

ORIGINAL

Decision No. 39945

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation by the Commission upon its own motion into the rates, rules, regulations, charges, allowances, and practices of all common carriers, as defined in the Public Utilities Act of the State of California, highway carriers, as defined in Chapter 223, Statutes of 1935, of the State of California, as amended, and city carriers, as defined in Chapter 312, Statutes of 1935, of the State of California, as amended, relating to the transportation of property for hire within the State of California.

Case No. 4808

Appearances

Arlo D. Poe and Edward M. Berol, for Motor Truck Association of Southern California and The Truck Owners Association of California, petitioners.

W. A. Steiger, H. J. Bischoff, Wallace K. Downey, E. L. H. Bissinger, Lloyd R. Guerra, Willard Barr, Frank O. Culy, John J. Glardon, Joe Araiza, Arno W. Mueller, Don H. Moore, Rodney F. Williams, Bart F. Wade, Phil Jacobson, James M. Souby, H. M. Hayes, V. E. Kessler, and John E. Carroll, for various respondent carriers.

K. L. Vore, W. G. O'Barr, Emuel J. Forman, Eugene A. Read, Joseph T. Enright, C. R. Bover, Thomas O. McCraney, L. M. Wright, F. H. Powers, William Guthrie, John B. Lonergan, R. J. Jones, T. F. McCue, W. O. Narry, R. T. Hunt, John F. Kirkman, A. H. Valentine, Walter A. Ronde, R. F. Ahern, William Casselman, E. O. Nagel, L. B. Harmon, K. P. Thorpe, L. R. Keith and George S. Beach, for various shippers and organizations, interested parties.

(Appearances shown above are those entered in the instant phase of this proceeding. For earlier appearances, see previous decisions in this case.)

O P I N I O N

Case No. 4808 is a general investigation covering rates, rules and regulations for the transportation of all classes of property by for-hire carriers between points in this state. This opinion deals primarily with the level of minimum rates established

for the transportation of traffic covered by Highway Carriers' Tariff No. 2.¹

Highway Carriers' Tariff No. 2 first became effective in 1939. In April, 1942, the rates were increased by 6 per cent generally, and by 3 per cent on certain basic commodities. On June 10, 1946, upon evidence of cost increases and experience of representative carriers, the rates were advanced by an additional 12 per cent. Further hearings were had in August, 1946, at which time highway carriers introduced evidence of cost increases and other data in support of another increase in the minimum rates. The Commission concluded, however, that such evidence was insufficient to justify another general rate increase under the circumstances (Decision No. 39436, September 24, 1946). Upon petition of The Truck Owners Association of California and The Motor Truck Association of Southern California, further hearings were held in December, 1946, for the purpose of receiving additional evidence in support of a further increase in the rates.

This opinion deals with the evidence adduced at the December hearings, and with certain evidence introduced in August and referred to in the December hearings.² The issues are whether or not, and to what extent if at all, the Commission should now make a further increase in the minimum rates as set forth in Highway Carriers' Tariff No. 2.

¹ Highway Carriers' Tariff No. 2 is Appendix "D" to Decision No. 31606, as amended, in Case No. 4246. It names minimum rates of statewide application for the transportation of property generally, by common carriers, radial highway common carriers and highway contract carriers. By stipulation, the instant phase of Case No. 4808 does not involve commodity rates named in Item No. 635-C of the tariff for transportation of cement in truckload shipments.

² The December hearings were held before Examiner Bryant at Los Angeles on December 6, 11, and 12, and at San Francisco on December 16, 1946.

Evidence was introduced through the testimony of a consulting transportation engineer engaged by the petitioning truck associations, and through the testimony of officers and other representatives of various highway carriers.

The record shows that many important items of carrier expense have increased materially and substantially since January 1, 1946, and more particularly since June 10, 1946. It shows that the cost of many materials, supplies and services advanced abruptly with the lifting of federal price controls in November, and it was testified in December that the upward trend was continuing. Details of a number of important expense increases were supplied:

To show the net results of the operations, the consulting engineer introduced a study of revenues, expenses, operating ratios, and certain other data, for 52 highway carriers for each of the first three quarters of 1946.³ The study was based upon information supplied to him through written replies to a questionnaire form which he had designed and submitted to some 93 selected carriers. The list of 93 carriers was virtually identical, he explained, with one previously developed by members of the Commission's staff in gathering data for submission in earlier hearings in this proceeding. (See Decision No. 39004, 46 C.R.C. 486.) The engineer declared that collectively the 52 carriers in his study transported a very substantial part of the traffic covered by Highway Carriers' Tariff No. 2.⁴ He explained that his purpose had been to examine a

³ It was pointed out in Decision No. 39436, *supra*, that "Increases in operating costs are significant from a rate-making standpoint in their effect upon net operating results. A showing that costs have risen may carry the presumption that rates should be increased to yield compensating increases in revenues. However, the extent to which such presumption may be valid cannot be measured without reference to the net results of the operations."

⁴ The engineer's study includes most of the larger highway carriers and a number of the smaller ones. For the third quarter of 1946 the 52 carriers reported gross operating revenue in excess of \$7,000,000.

representative group of carriers transporting principally such classes of traffic, and said that his study reflected a fair and adequate cross-section of such carriers. He pointed out also that the reporting carriers represented equally the northern and southern sections of the state.

Representatives of about half of the 52 carriers testified in corroboration or extension of the engineer's statements, and in explanation of the services, operations, and experiences of their own companies. Several stated that such figures as were available for the fourth quarter of 1946 showed less favorable results than were experienced for the third quarter. All of the carrier witnesses believed that further increases in the minimum rates were necessary and should be made without delay.

The engineer calculated that an average increase in revenue of 14.36 per cent would be necessary to reduce the average operating ratio of the 52 carriers to a basis which he deemed reasonable and desirable. Beyond this he did not make a specific rate proposal.

Many of the carrier witnesses urged that the minimum charges per shipment, which now range from 47 to 89 cents, be increased to \$1.00. Proponents included Pacific Freight Lines, Pacific Freight Lines Express, Valley Express Company, Valley Motor Lines, Inc., two of the major rail lines and their affiliated highway carriers, and virtually all of the represented highway carriers serving the northern part of the state. An exhibit was introduced purporting to show that the average cost to Valley Express Company and Valley Motor Lines, Inc. of handling minimum shipments for the month of September, 1946, was \$1.19. The Motor Truck Association of Southern California took no position with respect to

the proposed minimum charge of \$1.00; The Truck Owners Association of California urged strongly that it be established.

An officer of Southern California Freight Lines and Southern California Freight Forwarders testified in opposition to the proposal that the minimum charge per shipment be increased to \$1.00. He stated that his companies were opposed to such a charge, and introduced exhibits designed to show, among other things, that the cost study of Valley Express Company and Valley Motor Lines, Inc.; was in error; and that a minimum charge of \$1.00 would nullify many of the rates on shipments ranging up to 200 pounds. This witness declared that such a charge would divert shipments from his companies to proprietary vehicles and to other agencies of transportation, and that it would cause many shippers to consolidate their minimum shipments into larger lots:

Several common carriers urged that the necessary increases in minimum rates be made in forms other than a uniform percentage increase. The witness for Southern California Freight Lines and Southern California Freight Forwarders declared that "The real ailment of the public (common) carriers is that they are not receiving adequate compensation for handling the small shipments." He recommended a blanket increase of 12 per cent in the rates and charges, including the minimum charge per shipment, plus an increase of 3 cents per 100 pounds in the "any-quantity" rates. A witness for Valley Express Company and Valley Motor Lines, Inc., suggested that consideration be given to reconstructing the less-than-truckload rates, so that they would be based upon cost of transportation via actual break-bulk points rather than via the shortest highway routes. A witness for Pacific Freight Lines and Pacific Freight Lines Express

testified, "I think we should have a minimum charge of \$1.00 and the any-quantity bracket should be increased about 12 per cent, and thereafter by a 3 cent surcharge on a temporary basis up to such time as the Public Utilities Commission has its investigation completed of the cost of handling all types of traffic in California and has published a new tariff. As to the rest of the traffic above the any-quantity bracket, I suggest a 12 per cent increase, with the possibility that if the Commission feels that in the 10,000-pound bracket a slightly smaller increase would be justified, I would go along with them."

No shipper testimony was offered in the December hearings, but a number of shippers and shipper representatives participated in cross-examination of the carrier witness and offered oral argument. The Los Angeles Chamber of Commerce asked that any adjustment in the minimum rates reflect the lowest lawful rates applicable to any of the defined types or classes of carriers, in accordance with Section 32(d) of the Public Utilities Act; and urged that notice be taken in this proceeding of the disposition of Application No. 27446, involving a general increase in the rates of California rail lines and their connecting carriers. The Oakland Chamber of Commerce stated that it would have no objection to a minimum charge of \$1.00 per shipment if established uniformly throughout the state; stated that on the average the carriers had shown necessity for some increase; declared that if the impact of the increase were heavier on shipments under 4,000 pounds the common carriers would be brought to a much better operating ratio; and argued that there should be no destruction of the ability of a contract carrier to render services at a lower cost than a common carrier. The Coca Cola Company argued that the engineer's exhibit should not be accepted as reflecting the

condition of the trucking industry in this state, pointing out that deletion of figures for seven of the large but unprofitable operations would leave an average profit for the remaining carriers. This company took the position that increased rates had been justified for certain carriers only.

The present record establishes indisputably the fact that all classes of highway carriers in California encountered increased and increasing expenses of operation during the year 1946. The engineer's modified figures may be accepted as sufficiently accurate for present purposes.⁵ They show that, for the third quarter of 1946, 24 carriers earned an operating profit and 28 incurred an operating loss.⁶ The operating ratios ranged from 73 to 137 per cent, with an average of 104 per cent. Considering the 52 carriers as a whole, the figures show that it would be necessary to increase operating revenues by 14.36 per cent in order to reduce the operating ratio to approximately 93 per cent after income taxes. The engineer was of the opinion that such a ratio was desirable and reasonable under the circumstances.

⁵ The several questionable factors in his study would tend to offset each other. As examples of unadjusted factors in the study, the engineer did not modify revenues accruing from rates below the minimum rate levels; in one case, not having information for August and September, he used triple the carrier's July figures as revenues and expenses for the quarterly period; and in another case it developed that a carrier depreciated vehicles at an abnormally fast rate. On the other hand, the study did not include certain increased wages and other expenses which developed during and subsequent to the third quarter; also, all federal income taxes were calculated at the lowest corporation rates, regardless of actual tax liabilities; and the witness testified that the third quarter was normally one of the most favorable periods of the year.

⁶ Third-quarter figures were used by the engineer for his detailed modifications, and are used in our conclusions herein, for the reason that they are most representative of current conditions. Figures for the first two quarters of 1946 do not reflect the effects of either current wages or current rates.

The revenue deficiency, as thus calculated by the engineer is based upon the experience average of 52 carriers of several different classes. The evidence shows that the common carriers, as a class, receive and transport a great preponderance of small shipments, and are tendered relatively few large shipments.⁷ It shows that the permitted carriers, on the other hand, specialize generally in truckload or near-truckload shipments, and accept few shipments in the lower weight brackets.⁸ It is evident, therefore, that an increase in the minimum charge per shipment or in the rates for the lower weight brackets would affect primarily the revenues of the common carriers, whereas the revenues of the permitted carriers would be responsive to a rate increase in the higher weight brackets.

