	31
	Parsnips - with tops	1	4-Dozen Bunches	58
	Peaches	80	Packed	21½
	Peaches	5	Packed 2 Layers	25
	Peaches	5	Packed 3 to 4 Layers	38
	Peaches	38	4 5-Pound Baskets	23
	Peaches	81	6 5-Pound Baskets	34
	Pears	82	Packed	50
	Pears	83	Packed	27
	Pears	84	Packed	51
	Pears	4	Loose	40
	Pears	5	Packed 2 to 3 Layers	31
	Peas	5	.....	23
	Peas	1	.....	78
	Peas	85	.....	57
	Peas	86	.....	59
	Peas	15	.....	32
	Peppers	87	Loose	47
	Peppers	5	Loose	21
	Peppers	1	Loose	68
Persimmons	88	Packed - 1 Layer	12	
Persimmons	5	Packed - 2 Layers	30	
Plums	80	Wrapped and Packed	21½	
Plums	5	Loose	32	
Plums	38	4 Baskets	26	

(Continued in Item No. 404)

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San Francisco, California.



Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
	ESTIMATED WEIGHTS			
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)
	Plums	38	4 Baskets, Packed 3 Layers per basket; Size 3x4	33
			Size 4x4	31
	Plums	38	Size 3 to 4x5	31
	Plums	38	Size 4 to 5x5	27½
	Pomegranates	5	Packed 2-Layers	30
	Pomegranates	89	Packed by size	41
	Potatoes	90	25 Pounds net	25½
	Potatoes	91	50 Pounds net	50½
	Potatoes	92	100 Pounds net	101
	Potatoes, new	5	Loose	35
	Potatoes, sweet	5	Loose	37
	Potatoes, sweet	93	Loose	56
	Prickly Pears	84	Packed	21½
	Prunes, fresh	38	4 Baskets, packed	26
	Prunes, fresh	38	4 Baskets, packed 3 Layers, Size 3x4	33
	Prunes, fresh	38	4 Baskets, Size 3 to 4x4 to 5	31
	Prunes, fresh	38	4 Baskets, Size 4 to 5x5	27½
	Prunes, fresh	38	4 Baskets, Size 5 to 6x6	26
	Quinces	5	Loose	30
	Quinces	3	Loose	47
404	Radishes - with tops	1	.....	90
	Radishes - with tops	1	10 to 15 Dozen	56
	Rhubarb	94	.....	23½
	Rhubarb	5	.....	27
	Rhubarb	95	.....	46
	Romaine	1	Packed	66
	Rutabagas	1	4-Dozen Bunches	78
	Spinach	1	Packed	72
	Spinach	1	Loose	53
	Spinach	2	Packed	46
	Squash, Cream	96	Loose	58
	Squash, Italian	5	Loose	33
	Squash, Table Queen	5	Loose	37
	Squash, Summer	38	4 5-Pound Baskets	22
	Tangerines	44	Loose	61
	Tangerines	45	Loose	38
	Tangerines	5	Loose	32
	Tomatoes	5	Loose or Packed	32
	Tomatoes	97	Lidded - Packed	34
	Tomatoes	98	Lidded - Packed	35½
	Tomatoes	38	4 5-Pound Baskets	23
	Turnips with tops	1	3-Dozen Bunches	78
	Turnips without tops	1	Loose	90

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Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
	CONTAINER DESCRIPTIONS AND DIMENSIONS			
	The container numbers shown in Items Nos. 410, 411 and 412 series refer to the containers specified in connection with the commodities described in Items Nos. 400, 401, 402, 403 and 404 series. Variations from the dimensions prescribed herein which increase the cubic capacity of a container by 5 per cent or more will cancel the application of the estimated weights provided in Items Nos. 400, 401, 402, 403 and 404 series.			
Num-ber	CONTAINER Description	Inside Dimensions in Inches		
		Depth	Width	Length
410	1 Lettuce Crate	13-13-3/4	17 1/2-18	21-5/8
	2 Cauliflower	8 1/2	18	21-5/8
	3 Special Apple Box	9-3/4	11-11 1/2	20-5/8
	4 Standard Apple Box	10 1/2	11 1/2	18
	5 Los Angeles Lug Box	5-3/4	13 1/2	16-1/8
	6 California Apricot Box	4-5	12 1/2-13 1/2	16-1/8
	7 4-Basket Apricot Crate	4-4 1/2	16	16-1/8
	8 Standard Artichoke Box	9-3/4	11	20-5/8
	9 Half Standard Artichoke Box	4-7/8	11	20-5/8
	10 Drum	30 1/2	(Diameter ( 19 1/2	
	11 Half Drum	21 1/2	(Diameter ( 15 1/2	
	12 Pyramid Crate	10 1/2	(Top ( 9 1/2 (Bottom ( 11	18
	13 Standard Avocado Flat	3 1/2-3-3/4	13 1/2	16-1/8
	14 Standard Avocado Box	5 1/2	13-3/4	16-1/8
	15 Hamper 32-quart	19	(Bottom (8-7/8	Diameter (Top (14-3/4-15-1/8
	16 Special Bean Crate	8-1/8	15 1/2	17-1/16
	17 Strawberry Crate	3-3/4	13-5/8	18-1/8
	18 Strawberry Crate	4-3/4	15 1/2	19 1/2
	19 Strawberry Crate	7 1/2-8	13-3/4	19-3/8
	20 Half Box	4-3/4	11	22
	21 Crate	7-15/16	10	20 1/2
	22 Celery Crate	18	5-7/8	12-1/8
	23 Celery Crate	14	11	20-5/8
	24 Celery Crate	16	11	20-5/8
	25 Celery Crate	18	11	20-5/8
	26 Celery Crate	20	11	20-5/8
	27 Celery Crate	22	11	20-5/8
	28 Celery Crate	24	11	20-5/8
	29 Eastern Flat	2 1/2	9	18
	30 Martino Lug Box	2-3/4	11 1/2	18
	31 Crate	2-7/8	13 1/2	18
	32 Lambert Lug Box	3	9-3/4	18
	33 San Jose Lug Box	3-3/8	11 1/2	16-1/8
	34 Campbell Lug Box	3-3/4	11 1/2	14-1/8