Of the 52 carriers studied by the engineer, 18 are basically common carriers, and the remainder are primarily or exclusively permitted carriers. Using the engineer's modified figures for the third quarter of 1946, but segregating the carriers according to these two classifications, the following results are developed:

	<u>18 Common Carriers</u>	<u>34 Permitted Carriers</u>
Operating Revenues	\$4,632,087	\$2,812,853
Operating Expenses	<u>4,853,296</u>	<u>2,863,647</u>
Loss	\$ 221,209	\$ 50,794
Operating Ratio	104.8%	101.8%

⁷ The record indicates that 99 per cent of the total number and 72 per cent of the total weight of shipments transported by Pacific Freight Lines are shipments of less than 10,000 pounds, and that 96 per cent of the total number and about 54 per cent of the total weight are shipments of less than 2,000 pounds. For Southern California Freight Lines, 50 per cent of the total weight is subject to "any-quantity" rates. Testimony for Santa Fe Transportation Co., Western Truck Lines, Ltd., and other common carriers shows that such carriers serve predominantly the small-quantity field.

⁸ As used herein, the term "common carriers" means highway common carriers and express corporations; the term "permitted carriers" means radial highway common carriers and highway contract carriers.

Considering the revenue position of the common carriers first, reference must be made to the minimum charge per shipment. As shown on this record, the principal common carriers of general commodities derive a substantial portion of their revenue from the transportation of shipments subject to minimum charges.

Although complete data are not available, there is considerable evidence in this record that the relatively unfavorable revenue position of the common carriers may be attributed in some measure to non-compensatory minimum charges. Many experienced carrier witnesses testified that, in their opinion, no charge of less than \$1.00 per shipment would be profitable in their operations. We take official notice of the fact that many of the common carriers have already established the justification for the \$1.00 minimum charge on their own lines and now maintain such a charge in their tariffs.⁹ None of the shippers or shipper representatives appearing in this proceeding voiced any opposition or objection to the proposed establishment of the \$1.00 charge as minimum for all carriers. Considering all of these circumstances, and in recognition of the revenue needs of the carriers as disclosed on this record, we conclude that the minimum charges per shipment, as set forth in Item No. 150-B, Paragraph (a), Highway Carriers' Tariff No. 2, should be increased to a minimum charge of \$1.00.

Referring to other rates and charges of the common carriers, it is clear from the evidence of record that the accessorial charges and the levels of transportation rates for shipments subject to minimum weights of less than 20,000 pounds, as provided in Highway Carriers' Tariff No. 2, should be increased by not less than 12 per cent. If, in addition, the "any-quantity" rates were further

9

Pacific Freight Lines, Pacific Freight Lines Express, Asbury Transportation Company, and the rail lines and their connecting carriers.

increased by the amount of 3 cents per 100 pounds, as suggested by carrier witnesses, the relationships between the rates would be brought into closer harmony with current cost experience, and the over-all rate structure would, in our judgment, be reasonable and sufficient. Greater increases have not been justified on this record.

The revenue deficiencies of the permitted carriers, as indicated by the table hereinbefore set forth, are less than those of the common carriers. It appears from the operating results for the 34 permitted carriers that the impact of increases in operating costs has fallen less heavily upon this class of carrier than upon the common carriers as a group. On the instant record we must conclude that the minimum rates for shipments subject to minimum weights of 20,000 pounds or more, which are transported primarily by permitted carriers, should be increased by no more than 8 per cent.

A supplement to Highway Carriers' Tariff No. 2 now contains two tables providing percentage increases over rates otherwise named in the tariff. One table is applicable to the rates and charges generally, and the other only to truckload shipments of certain specified agricultural and other basic commodities. Between the two tables there is a difference of 3 per cent. Addition to the present tariffs of the added percentage increases hereinbefore found necessary would require the maintenance of multiple increase tables or rate scales, a condition which would be complex and cumbersome from the standpoint of practical application. In the interest of tariff simplification the present differential of 3 per cent will be removed in so far as class-rate traffic is concerned. In view of the limited list of commodities on which the lower percentage applies, the differential is of little importance on class-rate traffic from a rate or revenue standpoint. The present differential in commodity rates, according a lesser increase on specified agricultural and other basic commodities, will be retained without change.

Rate increases provided by the order which follows will be applicable to all classes of carriers for which Decision No. 31606, supra, as amended, established rates, except (1) railroads and (2) common carriers by vessel, and (3) Railway Express Agency, Inc. None of the evidence in the instant phase of this proceeding related to the operating experiences or costs of these classes of carriers. As hereinbefore indicated, a blanket increase in rail rates was recently authorized and went into effect on January 1, 1947; likewise, the rates of the express company were recently increased in a separate proceeding.

Upon careful consideration of all of the evidence herein, we are of the opinion and find that increased rates should be authorized and established as specified in the order which follows. We wish to emphasize, however, that the evidence upon which our conclusions are based, while it is persuasive and convincing that such increases are necessary to the maintenance of a sound transportation system, does not show conclusively the extent to which the present rates in Highway Carriers' Tariff No. 2 may be deficient as reasonable minimum rates. The rates hereinafter established are not intended to provide a basis for further modifications, but are considered to be "interim" rates, to be continued in effect until current cost and rate studies are available and a more comprehensive record has been made. The Commission's staff is now engaged in making such studies, and the work will be completed as soon as possible. Should individual carriers feel the necessity of increasing their revenues in the meantime, the permitted carriers are free to raise their rates without authority from this Commission, and the common carriers may seek the necessary authority under provisions of Section 63(a) of the Public Utilities Act.

O R D E R

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

IT IS HEREBY ORDERED:

1. That Decision No. 31606, as amended, in Case No. 4246, be and it is hereby further amended by substituting in Highway Carriers' Tariff No. 2 (Appendix "D" to said decision, as amended) the revised supplement and pages attached hereto and by this reference made a part hereof, which supplement and pages are numbered as follows:

Supplement No. 5 cancels Supplement No. 4
 Sixth Revised Page 18 cancels Fifth Revised Page 18
 Second Revised Page 19 cancels First Revised Page 19
 Fourth Revised Page 20 cancels Third Revised Page 20
 Fourth Revised Page 21 cancels Third Revised Page 21
 First Revised Page 22 cancels Original Page 22
 Fourth Revised Page 23 cancels Third Revised Page 23
 Third Revised Page 24 cancels Second Revised Page 24
 Eighth Revised Page 26 cancels Seventh Revised Page 26
 Fifth Revised Page 37 cancels Fourth Revised Page 37
 Third Revised Page 41 cancels Second Revised Page 41
 Second Revised Page 42 cancels First Revised Page 42
 Second Revised Page 43 cancels First Revised Page 43
 Third Revised Page 44 cancels Second Revised Page 44
 Second Revised Page 46 cancels First Revised Page 46
 First Revised Page 46-A cancels Original Page 46-A
 Second Revised Page 48 cancels First Revised Page 48
 First Revised Page 49 cancels Original Page 49
 First Revised Page 49-A cancels Original Page 49-A
 Second Revised Page 50 cancels First Revised Page 50
 First Revised Page 51 cancels Original Page 51
 Second Revised Page 51-A cancels First Revised Page 51-A
 Third Revised Page 51-D cancels Second Revised Page 51-D
 Third Revised Page 51-E cancels Second Revised Page 51-E
 Second Revised Page 51-G cancels First Revised Page 51-G
 Second Revised Page 51-H cancels First Revised Page 51-H
 Fourth Revised Page 51-I cancels Third Revised Page 51-I
 Fourth Revised Page 56 cancels Third Revised Page 56
 Fourth Revised Page 57 cancels Third Revised Page 57
 Second Revised Page 60 cancels First Revised Page 60
 Second Revised Page 61 cancels First Revised Page 61
 Third Revised Page 62 cancels Second Revised Page 62
 Second Revised Page 63 cancels First Revised Page 63
 Second Revised Page 64 cancels First Revised Page 64
 Second Revised Page 65 cancels First Revised Page 65
 Second Revised Page 66 cancels First Revised Page 66

2. That tariff publications herein required to be made by common carriers as a result of the amendments to Highway Carriers' Tariff No. 2 hereinabove provided shall be made effective on or before March 31, 1947.

3. That, except as hereinafter specified, all common carriers subject to the Public Utilities Act which are engaged in the transportation of traffic for which rates are provided in Highway Carriers' Tariff No. 2 be and they are, and each of them is, hereby authorized but not required to establish increased rates and charges on traffic for which rates have not been established by the Commission in outstanding minimum rate orders, the increases to be no greater than those made under the order herein by the same carriers on traffic for which rates are provided in said tariff.

4. That tariff publications hereinabove authorized but not required to be made may be made effective on or before March 31, 1947, and that the authority to make such publications shall be void except to the extent that the increased rates and charges are published, filed, and made effective on or before March 31, 1947.

5. That tariff publications herein required or authorized to be made by common carriers may be made effective on less than thirty (30) days' notice, but shall not be made effective on less than ten (10) days' notice to the Commission and to the public.

6. That common carriers be and they are, and each of them is hereby authorized to depart from the provisions of Section 24(a) of the Public Utilities Act and of Article XII, Section 21 of the State Constitution, to the extent necessary to carry out the effect of the order herein.

7. That no authority is herein granted to depart from the provisions of Tariff Circular No. 2 or General Order No. 80.

8. That nothing in this order shall be deemed to authorize or require common carriers by railroad, common carriers by vessel, or Railway Express Agency, Inc., to revise their tariff rates, charges, rules, or regulations in any respect whatsoever.

9. That in all other respects Decision No. 31606, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 4th day of February, 1947.

Harold P. Hula
Justus F. Crocker
Wm. H. Farrell
A. F. ...

Commissioners

SUPPLEMENT NO. 5
(Cancels Supplement No. 4)
to

HIGHWAY CARRIERS' TARIFF

No. 2

Naming

MINIMUM RATES, RULES AND REGULATIONS

For The

Transportation of Property Over The

Public Highways Within The

State of California

By

RADIAL HIGHWAY COMMON CARRIERS

And

HIGHWAY CONTRACT CARRIERS

Item No.	Cancels Item No.	
"1-A	1	Items canceled; rates and charges in individual items of tariff will apply.
"2-A	2	
"3-A	3	
"4-A	4	

EFFECTIVE March 31, 1947

* Change, Decision No. **39945**

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

State Building, Civic Center
San Francisco, California

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>100-C Cancels 100-B 2-1-41</p>	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>(a) Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in Decision No. 31605 of December 27, 1938, as amended, or as may be amended, in Case No. 4088, Part "N", Case No. 4245 and Case No. 4246, subject to the following exceptions:</p> <ol style="list-style-type: none"> 1. Distances from or to points located within zones described in Item No. 260 series shall be computed from or to the mileage basing points designated in connection with such descriptions. 2. From points of origin or to points of destination more than 70 miles distant from both the San Francisco and the Oakland pickup and delivery zones (computed in accordance with the method hereinabove provided), distances from or to points located within the San Francisco pickup and delivery zone or located within the Oakland pickup and delivery zone shall be the average of the distances from or to the San Francisco pickup and delivery zone and the Oakland pickup and delivery zone (computed in accordance with the method hereinabove provided). In the event such average distance is less than the distance computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point. (See Note.) 3. For transportation under rates in Items Nos. 654 and 728 series, between points lying within the Imperial Valley Irrigation District on the one hand and points lying without such district on the other hand, distances shall be those computed in accordance with said Decision No. 31605, as amended, from or to the City of Imperial. <p>NOTE.-In computing distances under the provisions of Item No. 160 series in connection with split pickup shipments, or under the provisions of Item No. 170 series in connection with split delivery shipments, the average of the distance from or to (or from and to) the San Francisco Pickup and Delivery Zone and the distance from or to (or from and to) the Oakland Pickup and Delivery Zone shall be used only when the distance computed under the provisions of those items from or to (or from and to) both zones is more than 70 constructive miles.</p>
<p>110-E Cancels 110-D</p>	<p style="text-align: center;">APPLICATION OF RATES-DEDUCTIONS</p> <p>(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 10(k), (l) and (m) series from point of origin to point of destination, subject to Items Nos. 120, 130 and 140 series.</p> <p>(b) Subject to Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, rates shall be 5 cents per 100 pounds (or 5 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. When both point of origin and point of destination are carrier's established depots, rates shall be 10 cents per 100 pounds (or 10 cents per shipment when shipment weighs less than 100 pounds) less than those named herein. In no case shall the net transportation rate be less than 13 cents per 100 pounds when applying the provisions of this paragraph.</p>

NOTE 1.-No deduction from rates specifically named herein shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, nor from minimum charges provided by Item No. 150 series.