(Continued in Item No. 411)

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San Francisco, California.

Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS				
	CONTAINER DESCRIPTIONS				
	Number	CONTAINER Description	Inside Dimensions in Inches		
Depth			Width	Length	
	35	Bulk Cherry Box	3-3/4	13 1/2	16-1/8
	36	Merced Flat	3 1/2	11 1/2	18 1/2
	37	Merced Flat	3 1/2	15 1/2	16
	38	California Standard Crate	4-5	16	16-1/8
	39	Special Eggplant Box	7 1/2	13 1/2	16
	40	Fresh Fig Box	1-3/4	11	16-1/8
	41	Fresh Fig Box	2 1/2	11	16-1/8
	42	Fresh Fig Box	3	9 1/2	18
	43	Fresh Fig Crate	3	16	16-1/8
	44	Standard Orange Box	11 1/2	11 1/2	24-5/8
	45	Half Standard Orange Box	5-3/4	11 1/2	24-5/8
	46	Grape Lug Box	4-4-7/16	13 1/2	16-1/8
	47	Grape Lug Box	over 4-7/16 to 5-7/16	13 1/2	16-1/8
	48	Grape Lug Box	over 5-7/16 to 5-3/4	13 1/2	16-1/8
	49	Grape Lug Box	over 5-3/4 to 6-3/16	13 1/2	16-1/8
	50	Grape Lug Box	over 6-3/16 to 6-5/16	13 1/2	16-1/8
	51	Grape Lug Box	over 6-5/16 to 6-7/16	13 1/2	16-1/8
	52	Grape Lug Box	over 6-7/16 to 6-5/8	13 1/2	16-1/8
	53	Grape Lug Box	over 6-5/8 to 7-1/8	13 1/2	16-1/8
411	54	Grape Lug Box	over 7-1/8 to 7-5/8	13 1/2	16-1/8
	55	Lug Box Tapered (See Note 5)	6-3/16 to 6-7/16	14 1/2 to 14-7/8 Bottom 10 1/2 to 10-7/8	16-1/8
	56	Lug Box (See Note 1)	5-7/8 to 6-1/8	13 1/2	16-1/8
	57	Lug Box (See Note 1)	6-7/16	13 1/2	16-1/8
	58	Lug Box (See Note 2)	5-3/4	13 1/2	16-1/8
	59	Lug Box (See Note 3)	5-7/16	16	16-1/8
	60	Crate (Grapes packed 4 Baskets per Crate) (See Note 4)	over 5 to 5-5/8	16	16-1/8
	61	Crate (Grapes packed 9 Baskets per Crate) (See Note 4)	not over 5	16	16-1/8
	62	Crate (Grapes packed 9 Baskets per Crate) (See Note 4)	over 5 to 5-5/8	16	16-1/8
	63	Chests (Grapes packed in Sawdust)	7-3/4	14-7/8 to 15	19-3/8
	64	Standard No. 1 Lemon Box	10	13	25-5/8
	65	Standard Jumbo Lemon Box	11-1/8	13-1/8	25-5/8
	66	Half Standard No. 1 Lemon Box	5	13	25-5/8
	67	Half Standard Lettuce Crate	9	13	21-5/8 to 21-3/4
	68	Cantaloupe Pony Flat Crate	4	13 1/2	22-1/8
	69	Cantaloupe Standard Flat Crate	4 1/2	13 1/2	22-1/8
(For Notes referred to in this item, see Item No. 412 series.)					
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Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS				
	CONTAINER DESCRIPTIONS				
	Number	CONTAINER Description	Inside Dimensions in Inches		
Depth			Width	Length	
412	70	Cantaloupe Jumbo Flat Crate	5	14 $\frac{1}{2}$	22-1/8
	71	Cantaloupe Pony Crate	11	11	22-1/8
	72	Cantaloupe Standard Crate	12	12	22-1/8
	73	Cantaloupe Jumbo Crate	13	13	22-1/8
	74	Persian Melon Crate	6-3/4	12	22-1/8
	75	Persian Melon Crate	7-3/4	14	22-1/8
	76	Persian Melon Crate	8-3/4	16	22-1/8
	77	Persian Melon Crate	9-3/4	16	22-1/8
	78	Persian Melon Crate	11-3/4	18	22-1/8
	79	Crate	3 $\frac{1}{2}$	16	25
	80	Standard Peach Box	4-5	11 $\frac{1}{2}$	18 to 18-1/8
	81	Crate	5	14 $\frac{1}{2}$	21
	82	Standard Pear Box	8 $\frac{1}{2}$	11 $\frac{1}{2}$	18
	83	Half Standard Pear Box	4 $\frac{1}{2}$	11 $\frac{1}{2}$	18
	84	Pear Lug Box	7-3/4	13 $\frac{1}{2}$	20-3/4
	85	Special Pea Crate	10 to 10 $\frac{1}{2}$	17 $\frac{1}{2}$ to 18	20-5/8
	86	Special Pea Crate	13	13	22 $\frac{1}{2}$
	87	Pepper Crate	14	11	22-1/8
	88	Standard Persimmon Box	3	11 $\frac{1}{2}$	18
	89	Standard Pomegranate Box	6 $\frac{1}{2}$	11 $\frac{1}{2}$	24-5/8
	90	Sack - 25 pounds net			
	91	Sack - 50 pounds net			
	92	Sack -100 pounds net			
	93	Sweet Potato Crate	9-3/4	10 $\frac{1}{2}$	19-3/8
	94	Standard Rhubarb Box	4-3/4 to 5	11	20-5/8
	95	Rhubarb Box	9 $\frac{1}{2}$	11	20-5/8
	96	Squash Lug Box	8 $\frac{1}{2}$	14	22-3/4
	97	Standard Tomato Lidded Lug Box	6-7/16	13 $\frac{1}{2}$	16-1/8
98	Lidded Lug Box	7-1/8	13 $\frac{1}{2}$	16-1/8	

NOTE 1.--Weight applies only when insert of double-faced corrugated strawboard not less than 1/8 inch thick or pad not less than 3/4 inch thick at time of loading is used, reducing the capacity of the lug to not more than 1252 cubic inches.

NOTE 2.--Weight applies only when insert of double-faced corrugated strawboard not less than 1/8 inch thick or pad not less than 3/4 inch thick at time of loading is used, reducing the capacity of the lug to not more than 1142 cubic inches.

NOTE 3.--Weight applies only when insert of double-faced corrugated strawboard not less than 3/16 inch thick is used, reducing the capacity of the lug to not more than 1252 cubic inches.

NOTE 4.--When grapes are not packed in baskets as indicated, actual weight applies subject to tariff minimum weights and Items Nos. 80-81 series.

NOTE 5.--Weight applies only when insert of double-faced corrugated strawboard not less than 1/8 inch thick or pad not less than 3/4 inch thick at time of loading is used.

EFFECTIVE AS SHOWN ON TITLE PAGE

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 of this tariff.

EFFECTIVE AS SHOWN ON TITLE PAGE

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

Item No.	SECTION NO. 4	ROUTING
		<p style="text-align: center;">ROUTES APPLICABLE BETWEEN LOS ANGELES TERRITORY AND SAN FRANCISCO TERRITORY</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 style="text-align: center;">(The following routes apply in either direction)</p> <p>ROUTE NO. 1: From Los Angeles Territory via U. S. Highway 99 to Manteca, thence via State Highway No. 120 to its junction with U. S. Highway No. 50 5.0 miles west of Manteca, U. S. Highway No. 50 to County Road 3.9 miles west of Tracy, said County Road through Byron to its junction with State Highway No. 4 1.5 miles north of Byron, State Highway No. 4 to Crockett thence via U. S. Highway No. 40 to San Francisco Territory.</p> <p>ROUTE NO. 2: From Los Angeles Territory via U. S. Highway No. 99 to Manteca, State Highway No. 120 to its junction with U. S. Highway No. 50 5.0 miles west of Manteca, thence via U. S. Highway No. 50 to San Francisco Territory.</p> <p>500 ROUTE NO. 3: From Los Angeles Territory via U. S. Highway No. 99 to Manteca, State Highway No. 120 to its junction with U. S. Highway No. 50 5.0 miles west of Manteca, U. S. Highway No. 50 to its junction with Niles Canyon Highway east of Livermore, Niles Canyon Highway through Livermore, Pleasanton and Sunol to San Francisco Territory.</p> <p>ROUTE NO. 4: From Los Angeles Territory via U. S. Highway 99 to its junction with State Highway No. 152 north of Madera, State Highway No. 152 to its junction with U. S. Highway No. 101 at Gilroy thence via U. S. Highway No. 101 to San Francisco Territory.</p> <p>ROUTE NO. 5: From Los Angeles Territory via (a) U. S. Highway No. 101 through Girard; or (b) via U. S. Highway No. 101 Alternate through Oxnard to its junction with U. S. Highway No. 101 at El Rio; or (c) via State Highway No. 118 through Chatsworth to its junction with U. S. Highway No. 101 4 miles southeast of Ventura; thence via U. S. Highway No. 101 to San Francisco Territory.</p> <p>ROUTE NO. 6: From Los Angeles Territory via U. S. Highway No. 99 to its junction with State Highway No. 152 north of Madera, State Highway No. 152 to Los Banos, State Highway No. 33 to its junction with U. S. Highway No. 50 3 miles east of Tracy, thence via routes 1, 2 or 3 beyond.</p> <p style="text-align: center;">END OF TARIFF</p>
EFFECTIVE AS SHOWN ON TITLE PAGE		
Issued by The Railroad Commission of the State of California, San Francisco, California.		