NOTE 2.-No deduction from rates specifically named herein shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.

NOTE 3.-When the commodity upon which charges are to be computed is rated at a percentage or multiple of classes 1, 2, 3 or 4, the deductions under this rule shall be made from the resulting rate.

NOTE 4.-Deductions under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots.

◆ Increase
* Change

} Decision No. 39945

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 281

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*120-A Cancels 120</p>	<p style="text-align: center;">APPLICATION OF LESS CARLOAD RATES</p> <p>Rated based upon less carload or any quantity ratings in the Western Classification, Exception Sheet, or this tariff, and commodity rates subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment, subject to Note 1:</p> <p style="text-align: center;">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 ♦ 6-1/2 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>*130-A Cancels 130</p>	<p style="text-align: center;">APPLICATION OF CARLOAD RATES</p> <p>Rates based upon carload ratings in the Western Classification, Exception Sheet, or this tariff, and commodity rates subject to minimum weights of 10,000 pounds or more, include loading into and unloading from the carrier's equipment at established depots. At points of origin or points of destination other than established depots, such rates include service of driver only for loading into and unloading from the carrier's equipment, subject to Note 1: (See Item No. 140 series for charges for additional help.)</p> <p style="text-align: center;">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 ♦ \$2.65 per hour shall be assessed for the time consumed in excess of 20 minutes per ton.</p>
<p>*140-B Cancels 140-A</p>	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of ♦ \$1.33 per man per hour, minimum charge ♦ 66 cents; shall be made for stacking, sorting, helpers for loading or unloading; or any other accessorial or incidental service which is not authorized to be performed under the rate named in this tariff and for which a charge is not otherwise provided.</p> <p>Advertising on Equipment:-For placing or carrying any sign, or signs, or advertising, of alcoholic liquors on carrier's equipment engaged in transporting alcoholic liquors, N.O.I.B.N.; as described under that heading in the Western Classification, moving between San Francisco Territory and Los Angeles Territory; an additional charge of ♦ \$5.32 per unit per shipment shall be assessed by the carrier.</p>
<p style="text-align: center;">♦ Increase) * Change) Decision No. 39945</p>	

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California,
San Francisco, California
Correction No: 282

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																														
<p>*150-C Cancel 150-B</p>	<p style="text-align: center;">◆ MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be:</p> <p>(1) If classified 1st class or lower, for 100 pounds at the class or commodity rate applicable thereto; or</p> <p>(2) If classified higher than 1st class, for 100 pounds at the 1st class rate; or</p> <p>(3) If shipment contains different articles, and no article is rated higher than 1st class, for 100 pounds at the class or commodity rate applicable to the article taking highest rate; or if any of the articles is rated higher than 1st class, for 100 pounds at the 1st class rate; but</p> <p>(4) In no event shall the minimum charge be less than \$1.00. (See Notes 1 and 2.)</p> <p>NOTE 1.- In no event shall the minimum charge on shipments having point of origin or point of destination on steamship wharves or docks within the Los Angeles Harbor Pickup and Delivery Zone, as described in Item No. 260 series, be less than \$1.33.</p> <p>NOTE 2.- In no event shall the minimum charge on shipments transported beyond public highways to or from oil or gas well sites be less than \$1.33.</p>																														
<p>*160-B Cancel 160-A</p>	<p style="text-align: center;">SPLIT PICKUP</p> <p>The charge for transportation of a split pickup shipment (as defined in Item No. 11 series) shall be the pickup and delivery charge (as defined in Item No. 10 series) applicable under rates in Section No. 2 or Section No. 3, or any combination of said rates, for transportation of a single shipment of like kind and quantity of property from point of origin of any component part to point of destination via the points of origin of all other component parts, plus the following additional charges:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Component Part (In Pounds)</th> <th style="text-align: center;">◆ Additional Charge For Each Component Part Picked Up (In Cents)</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100</td> <td style="text-align: center;">34</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">500</td> <td style="text-align: center;">47</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">66</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">100</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">133</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">166</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">20,000</td> <td style="text-align: center;">199</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">-</td> <td style="text-align: center;">265</td> </tr> </tbody> </table> <p>The provisions of this item shall not apply:</p> <p>(1) if split delivery service is to be accorded;</p>	Weight of Component Part (In Pounds)		◆ Additional Charge For Each Component Part Picked Up (In Cents)	Over	But Not Over		0	100	34	100	500	47	500	1,000	66	1,000	2,000	100	2,000	4,000	133	4,000	10,000	166	10,000	20,000	199	20,000	-	265
Weight of Component Part (In Pounds)		◆ Additional Charge For Each Component Part Picked Up (In Cents)																													
Over	But Not Over																														
0	100	34																													
100	500	47																													
500	1,000	66																													
1,000	2,000	100																													
2,000	4,000	133																													
4,000	10,000	166																													
10,000	20,000	199																													
20,000	-	265																													

(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.

In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, said charge may be applied.

◆ Increase }
* Change } Decision No. 39945

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 283

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 Section No. 3, or any combination of said rates, for transportation of a single shipment of like kind and quantity of property,</p> <p>(a) from point of origin to point of destination of any component part via the points of destination of all other component parts;</p> <p>(b) for one-half the distance from point of origin to that same point via each of the points of destination to which deliveries are made; (See Note 1)</p> <p>plus the following additional charges:</p>	
	Weight of Component Part (In Pounds)	◆ Additional Charge for Each Component Part Delivered (In Cents)
*170-B Cancel 170-A	Over But Not Over	
	0 100	34
	100 500	47
	500 1,000	66
	1,000 2,000	100
	2,000 4,000	133
	4,000 10,000	166
	10,000 20,000	199
	20,000 -	265
	<p>The provisions of this item shall not apply:</p> <p>(1) if split pickup service has been accorded;</p> <p>(2) unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignee, the point of destination and the kind of property in each component part.</p> <p>In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, said charge may be applied.</p> <p>NOTE 1.-Point-to-point rates in this tariff may also be used in combination with other rates in this tariff in the following manner: Add to the rate applicable to transportation of a single shipment of like kind and quantity of property from point of origin to any other point, the rate applicable for like transportation for one-half the distance from the latter point to that same point via each of the points to which deliveries are made which are not located on the route via which the point-to-point rate used is applicable. To the charge obtained by use of the resulting rate add the additional charges above set forth.</p>	

RECEIVING AND TRANSMITTING PURCHASE ORDERS

*172-A
Cancels
172

When the service of receiving and transmitting purchase orders is performed in connection with the transportation to which the rates provided in this tariff are applicable the charge for handling said purchase orders shall be ♦ 2½ cents per order.

175
10-1-40

STRINGING PIPE

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

♦ Increase }
*Change } Decision No. 39945

EFFECTIVE March 31, 1947

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 284

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	COLLECT ON DELIVERY SHIPMENTS	
	<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- - - - -	\$0.24
	Over \$2.50 not over \$5.00 - - - - -	.27
	Over 5.00 not over 10.00 - - - - -	.37
	Over 10.00 not over 20.00 - - - - -	.40
	Over 20.00 not over 25.00 - - - - -	.43
	Over 25.00 not over 40.00 - - - - -	.49
	Over 40.00 not over 50.00 - - - - -	.53
*180-A	Over 50.00 not over 60.00 - - - - -	.65
Cancel	Over 60.00 not over 80.00 - - - - -	.69
180	Over 80.00 not over 100.00 - - - - -	.72
	Over 100.00 not over 102.50 - - - - -	.91
	Over 102.50 not over 105.00 - - - - -	.93
	Over 105.00 not over 110.00 - - - - -	.97
	Over 110.00 not over 120.00 - - - - -	1.00
	Over 120.00 not over 140.00 - - - - -	1.02
	Over 140.00 not over 150.00 - - - - -	1.06
	Over 150.00 not over 160.00 - - - - -	1.13
	Over 160.00 not over 180.00 - - - - -	1.15
	Over 180.00 not over 200.00 - - - - -	1.19
	Over 200.00 not over 250.00 - - - - -	1.33
	Over 250.00 not over 300.00 - - - - -	1.53
	Over 300.00 not over 350.00 - - - - -	1.72
	Over 350.00 not over 400.00 - - - - -	1.93
	Over 400.00 not over 450.00 - - - - -	2.13
	Over 450.00 not over 500.00 - - - - -	2.33
	Over 500.00 not over 550.00 - - - - -	2.53
	Over 550.00 not over 600.00 - - - - -	2.72
	Over 600.00 not over 650.00 - - - - -	2.92
	Over 650.00 not over 700.00 - - - - -	3.12
	Over 700.00 not over 750.00 - - - - -	3.33
	Over 750.00 not over 800.00 - - - - -	3.53
	Over 800.00 not over 850.00 - - - - -	3.72
	Over 850.00 not over 900.00 - - - - -	3.92
	Over 900.00 not over 950.00 - - - - -	4.12
	Over 950.00 not over 1,000.00 - - - - -	4.32
	Over 1,000.00 at rate of ◆ \$4.32 per \$1,000.00	
<p>◆ Increase) Decision No. 39945</p> <p>* Change)</p>		
EFFECTIVE MARCH 31, 1947.		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 285		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
190-A Cancels 190 1-16-40	<p style="text-align: center;">APPLICATION OF COMBINATIONS OF CLASS AND COMMODITY RATES</p> <p>In the event a combination of any class or commodity or class and commodity rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a through distance rate, such combination of rates may be applied.</p>
*200-C Cancels 200-B	<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 than results from the application of the rates herein provided. (See Notes 1 and 2.)</p> <p>(b) Team track-to-team track rates of common carriers by railroad or of common carriers by vessel operating over inland waters may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. (See Notes 1 and 2.)</p> <p>NOTE 1. - When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>NOTE 2. - In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 657 series, there shall be added to the rail rate ♦34 cents per ton for shrinkage.</p>
	<p>♦ Increase)) Decision No. 39945 * Change)</p>
EFFECTIVE MARCH 31, 1947.	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 286</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*210-C Cancels 210-B	<p data-bbox="508 463 1328 528" style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="355 559 1468 690">When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates, except rates of coastwise common carriers by vessel, for the same transportation as follows:</p> <p data-bbox="355 723 1443 950">(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate applies. (See Notes 1, 2 and 3.)</p> <p data-bbox="355 984 1468 1210">(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)</p> <p data-bbox="355 1244 1460 1497">(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)</p> <p data-bbox="406 1531 1511 2018">NOTE 1. - 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; except that if the route from team track or established depot is within the limits of the Los Angeles Drayage Area (see Item No. 30 series for reference), rates no lower than those established for transportation therein shall apply in connection with shipments of alcoholic liquors originating in San Francisco Territory.</p> <p data-bbox="406 2051 1494 2174">NOTE 2. - When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>

NOTE 3. - In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 657 series, there shall be added to the rail rate (or the combined rail and highway carrier rate) ♦ 34 cents per ton for shrinkage.