**SPECIAL SUPPLEMENT CONTAINING INCREASED RATES AND CHARGES**

Supplement No.	Tariff
1	HIGHWAY CARRIERS' TARIFF NO. 2
1	HIGHWAY CARRIERS' TARIFF NO. 4
1	HIGHWAY CARRIERS' TARIFF NO. 7
1	HIGHWAY CARRIERS' TARIFF NO. 8

**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**

**EFFECTIVE APRIL 24, 1942**

**Note 1:**

Agricultural Products not otherwise specified, except the following:

Algarobilla; Beans, castor, cocoa, honey (St. Johns bread), nux vomica (ground or whole), Tahiti, tonka and vanilla; Chufas, Coconuts, fresh; Coffee; Copra; Fibre, vegetable; Florist stock; Fruit, dried or evaporated; Fruit juices; Grasses not otherwise specified; Herbs not otherwise specified; Ivory nuts (vegetable ivory); Licorice root; Mushrooms, dried; Mushroom spawn; Mustard, ground; Nursery stock; Nut meats; Peanut grits; Peel, fruit; Pepper (spice); Pulp, fruit; Sage; Sago; Seeds (including bird seed); Spices; Tea or tea dust.

Animal Fat, inedible  
Animal Tails, dry  
Bentonite  
Bladders  
Blood, dried, not otherwise specified  
Broom corn  
Butterine  
Buttermilk, condensed or dried  
Cake, Vegetable-oil  
Calf Rennets (Calves' Stomachs)  
Clay  
Corn husks (corn shucks)  
Dolomite  
Earth noibn  
Feed, Animal or Poultry, viz:  
    Blood flour  
    Blood meal  
    Fish scrap  
    Meat scraps  
    Tankage  
Feldspar  
Fleshings  
Fodder  
Glue Stock  
Gravel  
Grease, Animal, inedible, not otherwise specified  
Hay  
Hides, Pelts or Skins, dry or green (Cattle, Goat, Hog, Horse or Sheep)  
Horns and Horns, Animal  
Kaolin  
**Lard Compounds**  
Lard Substitutes  
Limestone, crushed or pulverized

Meal, Vegetable-oil  
Meat Refuse  
Meats, fresh, or fresh salted  
Meats, cured, dried, dry salted, pickled or smoked (not including canned meats or canned sausage)  
Mill Products (cereal) not otherwise specified, not specially prepared for human consumption  
Packing House (meat) Products, edible, not otherwise specified (not including canned meats)  
Pomace  
Pyrites, coal  
Pyrites, iron  
Rock, Bituminous Asphalt  
Rock, Borate  
Rock, Ganister  
Rock, Phosphate, crude (ground or not ground but not further treated)  
Sand (other than glass or moulding)  
Shale  
Sinews  
Slag, Furnace (other than open hearth basic slag)  
Stone, broken, crushed or ground  
Stone, Fluxing  
Straw  
Tallow, Animal, inedible  
Tobacco, leaf, unmanufactured  
Vegetables, dry  
Vegetable Shortening  
**Weasands**  
Wool, noibn.

Noibn means not otherwise indexed by name in the Western Classification.



*CORRECTION*

# CORRECTION

THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY

Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS				
	CONTAINER DESCRIPTIONS				
	Num-ber	CONTAINER Description	Inside Dimensions in Inches		
Depth			Width	Length	
412	70	Cantaloupe Jumbo Flat Crate	5	14 $\frac{1}{2}$	22-1/8
	71	Cantaloupe Pony Crate	11	11	22-1/8
	72	Cantaloupe Standard Crate	12	12	22-1/8
	73	Cantaloupe Jumbo Crate	13	13	22-1/8
	74	Persian Melon Crate	6-3/4	12	22-1/8
	75	Persian Melon Crate	7-3/4	14	22-1/8
	76	Persian Melon Crate	8-3/4	16	22-1/8
	77	Persian Melon Crate	9-3/4	16	22-1/8
	78	Persian Melon Crate	11-3/4	18	22-1/8
	79	Crate	3 $\frac{1}{2}$	16	25
	80	Standard Peach Box	4-5	11 $\frac{1}{2}$	18 to 18-1/8
	81	Crate	5	14 $\frac{1}{2}$	21
	82	Standard Pear Box	8 $\frac{1}{2}$	11 $\frac{1}{2}$	18
	83	Half Standard Pear Box	4 $\frac{1}{2}$	11 $\frac{1}{2}$	18
	84	Pear Lug Box	7-3/4	13 $\frac{1}{2}$	20-3/4
	85	Special Pea Crate	10 to 10 $\frac{1}{2}$	17 $\frac{1}{2}$ to 18	20-5/8
	86	Special Pea Crate	13	13	22 $\frac{1}{2}$
	87	Pepper Crate	14	11	22-1/8
	88	Standard Persimmon Box	3	11 $\frac{1}{2}$	18
	89	Standard Pomegranate Box	6 $\frac{1}{2}$	11 $\frac{1}{2}$	24-5/8
	90	Sack - 25 pounds net			
	91	Sack - 50 pounds net			
	92	Sack -100 pounds net			
	93	Sweet Potato Crate	9-3/4	10 $\frac{1}{2}$	19-3/8
	94	Standard Rhubarb Box	4-3/4 to 5	11	20-5/8
	95	Rhubarb Box	9 $\frac{1}{2}$	11	20-5/8
	96	Squash Lug Box	8 $\frac{1}{2}$	14	22-3/4
	97	Standard Tomato Lidded Lug Box	6-7/16	13 $\frac{1}{2}$	16-1/8
98	Lidded Lug Box	7-1/8	13 $\frac{1}{2}$	16-1/8	
<p>NOTE 1.-Weight applies only when insert of double-faced corrugated strawboard not less than 1/8 inch thick or pad not less than 3/4 inch thick at time of loading is used, reducing the capacity of the lug to not more than 1252 cubic inches.</p> <p>NOTE 2.-Weight applies only when insert of double-faced corrugated strawboard not less than 1/8 inch thick or pad not less than 3/4 inch thick at time of loading is used, reducing the capacity of the lug to not more than 1142 cubic inches.</p> <p>NOTE 3.-Weight applies only when insert of double-faced corrugated strawboard not less than 3/16 inch thick is used, reducing the capacity of the lug to not more than 1252 cubic inches.</p> <p>NOTE 4.-When grapes are not packed in baskets as indicated, actual weight applies subject to tariff minimum weights and Items Nos. 80-81 series.</p> <p>NOTE 5.-Weight applies only when insert of double-faced corrugated strawboard not less than 1/8 inch thick or pad not less than 3/4 inch thick at time of loading is used.</p>					
EFFECTIVE AS SHOWN ON TITLE PAGE					
Issued by The Railroad Commission of the State of California, San Francisco, California.					

SECTION NO. 4

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ROUTING

---

Routing in this section applies in connection  
with rates in Section No. 2 of this tariff.

EFFECTIVE AS SHOWN ON TITLE PAGE

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

Item No.	SECTION NO. 4	ROUTING
		<p style="text-align: center;"><b>ROUTES APPLICABLE BETWEEN LOS ANGELES TERRITORY AND SAN FRANCISCO TERRITORY</b></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 style="text-align: center;">(The following routes apply in either direction)</p> <p>ROUTE NO. 1: From Los Angeles Territory via U. S. Highway 99 to Manteca, thence via State Highway No. 120 to its junction with U. S. Highway No. 50 5.0 miles west of Manteca, U. S. Highway No. 50 to County Road 3.9 miles west of Tracy, said County Road through Byron to its junction with State Highway No. 4 1.5 miles north of Byron, State Highway No. 4 to Crockett thence via U. S. Highway No. 40 to San Francisco Territory.</p> <p>ROUTE NO. 2: From Los Angeles Territory via U. S. Highway No. 99 to Manteca, State Highway No. 120 to its junction with U. S. Highway No. 50 5.0 miles west of Manteca, thence via U. S. Highway No. 50 to San Francisco Territory.</p> <p>500 ROUTE NO. 3: From Los Angeles Territory via U. S. Highway No. 99 to Manteca, State Highway No. 120 to its junction with U. S. Highway No. 50 5.0 miles west of Manteca, U. S. Highway No. 50 to its junction with Niles Canyon Highway east of Livermore, Niles Canyon Highway through Livermore, Pleasanton and Sunol to San Francisco Territory.</p> <p>ROUTE NO. 4: From Los Angeles Territory via U. S. Highway 99 to its junction with State Highway No. 152 north of Madera, State Highway No. 152 to its junction with U. S. Highway No. 101 at Gilroy thence via U. S. Highway No. 101 to San Francisco Territory.</p> <p>ROUTE NO. 5: From Los Angeles Territory via (a) U. S. Highway No. 101 through Girard; or (b) via U. S. Highway No. 101 Alternate through Oxnard to its junction with U. S. Highway No. 101 at El Rio; or (c) via State Highway No. 118 through Chatsworth to its junction with U. S. Highway No. 101 4 miles southeast of Ventura; thence via U. S. Highway No. 101 to San Francisco Territory.</p> <p>ROUTE NO. 6: From Los Angeles Territory via U. S. Highway No. 99 to its junction with State Highway No. 152 north of Madera, State Highway No. 152 to Los Banos, State Highway No. 33 to its junction with U. S. Highway No. 50 3 miles east of Tracy, thence via routes 1, 2 or 3 beyond.</p> <p style="text-align: center;">END OF TARIFF</p>
EFFECTIVE AS SHOWN ON TITLE PAGE		
Issued by The Railroad Commission of the State of California, San Francisco, California.		

**SPECIAL SUPPLEMENT CONTAINING INCREASED RATES AND CHARGES**

<b>Supplement No.</b>	<b>Tariff</b>
1	HIGHWAY CARRIERS' TARIFF NO. 2
1	HIGHWAY CARRIERS' TARIFF NO. 4
1	HIGHWAY CARRIERS' TARIFF NO. 7
1	HIGHWAY CARRIERS' TARIFF NO. 8

**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**

**EFFECTIVE APRIL 24, 1942**

12200

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

**PERCENTAGE INCREASES PROVIDED IN THIS SUPPLEMENT SHALL BE APPLIED TO MINIMUM RATES IN EFFECT ON APRIL 24, 1942.**

Item No. 1

**APPLICATION OF TABLES I AND II**

(a) Find the rate or charge as named in tariff under Column "A" of Table I or Table II, as the case may be, and the rate or charge to be applied will be found opposite thereto under Column "B". When the rate or charge is stated in dollars or dollars and cents, first find the equivalent thereof in cents in Column "A" and apply the rate or charge shown opposite thereto in Column "B".