♦ Increase)
* Change) Decision No. 39945

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 287

All Charges on This Page are Increases

Eighth Revised Page...26

Cancel

Seventh Revised Page...26

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="469 526 1374 565" style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p data-bbox="341 592 1477 802">In the event under the provisions of Items Nos. 200 to 230 series, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added (except as otherwise provided in connection with individual rates):</p> <ol data-bbox="427 815 1468 1289" style="list-style-type: none">(1) For tailgate loading or tailgate unloading - no additional charge (See Notes 1, 3 and 4);(2) For loading or unloading other than tailgate loading or tailgate unloading, - 2½ cents per 100 pounds. (See Note 2);(3) For C.O.D. service - charges provided in Item No. 180 series;(4) For other accessorial services - charges provided in Item No. 140 series;(5) Split pickup or split delivery shall not be accorded unless included in the common carrier rate. (See Items Nos. 220 and 230 series for exception.); <p data-bbox="427 1316 1451 1513">NOTE 1.- When shipments consisting in whole or in part of Oil, Water or Gas Well Outfits and supplies, and Other Articles, as described in Item No. 365 series, moving between points located in Los Angeles and Orange Counties on the one hand and points located in California, Salinas, Fresno and south thereof, on the other hand, are transported:</p> <ol data-bbox="427 1513 1460 1934" style="list-style-type: none">(a) Under the provisions of Item No. 200 series, a charge of 2½ cents per 100 pounds shall be added for tailgate loading, and a charge of 2½ cents per 100 pounds shall be added for tailgate unloading;(b) Under the provisions of Paragraph (a) of Item No. 210 series, a charge of 2½ cents per 100 pounds shall be added for tailgate unloading;(c) Under the provisions of Paragraph (b) of Item No. 210 series, a charge of 2½ cents per 100 pounds shall be added for tailgate loading;(d) Under the provisions of Paragraph (c) of Item No. 210 series, no additional charge shall be added for tailgate loading or tailgate unloading; <p data-bbox="427 1960 1477 2131">NOTE 2.- For loading or unloading other than tailgate loading or tailgate unloading of Lumber and Forest Products as described in Item No. 660 series or of hay and related articles as described in Items Nos. 657 and 658 series, the charge will be 1½ cents per 100 pounds.</p>

*240-E
Cancels
240-D

NOTE 3.- When shipments consisting in whole or in part of liquors, alcoholic, N.O.I.B.N., as described under that heading in the Western Classification, moving between San Francisco Territory and Los Angeles Territory are transported;

(a) Under the provisions of Item No. 200 series a charge of 2 cents per 100 pounds shall be added for tailgate loading, and a charge of $1\frac{1}{2}$ cents per 100 pounds for tailgate unloading;

(b) Under the provisions of Paragraph (a) of Item No. 210 series, a charge of $1\frac{1}{2}$ cents per 100 pounds shall be added for tailgate unloading;

(c) Under the provisions of Paragraph (b) of Item No. 210 series, a charge of 2 cents per 100 pounds shall be added for tailgate loading;

(d) Under the provisions of Paragraph (c) of Item No. 210 series, no additional charge shall be added for tailgate loading or tailgate unloading.

NOTE 4. - For tailgate loading or tailgate unloading of cement, portland (building), a charge of $1\frac{1}{2}$ cents per 100 pounds shall be added.

*Change, Decision No. 39945

EFFECTIVE MARCH 31, 1947

Issued by the Public Utilities Commission of the State of California,
Correction No. 288 San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	
<p>300-A Cancels 300 12-1-40</p>	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>Except as otherwise provided, articles will not be subject to the packing requirements of the Western Classification or Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>Except as otherwise provided, if two or more ratings are provided for an article in the form in which it is shipped (e.g., set up or knocked down, nested or not nested, compressed or not compressed, folded flat or not folded flat), subject to different packing requirements, the lowest of such ratings will apply.</p>	
<p>310 8-7-39</p>	<p>Beverages, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, less carload</p>	<p style="text-align: center;">Class Rating 4</p>
<p>315 7-1-41</p>	<p>Butter, dairy Cheese (including cottage cheese and pot cheese) Margarine (1) Applies only in connection with rates for mixed shipments determined under the provisions of Item 90 series.</p>	<p style="text-align: center;">(1) 4</p>
<p>320-B Cancels 320-A 12-1-40</p>	<p>Canned Goods and Other Articles as described in and subject to the provisions of Item No. 610 series, less carload</p>	<p style="text-align: center;">90% of 4</p>
<p>330-B Cancels 330-A</p>	<p>Carriers (used packages), second-hand, empty, as described in and subject to the provisions of Item No. 300 series of the Exception Sheet: Less than carload (1) Subject to minimum rate of ♦ 20 cents per 100 pounds or actual 4th class rate, whichever is lower. Carload: Minimum weight 12,000 pounds Minimum weight 20,000 pounds (2) Not to exceed less than carload rate.</p>	<p style="text-align: center;">(1) One-half of 4 (2) B (2) E</p>
<p>335 10-1-41</p>	<p>Covers, hood, radiator, seat, spring, steering wheel, tire or top, cotton cloth, not fitted or formed, less carload</p>	<p style="text-align: center;">3</p>

340 8-7-39	Flowers, fresh, cut, less carload	1
350 8-7-39	Fruit, dried, including Raisins, Prunes (dried), Figs (dried), and Fig Pulp or Fig Paste, less carload . . .	90% of L
<p>◆ Increase) Decision No. 39945 Change)</p>		
<p style="text-align: right;">EFFECTIVE March 31, 1947</p>		
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California: Correction No. 289</p>		

Third Revised Page 41

Cancel

Second Revised Page 41

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 2													
	MILES		Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
			But not Over		1	2	3	4	1	2	3	4	1	2
	Over	Over	1	2	3	4	1	2	3	4	1	2	3	4
	0	3	61	56	50	44	40	36	31	28	31	29	26	22
	3	5	62	57	51	44	41	38	34	29	34	30	27	24
	5	10	65	58	52	46	44	39	35	30	35	31	28	24
	10	15	66	59	53	47	46	41	37	31	36	32	29	26
	15	20	67	60	55	48	48	44	38	34	37	34	30	26
	20	25	68	61	55	49	50	45	40	35	38	35	30	27
	25	30	69	62	55	50	52	47	41	37	40	36	31	28
	30	35	71	65	58	50	54	48	44	38	41	37	34	29
	35	40	72	66	58	51	56	50	45	39	43	38	34	30
	40	45	74	66	59	52	58	52	47	40	44	39	35	30
	45	50	75	68	60	53	59	54	48	41	45	40	36	31
	50	60	77	70	62	55	64	57	52	45	48	44	38	34
	60	70	80	72	65	57	68	62	55	47	50	45	40	35
	70	80	83	75	67	59	72	65	57	50	53	48	43	37
	80	90	86	77	69	61	76	68	60	53	55	50	44	38
*500-C Cancel	90	100	88	79	71	62	80	72	64	56	57	52	46	40
500-B	100	110	90	83	74	65					59	53	47	41
	110	120	94	84	76	66					62	55	49	43
	120	130	96	87	77	68					63	57	50	45
	130	140	98	89	79	70					65	58	52	46
	140	150	102	91	81	72					67	60	54	47
	150	160	104	94	84	74					69	63	55	48
	160	170	107	96	86	76					72	64	57	50
	170	180	109	98	88	77					73	66	58	52
	180	190	112	102	90	79					75	68	59	53
	190	200	115	104	93	81					77	69	62	54
	200	220	119	108	97	85					81	73	65	56
	220	240	125	114	100	89					85	76	68	59
	240	260	131	118	105	93					90	81	72	63
	260	280	136	123	109	96					93	84	74	65
	280	300	141	127	114	100					97	87	77	68
	300	325	146	132	118	104					102	92	81	72
	325	350	152	137	122	107					106	95	85	74
	350	375	158	142	126	111					111	100	90	77
	375	400	162	145	131	115					115	104	93	81
	400	425	168	151	135	118					120	109	96	84
	425	450	173	156	140	122					125	112	100	87
	450	475	179	161	143	126					130	116	104	91
	475	500	183	165	147	130					134	121	108	94
	500	525	189	171	152	133					139	125	111	97

525	550	195	175	156	137	143	129	115	101
550	575	200	180	161	141	148	133	119	104
575	600	205	186	164	144	153	138	122	108
600	625	210	190	169	147	158	141	127	111
625	650	216	195	173	152	162	147	130	114
650	675	221	199	178	156	167	150	133	116
675	700	226	203	182	159	171	155	137	120
700	725	231	209	186	163	176	159	141	123
725	750	237	214	190	167	180	162	144	127
750	775	243	218	195	171	186	167	148	130
775	800	247	223	199	174	190	171	152	133
800	850	258	233	207	182	199	179	159	140
850	900	268	243	216	189	208	188	167	147
900	950	280	252	225	197	218	196	175	153
950	1000	290	262	233	203	227	205	183	159
1000	1050	301	271	242	211	235	213	189	166
1050	1100	311	281	249	219	246	222	197	172
1100	1150	322	290	258	226	255	230	204	179
1150	1200	332	300	267	234	264	239	212	186

◆ Increase)
* Change) Decision No. 39945

EFFECTIVE MARCH 31, 1947

Issued by the Public Utilities Commission of the State of California
San Francisco, California.