(b) The increases shown in Table I will be applied to the following rates and charges except as provided in paragraph (c):

Class Rates

Commodity Rates

Long Distance Moving Rates shown in Section No. 3, Highway Carriers' Tariff No. 4, also charges shown in Items Nos. 100(c), 101(g), 130(d), 170, 185, 400 and 410 series when applied on shipments transported under Long Distance Moving Rates

Minimum Charges

Minimum Rates

Charges for:

Accessorial Services not otherwise specified

C.O.D. (Collect on Delivery) Service

Split Delivery

Split Pickup

(c) The increases shown in Table II will be applied to the rates designated in connection with tariff items referred to below, viz.:

Item No. (Series)	<b>HIGHWAY CARRIERS' TARIFF NO. 2</b>
505 } 507 } 510 }	Class Rates on articles specified in Note 1 herein when applied in connection with rates subject to minimum weight of 20,000 pounds or when applied in connection with carload ratings.
605	Rates subject to minimum weights of 20,000, 24,000, 30,000 or 40,000 pounds.
651	Rates subject to minimum weights of 18,000 and 30,000 pounds.
654	Rates subject to minimum weights of 20,000 and 30,000 pounds.
657 } 658 }	Rates subject to minimum weight of 20,000 pounds.
728	Rates subject to minimum weights of 20,000 and 30,000 pounds.
730	Rate subject to minimum weight of 30,000 pounds.
	<b>HIGHWAY CARRIERS' TARIFF NO. 8</b>
300 } 301 } 320 }	Rates subject to minimum weights of 18,000 and 24,000 pounds.

**Note 1:**

Agricultural Products not otherwise specified, except the following:

Algarobilla; Beans, castor, cocoa, honey (St. Johns bread), nux vomica (ground or whole), Tahiti, tonka and vanilla; Chufas, Cocoanuts, fresh; Coffee; Copra; Fibre, vegetable; Florist stock; Fruit, dried or evaporated; Fruit juices; Grasses not otherwise specified; Herbs not otherwise specified; Ivory nuts (vegetable ivory); Licorice root; Mushrooms, dried; Mushroom spawn; Mustard, ground; Nursery stock; Nut meats; Peanut grits; Peel, fruit; Pepper (spice); Pulp, fruit; Sage; Sago; Seeds (including bird seed); Spices; Tea or tea dust.

Animal Fat, inedible	Meal, Vegetable-oil
Animal Tails, dry	Meat Refuse
Bentonite	Meats, fresh, or fresh salted
Bladders	Meats, cured, dried, dry salted, pickled or smoked (not including canned meats or canned sausage)
Blood, dried, not otherwise specified	Mill Products (cereal) not otherwise specified, not specially prepared for human consumption
Broom corn	Packing House (meat) Products, edible, not otherwise specified (not including canned meats)
Butterine	Pomace
Buttermilk, condensed or dried	Pyrites, coal
Cake, Vegetable-oil	Pyrites, iron
Calf Rennets (Calves' Stomachs)	Rock, Bituminous Asphalt
Clay	Rock, Borate
Corn husks (corn shucks)	Rock, Ganister
Dolomite	Rock, Phosphate, crude (ground or not ground but not further treated)
Earth noibn	Sand (other than glass or moulding)
Feed, Animal or Poultry, viz:	Shale
Blood flour	Sinews
Blood meal	Slag, Furnace (other than open hearth basic slag)
Fish scrap	Stone, broken, crushed or ground
Meat scraps	Stone, Fluxing
Tankage	Straw
Feldspar	Tallow, Animal, inedible
Fleshings	Tobacco, leaf, unmanufactured
Fodder	Vegetables, dry
Glue Stock	Vegetable Shortening
Gravel	Weasands
Grease, Animal, inedible, not otherwise specified	Wool, noibn.
Hay	
Hides, Pelts or Skins, dry or green (Cattle, Goat, Hog, Horse or Sheep)	
Hoofs and Horns, Animal	
Kaolin	
Lard Compounds	
Lard Substitutes	
Limestone, crushed or pulverized	

Noibn means not otherwise indexed by name in the Western Classification.

**Item No. 2**

**COMBINATION RATES**

When the through rate is made by combining separately stated rates, each of such rates shall be increased before combining.

**Item No. 3**

**COMPUTATION OF RATES AND CHARGES HIGHER  
THAN SHOWN IN TABLE I OR TABLE II**

Where the tariff rate or charge designated in paragraph (b) of Item 1 herein is higher than shown in Column "A" of Table I, such rate or charge will be increased six (6) per cent.

Where the tariff rate designated in paragraph (c) of Item 1 herein is higher than shown in Column "A" of Table II, such rate will be increased three (3) per cent.

In computing increased rates and charges as provided above, fractions of less than one-half cent will be dropped and fractions of one-half cent or greater will be increased to one cent.



**TABLE NO. I**  
(Six Per Cent Table)

COL. A		Col. B	COL. A		Col. B	COL. A		Col. B	COL. A		Col. B	COL. A		Col. B
Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over	
0	2	N.C.	40	41	43	91½	92½	98	143½	144½	153	195½	196½	208
2	2½	2½	41	41½	44	92½	93½	99	144½	145½	154	196½	197½	209
2½	2½	2½	41½	42½	45	93½	94½	100	145½	146½	155	197½	198½	210
2½	2½	3	42½	43½	46	94½	95½	101	146½	147½	156	198½	199½	211
2½	3	3½	43½	44½	47	95½	96½	102	147½	148½	157	199½	200	212
3	3½	3½	44½	45½	48	96½	97½	103	148½	149½	158	200	201	213
3½	3½	3½	45½	46½	49	97½	98½	104	149½	150	159	201	202	214
3½	3½	4	46½	47½	50	98½	99½	105	150	151	160	202	203	215
3½	4	4½	47½	48½	51	99½	100	106	151	152	161	203	204	216
4	4½	4½	48½	49½	52	100	101	107	152	153	162	204	205	217
4½	4½	4½	49½	50	53	101	102	108	153	154	163	205	206	218
4½	4½	5	50	51	54	102	103	109	154	155	164	206	207	219
4½	5½	5½	51	52	55	103	104	110	155	156	165	207	208	220
5½	5½	6	52	53	56	104	105	111	156	157	166	208	208½	221
5½	6	6½	53	54	57	105	106	112	157	158	167	208½	209½	222
6	6½	7	54	55	58	106	107	113	158	158½	168	209½	210½	223
6½	7	7½	55	56	59	107	108	114	158½	159½	169	210½	211½	224
7	7½	8	56	57	60	108	108½	115	159½	160½	170	211½	212½	225
7½	8	8½	57	58	61	108½	109½	116	160½	161½	171	212½	213½	226
8	8½	9	58	58½	62	109½	110½	117	161½	162½	172	213½	214½	227
8½	9	9½	58½	59½	63	110½	111½	118	162½	163½	173	214½	215½	228
9	9½	10	59½	60½	64	111½	112½	119	163½	164½	174	215½	216½	229
9½	10	10½	60½	61½	65	112½	113½	120	164½	165½	175	216½	217	230
10	10½	11	61½	62½	66	113½	114½	121	165½	166½	176	217	218	231
10½	11½	12	62½	63½	67	114½	115½	122	166½	167	177	218	219	232
11½	12½	13	63½	64½	68	115½	116½	123	167	168	178	219	220	233
12½	13½	14	64½	65½	69	116½	117	124	168	169	179	220	221	234
13½	14½	15	65½	66½	70	117	118	125	169	170	180	221	222	235
14½	15½	16	66½	67	71	118	119	126	170	171	181	222	223	236
15½	16½	17	67	68	72	119	120	127	171	172	182	223	224	237
16½	17	18	68	69	73	120	121	128	172	173	183	224	224½	238
17	18	19	69	70	74	121	122	129	173	174	184	224½	225½	239
18	19	20	70	71	75	122	123	130	174	174½	185	225½	226½	240
19	20	21	71	72	76	123	124	131	174½	175½	186	226½	227½	241
20	21	22	72	73	77	124	124½	132	175½	176½	187	227½	228½	242
21	22	23	73	74	78	124½	125½	133	176½	177½	188	228½	229½	243
22	23	24	74	74½	79	125½	126½	134	177½	178½	189	229½	230½	244
23	24	25	74½	75½	80	126½	127½	135	178½	179½	190	230½	231½	245
24	24½	26	75½	76½	81	127½	128½	136	179½	180½	191	231½	232½	246
24½	25½	27	76½	77½	82	128½	129½	137	180½	181½	192	232½	233	247
25½	26½	28	77½	78½	83	129½	130½	138	181½	182½	193	233	234	248
26½	27½	29	78½	79½	84	130½	131½	139	182½	183	194	234	235	249
27½	28½	30	79½	80½	85	131½	132½	140	183	184	195	235	236	250
28½	29½	31	80½	81½	86	132½	133	141	184	185	196	236	237	251
29½	30½	32	81½	82½	87	133	134	142	185	186	197	237	238	252
30½	31½	33	82½	83	88	134	135	143	186	187	198	238	239	253
31½	32½	34	83	84	89	135	136	144	187	188	199	239	240	254
32½	33	35	84	85	90	136	137	145	188	189	200	240	241	255
33	34	36	85	86	91	137	138	146	189	190	201	241	242	257
34	35	37	86	87	92	138	139	147	190	191	202	242	243	258
35	36	38	87	88	93	139	140	148	191	191½	203	243	244	259
36	37	39	88	89	94	140	141	149	191½	192½	204	244	245	260
37	38	40	89	90	95	141	141½	150	192½	193½	205	245	246	261
38	39	41	90	91	96	141½	142½	151	193½	194½	206	246	247	262
39	40	42	91	91½	97	142½	143½	152	194½	195½	207	247	248	263

N.C.—No change.  
12290

TABLE NO. II  
(Three Per Cent Table)