Correction No. 290

Cancel

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 2																CLASS RATES (Continued) in Cents per 100 Pounds				
	MILES	Minimum Weight 10,000 Pounds except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series											
But not Over		1	2	3	4	1	2	3	4	5	A	B	C	D	E						
	0	3	16	15	13	11	8	7½	6½	5½	5½	5½	4½	4½	3-3/4	3½					
	3	5	17	16	13	12	9½	9	7½	7	5½	6½	5½	5½	4½	3-3/4					
	5	10	18	16	15	13	11	9½	9	7½	6½	7	5½	5½	5½	4½					
	10	15	19	17	16	13	11	10½	9	8	7	7½	6½	5½	5½	4½					
	15	20	20	19	17	15	13	11	10½	9	7½	8	7	6½	5½	5½					
	20	25	22	20	17	16	14	13	11	9½	8	9	7½	7	6½	5½					
	25	30	24	21	19	17	15	13	11	10½	9	9½	8	7½	6½	5½					
	30	35	25	22	20	17	16	15	13	11	9½	10½	9	8	7	6½					
	35	40	25	24	20	18	17	15	14	12	10½	11	9½	9	7	6½					
	40	45	27	25	22	19	18	16	14	13	11	11	9½	9	8	7					
	45	50	29	26	22	20	19	17	15	13	11	13	11	9½	9	7½					
	50	60	30	27	25	21	22	19	16	15	13	13	11	11	9½	8					
	60	70	32	29	26	22	24	22	19	16	14	15	13	12	11	9½					
	70	80	35	31	28	24	26	23	21	18	15	16	14	13	11	10½					
	80	90	37	34	29	26	28	25	22	19	16	18	15	14	12	11					
	90	100	38	35	30	27	30	27	25	22	18	19	16	15	13	12					
	100	110	40	37	32	29	32	29	26	23	19	22	18	16	15	13					
	110	120	43	38	34	30	33	30	27	24	21	22	18	17	15	13					
	120	130	45	40	36	31	37	32	29	26	22	24	19	18	16	15					
	130	140	47	41	37	32	39	35	30	27	23	25	22	19	17	15					
	140	150	48	44	38	34	40	37	32	28	25	26	23	21	18	16					
	150	160	50	45	40	35	43	39	35	30	26	28	24	22	19	17					
	160	170	53	47	41	37	45	40	36	31	27	29	25	23	21	18					
	170	180	55	49	44	38	46	42	37	32	28	30	26	24	22	18					
	180	190	56	52	45	40	50	44	40	35	29	32	27	25	23	19					
	190	200	58	53	47	41	51	46	41	36	30	33	28	26	23	21					
	200	220	63	56	50	44	54	50	43	39	32	36	30	28	25	22					
	220	240	66	59	53	47	57	52	46	40	35	38	32	29	26	23					
	240	260	71	63	56	49	60	55	49	43	37	40	33	30	28	25					
	260	280	74	67	59	52	64	57	51	45	39	42	36	32	29	26					

*505-A
Cancels
505

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

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

◆ Increase)
* Change) Decision No. 39945

EFFECTIVE MARCH 31, 1947

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 251

Item No.	SECTION NO. 2										CLASS RATES (Continued) In cents per 100 pounds					
	MILES	Minimum Weight 10,000 Pounds except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series						
		But not Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
	280	300	78	71	63	55	67	60	54	48	40	43	37	33	30	27
	300	325	83	75	66	58	71	65	57	50	43	46	40	36	32	29
	325	350	87	80	71	62	76	68	60	53	45	50	42	38	33	30
	350	375	93	83	74	65	80	72	64	56	49	52	44	40	36	32
	375	400	97	87	77	68	84	77	68	59	51	55	46	42	38	33
	400	425	102	92	81	72	89	80	70	63	53	57	49	44	40	36
	425	450	106	95	85	74	93	84	75	66	56	60	51	46	42	37
	450	475	111	100	90	77	97	87	78	68	58	64	54	49	43	39
	475	500	115	104	93	81	102	91	81	71	60	66	56	51	45	40
	500	525	120	109	96	84	106	95	84	75	64	69	58	53	48	42
*507-A Cancels 507	525	550	125	112	100	87	110	99	89	77	66	71	60	55	50	44
	550	575	130	116	104	91	114	103	91	80	69	75	63	57	51	45
	575	600	134	121	108	94	119	107	95	83	71	77	66	59	53	48
	600	625	139	125	111	97	123	111	98	86	73	80	68	62	55	50
	625	650	143	129	115	101	127	114	102	90	77	83	70	64	57	51
	650	675	148	133	119	104	132	119	105	92	79	85	72	66	59	53
	675	700	153	138	122	108	136	122	109	95	81	89	75	68	60	54
	700	725	158	141	127	111	139	125	111	98	84	91	77	70	63	56
	725	750	162	147	130	114	145	131	116	102	86	94	80	72	65	57
	750	775	167	150	133	116	149	134	119	104	90	97	82	75	67	59
	775	800	171	155	137	120	152	137	122	107	92	99	84	77	69	60
	800	850	180	162	144	127	162	146	130	112	97	105	90	81	72	65
	850	900	190	171	152	133	170	153	136	119	102	110	94	85	77	68
	900	950	199	179	159	140	178	160	143	125	107	116	98	90	80	71
	950	1000	208	188	167	147	187	168	150	131	112	122	104	94	84	75
	1000	1050	218	196	175	153	195	176	157	137	118	127	108	98	87	78
	1050	1100	227	205	183	159	204	184	163	143	122	133	112	102	92	81
	1100	1150	236	213	189	166	213	191	171	149	127	138	118	107	95	85
	1150	1200	246	222	197	172	221	200	177	156	133	144	122	111	99	89
<p>Note 1.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series.</p> <p>Note 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.</p>																
<p>⬆ Increase *Change } Decision No. 39945</p>																
EFFECTIVE MARCH 31, 1947																
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 292 San Francisco, California.</p>																

Item No.	SECTION NO. 2	◆ CLASS RATES (Concluded) In Cents Per 100 Pounds															
Class Rates shown below are intermediate in application subject to Note 1.																	
		MINIMUM WEIGHT															
BETWEEN	AND	Any Quantity				4,000 Pounds				10,000 Pounds except as provided in Note 2							
		1	2	3	4	1	2	3	4	1	2	3	4				
*510-C Cancels 510-B	SACRAMENTO (See Item No. 260 series)	SAN FRANCISCO TERRITORY as described in Item No. 270 series				LOS ANGELES TERRITORY as described in Item No. 270 series				Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series			
		1	2	3	4	5	A	B	C	D	E						
		67	60	54	48	40	43	37	33	30	27						
<p>NOTE 1.- If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Item No. 900 series, are lower than charges accruing under the Distance Class Rates in Items Nos. 500, 505 or 507 series on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.- When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series.</p> <p>NOTE 3.- When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.</p>																	
◆ Increase * Change		} Decision No. 39945															
EFFECTIVE MARCH 31, 1947.																	
Issued by the Public Utilities Commission of the State of California, San Francisco, California																	
Correction No. 293																	

Item No.	SECTION NO. 3	COMMODITY RATES In cents per 100 Pounds		
	COMMODITY	BETWEEN	AND	RATE
600-B Cancels 600-A	Beverages and Tonics, viz.: Beverages made from cereals (not distilled), carbonated or not carbonated, fermented or unfermented, Beverages (other than beverages made from cereals, not distilled), carbonated, flavored or phosphated (not including extracts, syrups, or dealcoholized or non-alcoholic cordials and liqueurs), Extracts, viz.: malt extract, liquid, Fruit Juice (unfermented, not syrup), artificial or natural, sweetened or unsweetened, Ginger Ale, Liqueurs, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, Liqueurs, vinous, containing not more than 3.2% alcohol by weight, Soda (flavored or not flavored), Syrup, viz.: Grape Juice, Malt, Water, viz.: distilled, plain; mineral or salt, ---Minimum Weight 18,000 pounds	SACRAMENTO (See Item No. 260 series) SAN FRANCISCO TERRITORY as described in Item No. 270 series.	LOS ANGELES TERRITORY as described in Item No. 270 series FRESNO	(1)(2) 34 (1)(2) 16
	Beverage Containers, empty, used or second-hand, ---Minimum Weight 10,000 pounds	SACRAMENTO (See Item No. 260 series) SAN FRANCISCO TERRITORY as described in Item No. 270 series.	LOS ANGELES TERRITORY as described in Item No. 270 series. FRESNO	(1)(2) 35 (1)(2) 19

(1) Subject to Item No. 900 series.

(2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rates shown:

(a) For loading or unloading, other than tailgate loading or tailgate unloading, ♦ 2½ cents per 100 pounds.

(b) Advertising on equipment - an additional charge of not less than ♦ \$2.65 per unit of equipment per trip, loaded or empty, shall be assessed by the carrier for the placing or carrying of any sign or signs, or advertising matter, upon such unit of equipment.

(c) For other accessorial charges, see Items Nos. 140 and 120 series.

♦ Increase)
* Change) Decision No. 39945

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 294

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds		
	COMMODITY	BETWEEN	AND	♦ RATES Subject to Note 1	Minimum Weight In Pounds
*605-A Cancels 605	Butter, dairy, Cheese (including cottage cheese and pot cheese), Margarine	SAN FRANCISCO TERRITORY as described in Item No. 270 series.	LOS ANGELES TERRITORY as described in Item No.270 series.	96	Any quantity
				58	4,000
				55	10,000
				46	20,000
				39	24,000
				35	30,000
	40,000				
<p>NOTE 1. - (a) When any component part of a split pickup shipment or a split delivery shipment as defined in Item No. 11 series is received at and delivered to points between which rates in this item are applicable to other than split pickup or split delivery shipments, the component part or component parts so received and delivered shall be rated as a separate shipment under the provisions of this item.</p> <p>(b) Application of the provisions of Item No. 160 series (split pickup) or Item No. 170 series (split delivery) to the rates named in this item shall be limited to split pickup shipments or split delivery shipments, all of the component parts of which are received at or delivered to points of origin or destination located in San Francisco or Los Angeles Territories as described in Item No. 270 series or located on any of the highway routes described in Item No. 900 series. In connection with such split pickup or split delivery shipments the rates named in this item are intermediate in application subject to Item No. 900 series.</p> <p>(c) Rates named in this item subject to a minimum weight of 20,000 pounds or more do not include refrigeration service. When shipments subject to such rates are furnished refrigeration service at shipper's request the charge therefor shall be ♦ 1½ cents per 100 pounds. This rate shall be applied to the weight on which transportation charges are assessed to determine the refrigeration charges.</p>					
<p>♦ Increase) * Change) Decision No. 39945</p>					
<p>EFFECTIVE MARCH 31, 1947.</p>					
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 295</p>					

Item No.	SECTION NO. 3				COMMODITY RATES (Continued) In cents per 100 Pounds			
	COMMODITY	BETWEEN		AND	RATES			
	Canned Goods and Other Articles as described in Item No. 610 series.	SAN FRANCISCO TERRITORY as described in Item No. 270 series		SAN JOAQUIN VALLEY TERRITORY as described in Item No. 270 series	Apply Distance Rates shown below subject to Item No. 100 series			
		SACRAMENTO (See Item No. 260 series).....						
		STOCKTON (See Item No. 260 series)..						
	MILES	◆ RATES		MILES	◆ RATES			
		Minimum Weight			Minimum Weight			
		20,000 Pounds	30,000 Pounds		20,000 Pounds	30,000 Pounds		
		But Not Over	But Not Over		But Not Over	But Not Over		
* 620-B Cancels 620-A	0	5	5½	5½	110	120	21	
	5	10	6½	5¾	120	130	22	
	10	15	7	6½	130	140	23	
	15	20	7½	7	140	150	25	
	20	25	8	7½	150	160	26	
	25	30	9	8	160	170	27	
	30	35	9½	9	170	180	29	
	35	40	9¾	9	180	190	30	
	40	45	10½	9¾	190	200	32	
	45	50	11	10½	200	220	35	
	50	60	11	11	220	240	39	
	60	70	13	11	240	260	41	
	70	80	15	13	260	280	43	
	80	90	16	14	280	300	48	
	90	100	18	15	300	325	50	
	100	110	19	16	325	350	53	
					350	375	56	
◆ Increase) * Change) Decision No. 39945								
EFFECTIVE MARCH 31, 1947.								
Issued by the Public Utilities Commission of the State of California, San Francisco, California.								
Correction No. 296								

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 pounds	
	COMMODITY	BETWEEN	AND	RATE
*630-A Cancels 630	Canned Goods and Other Articles as described in Item No. 610 series. --Minimum Weight 30,000 Pounds	SAN FRANCISCO TERRITORY as described in Item No. 270 series..... SACRAMENTO (See Item No. 260 series)..... STOCKTON (See Item No. 260 series).....	LOS ANGELES BASIN TERRITORY as described in Item No. 270 series	(1)(2) ◇33
<p>(1) Subject to Item No. 900 series.</p> <p>(2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rate shown:</p> <p>(a) When refrigeration service is furnished, an additional charge shall be made of not less than ◇ 2 cents per 100 pounds.</p> <p>(b) For loading or unloading other than tailgate loading or tailgate unloading-◇2½ cents per 100 pounds.</p> <p>(c) For other accessorial charges, see Items Nos. 140 and 180 series.</p>				
<p>◇ Increase) * Change) Decision No. 39945</p>				
<p>EFFECTIVE MARCH 31, 1947.</p>				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>				

Correction No. 297

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds	
	CARRIERS, (employed in the transportation of Pears) empty, returned or when shipped for a return pay load via the same carrier as the outbound movement of Pears (see Item No. 651 series).		
	FROM	TO	(2) ♦ RATES
	Utiah		9½
	(1) Hopland		9½
	Santa Rosa		12½
	Sebastopol		12½
	Petaluma		13½
	San Francisco		19
	Mountain View		22
	Sunnyvale		22
	Santa Clara		22
	San Jose		22
	(1) Campbell		22
	(1) Luther		22
	Los Gatos		22
	(1) Scabright	Points in Lake County not more than 20 miles distant by highway from Lakeport	24
	Gilroy		23
*631-A Cancel 631	Los Angeles		47
	Hayward		20
	(1) Niles		20
	(1) Centerville		20
	Modesto		24
	Stockton		23
	San Leandro		19
	Alameda		19
	Oakland		19
	Emeryville		19
	Berkeley		19
	Albany		19
	El Cerrito		19
	Richmond		19
Williams		12½	
Colusa		19½	
Sacramento		19	
Yuba City		15	
Marysville		15	
	(1) Rates apply from points of origin not more than 2 miles distant by highway from the rail depot.		
	(2) Not subject to Items Nos. 110, 160, 170, 220 or 230 series.		
♦ Increase) *Change) Decision No. 39945			
EFFECTIVE March 31, 1947			
Issued by the Public Utilities Commission of the State of California, Correction No. 298 San Francisco, California.			

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds			
	COMMODITY	BETWEEN	AND		RATES	
	Dried Fruits, including Raisins, Prunes(dried)and Figs(dried). (See Item No.40 series.)	SAN FRANCISCO TERRITORY as described in Item No. 270 series-----	SAN JOAQUIN VALLEY TERRITORY as described in Item No. 270 series		Apply Distance Rates shown below subject to Item No. 100 series.	
		SACRAMENTO (See Item No. 260 series)-----				
		STOCKTON (See Item No. 260 series)-----				
	MILES	◆ RATES		MILES	◆ RATES	
	Over But not Over	Minimum Weight 20,000 Pounds 30,000 Pounds		Over But not Over	Minimum Weight 20,000 Pounds 30,000 Pounds	
*640-B Cancels 640-A	0 5	5½ 5½	110 120	21 18		
	5 10	6½ 5½	120 130	22 18		
	10 15	7 6½	130 140	23 19		
	15 20	7½ 7	140 150	25 21		
	20 25	8 7½	150 160	26 22		
	25 30	9 8	160 170	27 23		
	30 35	9½ 9	170 180	29 25		
	35 40	9½ 9	180 190	30 26		
	40 45	10½ 9½	190 200	32 27		
	45 50	11 10½	200 220	35 29		
	50 60	11 11	220 240	39 32		
	60 70	13 11	240 260	41 35		
	70 80	15 13	260 280	43 37		
	80 90	16 14	280 300	48 40		
	90 100	18 15	300 325	50 42		
	100 110	19 16	325 350	53 43		
			350 375	56 46		
◆ Increase) * Change) Decision No. 39945						
EFFECTIVE MARCH 31, 1947.						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 299						

First Revised Page....51

 Cancels

Original Page.....51

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 pounds		
	COMMODITY	FROM	TO	RATE	Minimum Weight In Pounds
*650-A Cancels 650	Earth, Infusorial	WHITE HILLS	SAN FRANCISCO	(1)55	10,000
			TERRITORY as	(1)48	20,000
			described in Item No. 270 series	(1)33	36,000
(1) Subject to Item No. 900 series.					

◆ Increase)
* Change) Decision No. **39945**

EFFECTIVE March 31, 1947

Issued by the Public Utilities Commission of the State of California,
Correction No. 300 San Francisco, California.

Item No.	SECTION NO. 3.	COMMODITY RATES (Continued) In Cents per 100 Pounds			
FRUIT, viz: Pears, fresh, in packages					
FROM	TO	RATES (See Notes)			
		Minimum Weight in Pounds			
		4,000	10,000	18,000	30,000
	Ukiah	20	16	13	11
	(1) Hopland	20	16	13	11
	Santa Rosa	37	29	22	17
	Sebastopol	37	29	22	17
	Petaluma	43	34	25	18
	San Francisco	64	52	39	30
	Mountain View	77	62	44	33
	Sunnyvale	77	62	44	33
	Santa Clara	77	62	44	33
	San Jose	77	62	44	33
	(1) Campbell	77	62	44	33
	(1) Luther	77	62	44	33
	Los Gatos	80	64	47	35
	(1) Seabright	86	71	53	40
	Cilroy	83	66	49	38
	Los Angeles	103	120	103	75
	Hayward	69	56	41	31
	(1) Miles	69	56	41	31
	(1) Centerville	69	56	41	31
	Modesto	80	66	53	40
	Stockton	73	59	47	36
	San Leandro	64	52	39	30
	Alameda	64	52	39	30
	Oakland	64	52	39	30
	Emeryville	64	52	39	30
	Berkeley	64	52	39	30
	Albany	64	52	39	30
	El Cerrito	64	52	39	30
	Richmond	64	52	39	30
	Napa	50	40	30	23
	Williams	37	29	22	17
	Colusa	43	34	25	18
	Sacramento	64	52	39	30
	Yuba City	50	40	30	23
	Marysville	50	40	30	23

651-B
Cancel
651-A

Points in Lake
County not more
than 20 miles
distant by
highway from
Lakeport

(1) Rates apply to points of destination not more than 2 miles distant by highway from the rail depot.

NOTE 1. - Estimated Weights.

Fresh pears in standard pear boxes, inside depth including cleats $8\frac{1}{2}$ inches, inside width $11\frac{1}{2}$ inches, outside length $19\frac{3}{8}$ inches, shall be transported at an estimated weight of 50 pounds per box.

NOTE 2. - Rates are not subject to Item No. 110 series.

◆ Increase)
* Change) Decision No. 39945

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 301

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
653 12-25-39	<p>(Applies in connection with rates making specific reference hereto.)</p> <p>GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:</p> <p>Flour, viz.: Bean, Potato, Rice, Flour, prepared, edible, manufactured from one or more articles shown under head of "Grain" in Item No. 652 series, or Rice Flour, with not to exceed 30% of other ingredients,</p> <p>Split Peas,) Whole Peas,) Lentils,) Tapioca,) Sago,) Macaroni,) Not fully cooked) Noodles,) or ready for human) Spaghetti,) consumption) Vermicelli,)</p> <p>Cake or Meal, sweetened or unsweetened, viz.:</p> <p>Babassu Nut, Palm, Safflower Seed, Copra (Cocanut), Palm Kernel, Sesame Seed, Corn Germ, Peanut, Soya Bran, Cottonseed, Perilla, Sunflower Seed, Flaxseed (Linseed), Perilla Seed, Tucum Nut, Hemp Seed, Rape Seed, Velvet Bean, Kapok Seed,</p>	<p>Provided weight does not exceed 15% of total weight of shipment.</p>
*653 ¹ -C Cancels 653 ² -B	<p>APPLICATION OF RATES IN ITEMS MAKING SPECIFIC REFERENCE HERETO</p> <p>(a) Rates include services of driver and one helper to perform loading, unloading, or other accessorial services.</p> <p>(b) D-murrage shall be computed in accordance with the provisions of Note 1, Item No. 130 series.</p> <p>(c) Rates are not subject to the provisions of Items Nos. 110 or 120 series.</p> <p>(d) (Will not apply in connection with rates named in Item No. 656 series.) Field Pickup Shipment means a quantity of property tendered to the carrier for transportation by one shipper on one shipping document at two or more points in one field where the property has theretofore been deposited by the harvester. The point of origin of a field pickup shipment shall be deemed to be the point at which loading of carrier's equipment is completed. A charge of ♦ \$2.65 per hour shall be assessed for the aggregate time in excess of 20 minutes per ton consumed performing pickup service in connection with a field pickup shipment.</p>	

(c) Premiums and Advertising Matter:

The rates on articles in packages containing premiums shall be 110 per cent of the rates applicable to the same articles without premiums.

Advertising matter, not to exceed 5 per cent of the gross weight of the shipment, may be included at the rate applicable to the lowest rated article in the shipment.

◆ Increase)
* Change)- Decision No. 39945

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 302

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In cents per 100 Pounds
----------	---------------	--

GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, as described in Items Nos. 652 to 653 series, inclusive.
 Column A rates apply to field pickup shipments as described in paragraph (d) of Item No. 653 1/2 series.
 Column B rates do not apply to field pickup shipments for which rates are provided in Columns A of this item.
 See Item No. 653 1/2 series for Application of Rates in this item.

M I L E S (See Note 1) But not Over		(L) RATES											
		MINIMUM WEIGHT IN POUNDS											
		Any Quantity		2,000		4,000		10,000		20,000		30,000	
		COLUMN		COLUMN		COLUMN		COLUMN		COLUMN		COLUMN	
Over	Over	A	B	A	B	A	B	A	B	A	B	A	B
0	3	32	30	24	20	19	17	6 1/2	5 1/2	4 1/2	3 1/2	4 1/2	3 1/2
3	5	33	30	24	20	19	17	8	6	6	4 1/2	5 1/2	3 1/2
5	10	34	32	25	22	19	17	8 1/2	6	7	4 1/2	6	3 1/2
10	15	37	33	27	24	21	19	10	7 1/2	7 1/2	4 1/2	7	4 1/2
15	20	39	37	28	26	22	20	10 1/2	8	7 1/2	4 1/2	7	4 1/2
20	25	39	37	30	28	22	20	12	9 1/2	8	5 1/2	7 1/2	4 1/2
25	30	40	38	30	28	24	21	13	10	8	5 1/2	7 1/2	4 1/2
30	35	41	38	32	30	26	24	13	11	9	7	8 1/2	6
35	40	43	41	35	32	26	24	16	13	9	7	8 1/2	6
40	45	44	42	37	34	26	24	16	13	9 1/2	7 1/2	8 1/2	6
45	50	47	43	38	35	27	25	17	13	9 1/2	7 1/2	8 1/2	6
50	60	48	46	41	38	29	27	19	16	11	8 1/2	9 1/2	7 1/2
60	70	50	47	44	41	31	29	20	18	13	9 1/2	11	8 1/2
70	80	51	48	48	45	31	29	22	20	14	11	13	9 1/2
80	90	52	50			34	30	24	21	15	13	13	11
90	100	55	52			36	34	26	22	16	14	14	12
100	110	56	53			37	35	27	24	17	15	16	14
110	120	56	53			38	36	28	26	18	16	17	14
120	130	59	56			40	37	30	27	19	17	17	15
130	140	60	58			41	38	31	29	22	18	18	15
140	150	61	59			43	40	32	30	23	19	19	17
150	160	62	60			44	41	34	31	24	22	21	18
160	170	65	61			47	44	35	32	24	22	22	19
170	180	67	65			48	45	37	34	25	23	23	19
180	190	67	65			48	45	38	35	26	24	24	22
190	200	69	67			50	48	40	37	27	24	24	22
200	220	72	69			53	50	41	39	29	26	26	24
220	240	75	72			56	53	45	41	31	29	28	26
240	260	77	75			58	56	47	45	33	30	30	28
260	280	81	79			63	59	50	48	35	32	32	30
280	300	84	81			65	63	53	50	38	35	35	31
300	325	87	84			69	66	56	54	40	38	37	35
325	350	89	87			71	68	59	57	42	40	39	37
350	375	94	90			74	72	63	60	45	43	42	39
375	400	97	95			77	74	66	64	48	45	44	42
400	425	98	96			80	77	71	68	51	48	46	44
425	450	102	98			84	81	74	72	53	51	50	46
450	475	104	102			85	83	77	74	55	53	52	50
475	500	108	105			90	86	81	77	58	56	55	52
500	525	111	108			92	90	87	85	62	58	57	55