COL. A		Col. B	COL. A		Col. B	COL. A		Col. B	COL. A		Col. B	COL. A		Col. B
Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over	
0	4	N.C.	49½	50½	52	103	104	107	156½	157½	162	210	211	217
4	4½	4½	50½	51½	53	104	105	108	157½	158½	163	211	212	218
4½	4¾	4¾	51½	52½	54	105	106	109	158½	159½	164	212	213	219
4¾	5	5	52½	53½	55	106	107	110	159½	160½	165	213	214	220
5	5½	5½	53½	54½	56	107	108	111	160½	161½	166	214	215	221
5½	6	6	54½	55½	57	108	109	112	161½	162½	167	215	216	222
6	6½	6½	55½	56½	58	109	110	113	162½	163½	168	216	216½	223
6½	7	7	56½	57½	59	110	111	114	163½	164½	169	216½	217½	224
7	7½	7½	57½	58½	60	111	112	115	164½	165½	170	217½	218½	225
7½	8	8	58½	59½	61	112	113	116	165½	166½	171	218½	219½	226
8	8½	8½	59½	60½	62	113	114	117	166½	167	172	219½	220½	227
8½	9	9½	60½	61½	63	114	115	118	167	168	173	220½	221½	228
9	9½	10	61½	62½	64	115	116	119	168	169	174	221½	222½	229
9½	10	10½	62½	63½	65	116	116½	120	169	170	175	222½	223½	230
10	11	11	63½	64½	66	116½	117½	121	170	171	176	223½	224½	231
11	12	12	64½	65½	67	117½	118½	122	171	172	177	224½	225½	232
12	13	13	65½	66½	68	118½	119½	123	172	173	178	225½	226½	233
13	14	14	66½	67	69	119½	120½	124	173	174	179	226½	227½	234
14	15	15	67	68	70	120½	121½	125	174	175	180	227½	228½	235
15	16	16	68	69	71	121½	122½	126	175	176	181	228½	229½	236
16	16½	17	69	70	72	122½	123½	127	176	177	182	229½	230½	237
16½	17½	18	70	71	73	123½	124½	128	177	178	183	230½	231½	238
17½	18½	19	71	72	74	124½	125½	129	178	179	184	231½	232½	239
18½	19½	20	72	73	75	125½	126½	130	179	180	185	232½	233	240
19½	20½	21	73	74	76	126½	127½	131	180	181	186	233	234	241
20½	21½	22	74	75	77	127½	128½	132	181	182	187	234	235	242
21½	22½	23	75	76	78	128½	129½	133	182	183	188	235	236	243
22½	23½	24	76	77	79	129½	130½	134	183	183½	189	236	237	244
23½	24½	25	77	78	80	130½	131½	135	183½	184½	190	237	238	245
24½	25½	26	78	79	81	131½	132½	136	184½	185½	191	238	239	246
25½	26½	27	79	80	82	132½	133	137	185½	186½	192	239	240	247
26½	27½	28	80	81	83	133	134	138	186½	187½	193	240	241	248
27½	28½	29	81	82	84	134	135	139	187½	188½	194	241	242	249
28½	29½	30	82	83	85	135	136	140	188½	189½	195	242	243	250
29½	30½	31	83	83½	86	136	137	141	189½	190½	196	243	244	251
30½	31½	32	83½	84½	87	137	138	142	190½	191½	197	244	245	252
31½	32½	33	84½	85½	88	138	139	143	191½	192½	198	245	246	253
32½	33	34	85½	86½	89	139	140	144	192½	193½	199	246	247	254
33	34	35	86½	87½	90	140	141	145	193½	194½	200	247	248	255
34	35	36	87½	88½	91	141	142	146	194½	195½	201	248	249	256
35	36	37	88½	89½	92	142	143	147	195½	196½	202			
36	37	38	89½	90½	93	143	144	148	196½	197½	203			
37	38	39	90½	91½	94	144	145	149	197½	198½	204			
38	39	40	91½	92½	95	145	146	150	198½	199½	205			
39	40	41	92½	93½	96	146	147	151	199½	200	206			
40	41	42	93½	94½	97	147	148	152	200	201	207			
41	42	43	94½	95½	98	148	149	153	201	202	208			
42	43	44	95½	96½	99	149	149½	154	202	203	209			
43	44	45	96½	97½	100	149½	150½	155	203	204	210			
44	45	46	97½	98½	101	150½	151½	156	204	205	211			
45	46	47	98½	99½	102	151½	152½	157	205	206	212			
46	47	48	99½	100	103	152½	153½	158	206	207	213			
47	48	49	100	101	104	153½	154½	159	207	208	214			
48	49	50	101	102	105	154½	155½	160	208	209	215			
49	49½	51	102	103	106	155½	156½	161	209	210	216			

N.C.—No change.

12200

## SHIPPING ORDER AND FREIGHT BILL

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

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

Name of Carrier \_\_\_\_\_  
(Carrier's name must agree with name on permit)

Point of Origin \_\_\_\_\_ Date \_\_\_\_\_, 194\_\_  
 Shipper \_\_\_\_\_ Consignee \_\_\_\_\_  
 Street Address \_\_\_\_\_ Street Address \_\_\_\_\_  
 City \_\_\_\_\_ City \_\_\_\_\_

Packages	Kind (1)	Description of Commodities	Weight (2)	Rate	Charges (3)
Shipper _____		Check here		C.O.D. _____	
By _____ (Show name in full)		Origin Destination		C.O.D. Fee _____	
Received by Carrier in good condition except as noted		Terminal	Store Door	Terminal	Store Door
By _____ Driver (show name in full)					
Received by Consignee in good condition except as noted					
By _____ (Show name in full)		When certified weights are used show here Certificate No. _____		Advances(4) _____	
				Other Charges(4) _____	
				Prepaid _____	
				Total to Collect _____	

- (1) When fresh fruits and fresh vegetables are shipped at authorized estimated weights, the container number shown in Highway Carriers' Tariff No. 8 may be indicated in this column.
- (2) Show how weight obtained. The following symbols may be used: (A) for Actual gross weight; (C) for Certified Weight; (E) for Estimated Weight.
- (3) Explain all charges not based on weight and rate.
- (4) Explain what each charge represents.