*654-C
 Cancels
 654-B

525	550	115	112		95	93	91	87	64	62	59	57
550	575	116	114		95	95	93	91	66	64	63	59
575	600	119	117		101	99	95	93	68	66	65	63
600	625	123	119		104	101	99	95	71	68	67	65
625	650	125	123		106	104	101	99	75	71	70	67
650	675	130	126		111	108	105	102	77	75	72	70
675	700	131	128		113	111	109	105	79	77	75	72
(1) Exception to mileage rates							(2)	(2)	(2)	(2)	(2)	(2)
							6 $\frac{1}{2}$	6 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$

(2) Applies only for transportation within Imperial Valley Irrigation District for distances of 10 miles or less, or for distances of more than 10 miles when movement is to a team track or to an established depot.
 Note 1.-Exception 2 of Item No. 100 series will not apply in connection with rates in this item.

◆ Increase } Decision No. 39945
 *Change }

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California, San Francisco, California.
 Correction No. 303

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds				
GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES; viz.: Food Preparations, as described in Item No. 655 series. See Item No. 653½ series for Application of Rates in this item.							
MILES		◇ RATES					
(See Note 1) But Not		Minimum Weight in Pounds					
Over	Over	Any Quantity	2,000	4,000	10,000	20,000	30,000
0	3	37	26	21	7½	5¼	4½
3	5	37	26	21	8½	6½	5½
5	10	38	27	21	9½	7	5½
10	15	39	29	22	10½	7½	6½
15	20	41	30	24	11	7¾	6¾
20	25	42	31	24	13	8	7
25	30	44	34	26	13	8	7
30	35	44	35	27	13	9	7½
35	40	46	37	27	16	9	7½
40	45	47	38	28	16	10½	9
45	50	50	42	29	17	10½	9
50	60	51	43	30	19	11	10½
60	70	52	47	31	20	12	11
70	80	55	50	34	22	13	12
80	90	56	--	35	24	15	13
90	100	58	--	37	26	16	15
100	110	59	--	38	28	18	16
110	120	60	--	41	29	19	17
120	130	62	--	43	30	22	18
130	140	65	--	43	31	23	19
140	150	67	--	45	34	25	22
150	160	68	--	47	35	26	22
160	170	69	--	49	37	26	24
170	180	71	--	50	38	27	25
180	190	72	--	52	40	28	26
190	200	75	--	55	43	29	26
200	220	77	--	57	45	31	29
220	240	81	--	59	48	33	31
240	260	84	--	64	52	37	33
260	280	88	--	66	55	39	36
280	300	93	--	71	57	41	39
300	325	94	--	74	62	44	42
325	350	97	--	77	65	48	44
350	375	102	--	80	69	51	48
375	400	105	--	84	73	54	50
400	425	108	--	87	77	57	53
425	450	111	--	91	81	60	56
450	475	115	--	93	85	63	59
475	500	117	--	97	90	66	62
500	525	122	--	101	97	70	66
525	550	125	--	104	100	72	68
550	575	128	--	108	104	76	72
575	600	131	--	111	106	78	73
600	625	135	--	114	111	81	77
625	650	139	--	116	113	84	80
650	675	141	--	121	118	89	83
675	700	144	--	125	121	91	85
Note 1:-Exception 2 of Item No. 100 series will not apply in connection with rates in this item.							
◇ Increase)		Decision No.					
*Change)							
EFFECTIVE March 31, 1947							
Issued by the Public Utilities Commission of the State of California, Correction No. 304. San Francisco, California.							

*656-B
 Cancels
 656-A

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds						
	Rates named in this item will not apply to transportation for which rates are provided in Item No. 658 series. HAY AND RELATED ARTICLES: Rates in this item apply only as indicated below:							
	COMMODITY	FROM			TO			
	Hay	Points in California			Points in California			
	Fodder, Bean, Cane, Corn or Pea, Leaves, Cactus, dried, Straw.	Coacholla Valley Territory, Imperial Valley Territory, Salton Sea Territory, as described in Item No. 271 series.			Points of destination not more than 240 miles distant from point of origin.			
	Subject to Note 1 of Item No. 658 series.							
	MILES		◇ RATE		MILES		◇ RATE	
	Over	But not over	Any Quant- tity	Minimum Weight 20,000 Pounds	Over	But not over	Any Quan- tity	Minimum Weight 20,000 Pounds
*657-B Cancels 657-A	0	3	23	3-3/4	160	180	60	23
	3	5	25	5-1/2	180	200	62	23
	5	10	29	6	200	225	66	24
	10	20	32	7	225	250	68	24
	20	30	34	7-1/2	250	275	71	26
	30	40	39	8-1/2	275	300	75	28
	40	50	41	9-1/2	300	325	79	30
	50	60	43	11	325	350	81	31
	60	70	44	13	350	375	86	33
	70	80	46	14	375	400	88	35
	80	90	47	15	400	425	90	36
	90	100	48	16	425	450	95	38
	100	120	52	18	450	475	98	39
	120	140	55	19	475	500	102	40
	140	160	58	22	500	---	(1)	(2)
	(1) Add to rate for 500 miles ◇ 2½ cents per 100 pounds for each 25 miles or fraction thereof. (2) Add to rate for 500 miles ◇ 1½ cents per 100 pounds for each 25 miles or fraction thereof.							
	◇ Increase) * Change) Decision No. 39945							
	EFFECTIVE March 31, 1947							
	Issued by the Public Utilities Commission of the State of California, Correction No. 305 San Francisco, California.							

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
	HAY AND RELATED ARTICLES, viz.: Fodder, bean, cane, corn or pea, Hay, Leaves, cactus, dried, Straw. See Item No. 271 series for description of territories.			
	FROM	TO Los Angeles-Hynes Territory	TO San Diego Territory	
		◆ RATES (See Note 1)		
		Any Quantity	Minimum Weight 20,000 Pounds	Any Quantity
			Minimum Weight 20,000 Pounds	Minimum Weight 20,000 Pounds
*658-C Cancels 658-B	Bakersfield Territory	(1) 58	(1) 17	--
	Coachella Valley Territory	55	15	66
	Fresno Territory	(1) 71	(1) 23	--
	Imperial Valley Territory	66	18	58
	Lancaster Territory	(1) 48	(1) 13	--
	Merced Territory	(1) 79	(1) 27	--
	Salton Sea Territory	60	17	66
	Tulare Territory	(1) 66	(1) 18	--
	(1) Rates apply only for transportation of Hay. Note 1.-(a) Rates include services of driver and one helper to perform loading, unloading or other accessorial services. (b) Rates do not alternate with rates provided in Item No. 657 series or Section No. 2 of this tariff. (c) Rates are not subject to the provisions of Items Nos. 110, 150, 160, 170, 220 or 230 series. (d) When baled hay or any other commodity described in this item is picked up from several points in a single field, the point of origin of the composite shipment shall be deemed to be the point of pickup most distant from point of destination. An additional charge of ◆ 1-3/4 cents per 100 pounds shall be assessed for picking up and loading baled hay from scattered points in the field.			
	COMMODITY	FROM	TO	◆ RATES
*659-A Cancels 659	Ice Minimum weight 30,000 pounds.	Porterville Tulare Visalia Exeter	Delano	5½ 5½ 6½ 7
	◆ Increase) *Change) Decision No. 39945			
	EFFECTIVE March 31, 1947			
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
	Correction No. 306			

Item No.	SECTION NO. 3						COMMODITY RATES (Continued)	
							In cents per 100 Pounds	
LUMBER AND FOREST PRODUCTS, viz: Forest Products and Building Woodwork, as described in Item No. 660 series. (See Note 1.)								
MILES		◆ RATES		MILES		◆ RATES		
But not Over over		Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds	But not Over over		Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds	
0	5	7	5½	200	220	35	28	
5	10	7	5½	220	240	38	30	
10	15	7½	5½	240	260	41	32	
15	20	7½	5½	260	280	44	36	
20	25	8	6½	280	300	46	38	
25	30	8	6½	300	325	50	40	
30	35	9	7	325	350	54	43	
35	40	9½	7½	350	375	57	46	
40	45	10½	8	375	400	62	50	
45	50	11	9	400	425	66	53	
50	60	12	10½	425	450	69	56	
60	70	13	11	450	475	73	58	
70	80	15	12	475	500	77	62	
80	90	16	13	500	525	81	65	
90	100	18	15	525	550	84	68	
100	110	19	16	550	575	87	70	
110	120	22	17	575	600	92	73	
120	130	23	18	600	625	95	77	
130	140	24	19	625	650	99	80	
140	150	26	22	650	675	104	83	
150	160	27	23	675	700	107	86	
160	170	29	23	700	—	(1)107	(1)86	
170	180	30	25					
180	190	32	26					
190	200	33	27					
FROM		TO				Minimum Weight 30,000 Pounds		
Susanville		Oakland				(2) ◆ 29		
<p>(1) Plus 3-3/4 cents for each 25 miles or fraction thereof over 700 miles.</p> <p>(2) Exception to mileage rates. Applies only from and to railhead at points named. Will not apply from or to intermediate points.</p> <p>NOTE 1.--For charges for weighing shipments, see Item No. 670 series. For estimated weights, see Item No. 680 series.</p>								
<p>◆ Increase) Change) Decision No. 39945</p>								
EFFECTIVE MARCH 31, 1947								
Issued by the Public Utilities Commission of the State of California, Correction No. 307 San Francisco, California.								

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)																				
		<p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE</p> <p>Rates in this item apply for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or casinghead plants, and only when the point of origin is at a well site or within an oilfield and the point of destination is also at a well site or within the same or another oilfield. (See Note 1.) Rates in this item apply also for stringing pipe as provided in Item No. 175 series.</p> <p>Rates in this item apply only for distances not exceeding 35 miles.</p> <hr/> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Type of Equipment</th> <th style="text-align: right;">(1) ♦ Rates in cents per hour</th> </tr> </thead> <tbody> <tr> <td colspan="2">Trucks or Tractors and Semi-trailers:</td> </tr> <tr> <td style="padding-left: 20px;">Less than 3-ton carrying capacity-----</td> <td style="text-align: right;">399</td> </tr> <tr> <td style="padding-left: 20px;">Over 3-ton to and including 6-ton carrying capacity----</td> <td style="text-align: right;">466</td> </tr> <tr> <td style="padding-left: 20px;">Over 6-ton carrying capacity-----</td> <td style="text-align: right;">532</td> </tr> <tr> <td colspan="2">Trailers:</td> </tr> <tr> <td style="padding-left: 20px;">4-Wheel-----</td> <td style="text-align: right;">133</td> </tr> <tr> <td style="padding-left: 20px;">6-Wheel-----</td> <td style="text-align: right;">199</td> </tr> <tr> <td colspan="2">Dollies:</td> </tr> <tr> <td style="padding-left: 20px;">2-Wheel-----</td> <td style="text-align: right;">133</td> </tr> </tbody> </table> <hr/> <p>NOTE 1.--When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.</p> <p>(1) Rates shall be computed on the following basis: loading time, plus double the driving time from point of origin to point of destination, plus unloading time. Minimum Charge, 1 hour. Rates include vehicle and driver. When necessary for carrier to furnish extra help other than driver, such service shall be charged for at a rate of not less than \$1.00 per hour per extra man furnished.</p>	Type of Equipment	(1) ♦ Rates in cents per hour	Trucks or Tractors and Semi-trailers:		Less than 3-ton carrying capacity-----	399	Over 3-ton to and including 6-ton carrying capacity----	466	Over 6-ton carrying capacity-----	532	Trailers:		4-Wheel-----	133	6-Wheel-----	199	Dollies:		2-Wheel-----	133
Type of Equipment	(1) ♦ Rates in cents per hour																					
Trucks or Tractors and Semi-trailers:																						
Less than 3-ton carrying capacity-----	399																					
Over 3-ton to and including 6-ton carrying capacity----	466																					
Over 6-ton carrying capacity-----	532																					
Trailers:																						
4-Wheel-----	133																					
6-Wheel-----	199																					
Dollies:																						
2-Wheel-----	133																					
*720-C Cancels 720-B	Increase) Change)	Decision No. 39945																				
EFFECTIVE MARCH 31, 1947																						
Issued by the Public Utilities Commission of the State of California, Correction No. 308 San Francisco, California.																						

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds					
	If the charges accruing under rates shown in Items Nos. 726 or 727 series are lower than charges under the distance rates in this item, such lower charges will apply. PETROLEUM AND PETROLEUM PRODUCTS, as described in Item No. 723 series.							
	MILES (See Note 1)		RATES MINIMUM WEIGHT		MILES (See Note 1)		RATES MINIMUM WEIGHT	
	Over	But not Over	20,000 Pounds	30,000 Pounds	Over	But not Over	20,000 Pounds	30,000 Pounds
	0	3	6½	5½	150	200	35	30
	3	5	7	5½	200	220	37	32
	5	10	7½	6½	220	240	40	35
	10	15	7½	6½	240	260	42	37
	15	20	8	7	260	280	44	39
	20	25	8	7	280	300	46	40
	25	30	9	8	300	325	50	43
	30	35	9	8	325	350	53	45
	35	40	9½	9	350	375	56	49
*725-A Cancels 725	40	45	10½	9	375	400	59	51
	45	50	11	9½	400	425	63	53
	50	60	11	11	425	450	67	56
	60	70	13	12	450	475	70	58
	70	80	15	13	475	500	73	60
	80	90	16	15	500	525	77	64
	90	100	18	16	525	550	80	66
	100	110	19	18	550	575	82	69
	110	120	23	19	575	600	84	71
	120	130	25	22	600	625	87	73
	130	140	26	23	625	650	90	77
	140	150	28	25	650	675	92	79
	150	160	29	26	675	700	95	81
	160	170	30	27	700	---	Add to rate for 700 miles 2½ cents per 100 pounds for each 25 miles or fraction thereof.	
	170	180	32	28				
	180	190	33	29				
Note 1.-(Exception to Item No. 100 series) Distances from points of origin within the groups described in Item No. 724 series shall be computed from the mileage basing point designated in connection with the group. For transportation between points situated within the same group the rates shall be as shown in this item for distances not over 3 miles.								
♦ Increase *Change) Decision No. 39945					
EFFECTIVE MARCH 31, 1947								
Issued by the Public Utilities Commission of the State of California, San Francisco, California Correction No. 309								

Second Revised Page---61
 Cancels
 First Revised Page---61

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3 COMMODITY	FROM	TO	RATE	
				MINIMUM WEIGHT	
				20,000 Pounds	30,000 Pounds
*726-A Cancels 726	Petroleum and Petroleum Products as described in Item No. 723 series	GROUP "A" POINTS as described in Item No. 724 series.	LOS ANGELES TERRITORY as described in Item No. 270	(1) ♦ 46	(1) ♦ 40
		SAN FRANCISCO SACRAMENTO (See Item No. 260 series)			
		GROUP "B" POINTS as described in Item No. 724 series.	SAN FRANCISCO TERRITORY as described in Item No. 270 series SACRAMENTO (See Item No. 260 series)	(1) ♦ 46	(1) ♦ 40
(1) Subject to Item No. 900 series.					
♦ Increase) Decision No. 39945 * Change)					
EFFECTIVE MARCH 31, 1947					
Issued by the Public Utilities Commission of the State of California, Correction No. 310 San Francisco, California.					

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds				
<p>If the charge accruing under the distance rates in Item No. 725 series is lower than the charge accruing under the rates in this item on the same shipment such lower charge will apply.</p> <p>Rates provided in this item will apply only from railroad points of origin to railroad points of destination at stations named or at unnamed intermediate railroad points in California, viz.:</p>							
NAME OF RAILROAD		BETWEEN	AND				
Southern Pacific Company		Stacy	Westwood Alturas				
San Diego and Arizona Eastern Railway Company		Campo	Jacumba Hot Springs				
COMMODITY	FROM	TO	Column A Column B Column C				
			(20)	(30)	(20)	(30)	(30)
*727-B Cancels 727-A Column A rates apply on: Petroleum and Petroleum products as described in Item No. 723 series except as provided in Note 1.	San Francisco	Susanville	46	40	46	37	30
		Westwood	46	40	46	37	30
		Viewland	--	--	--	39	33
		Ravendale	59	51	--	39	36
		Madeline	59	51	--	39	37
		Alturas	63	53	--	39	39
Column B rates apply on: Petroleum Crude Oil, Petroleum Fuel Oil, Petroleum Gas Oil.	Group "A" Points as described in Item No. 724 series.	Susanville	46	40	46	37	30
		Westwood	--	--	--	37	30
		Viewland	--	--	--	39	33
		Ravendale	--	--	--	39	36
		Madeline	--	--	--	39	37
Column C rates apply on: Asphalt (asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish).	Sacramento	Wendel	37	32	37	32	25
		Alturas	--	--	--	39	39
		Susanville	37	32	37	32	25
Note 1. - Column A rates will not apply on articles for which rates are provided in Column B nor on Asphalt.	Group "B" Points as described in Item No. 724 series	Susanville)	83	(1)73	--	51	51
		Westwood)		(2)68	--		
	San Diego	Jacumba Hot Springs	--	--	--	13	--

- (1) Will not apply on Engine Naphtha Distillate.
- (2) Applies only on Engine Naphtha Distillate.
- (20) Minimum weight 20,000 pounds.
- (30) Minimum weight 30,000 pounds.

◇ Increase)
* Change) Decision No. **39945**

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 311

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds					
	RICE, viz.: Brewers', Cleaned, whole or broken (including rice screenings), Paddy (rough) See Item No. 653 ¹ / ₂ series for Application of Rates in this item.							
	(1) RATES							
	MILES		Minimum Weight in Pounds					
	Over	But not Over	Any Quantity	2,000	4,000	10,000	20,000	30,000
	0	3	32	22	19	6	4 ¹ / ₂	3 ¹ / ₂
	3	5	32	22	19	7 ¹ / ₂	5 ¹ / ₂	4 ¹ / ₂
	5	10	33	24	19	8	6	5 ¹ / ₂
	10	15	34	26	20	8 ¹ / ₂	6	5 ¹ / ₂
	15	20	36	27	21	9 ¹ / ₂	6	5 ¹ / ₂
	20	25	38	29	21	10 ¹ / ₂	7	6
	25	30	39	29	22	11	7	6
	30	35	39	30	24	12	7 ¹ / ₂	7
	35	40	41	34	24	13	7 ¹ / ₂	7
	40	45	43	35	24	13	8	7
	45	50	44	36	26	15	8	7
	50	60	46	38	27	16	8 ¹ / ₂	7 ¹ / ₂
	60	70	47	41	29	18	9 ¹ / ₂	8 ¹ / ₂
	70	80	48	45	29	20	11	9 ¹ / ₂
	80	90	50	--	30	21	13	11
	90	100	52	--	34	22	14	12
	100	110	53	--	35	24	15	14
	110	120	53	--	36	26	16	14
	120	130	56	--	37	27	17	15
	130	140	58	--	37	29	18	15
	140	150	59	--	40	30	19	17
	150	160	60	--	41	31	22	18
	160	170	61	--	44	32	22	19
	170	180	65	--	45	34	23	19
	180	190	65	--	45	35	24	22
	190	200	67	--	48	37	24	22
	200	220	69	--	50	39	26	24
	220	240	72	--	53	41	29	26
	240	260	75	--	56	45	30	28
	260	280	79	--	59	48	32	30
	280	300	81	--	63	50	35	31
	300	325	84	--	66	54	38	35
	325	350	87	--	68	57	40	37
	350	375	90	--	72	60	43	39
	375	400	94	--	74	64	45	41
	400	425	96	--	77	68	48	43
	425	450	98	--	81	72	51	45
	450	475	102	--	83	74	53	48
	475	500	105	--	86	77	56	50
	500	525	108	--	90	84	58	52
	525	550	112	--	93	87	62	54
	550	575	114	--	95	91	64	55
	575	600	117	--	99	93	66	58
	600	625	119	--	101	95	68	59
	625	650	123	--	104	99	71	62

*728-B
Cancels
728-A

650	675	126	--	108	102	75	64
675	700	128	--	111	105	77	66
(1) Exception to mileage rates					(2) 6 $\frac{1}{2}$	(2) 4 $\frac{1}{2}$	(2) 4 $\frac{1}{2}$
(2) Applies only for transportation within Imperial Valley Irrigation District for distances of 10 miles or less, or for distances of more than 10 miles when movement is to a team track or to an established depot.							
Increase *Change				} Decision No. 39945			
EFFECTIVE MARCH 31, 1947							
Issued by the Public Utilities Commission of the State of California, Correction No. 312 San Francisco, California.							

Item No.	SECTION No. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds		
COMMODITY		BETWEEN	AND	RATE
*730-A Cancels 730	Soap, Lard, and Related Articles, viz.: Acid, Boracic, Borax (Sodium Borate), Compounds, Cleaning, Scouring or Washing, Disinfectants, other than medicinal, Drain Pipe Solvent, Lime, Chlorinated (Chloride of Lime Bleach or Bleaching Powder), Lye, concentrated, Soap, Soap Chips, Soap, liquid, Soap Powder, Sodium (Soda), viz.: washing Soda (washing crystals), washing Powders, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Oil, cooking, Oil, salad, -----Minimum Weight 30,000 Pounds	SAN FRAN- CISCO TERRI- TORY as de- scribed in Item No. 270 series. SACRA- MENTO (See Item No. 260 series)	LOS AN- GELES BASIN TERRI- TORY as de- scribed in Item No. 270 series	(2)(2) 32
	(1) Subject to Item No. 900 series. (2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rate shown: (a) When refrigeration service is furnished, an additional charge shall be made of not less than ♦ 2 cents per 100 pounds. (b) For loading or unloading other than tailgate loading or tailgate unloading - ♦ 2½ cents per 100 pounds. (c) For other accessorial charges, see Items Nos. 140 and 180 series.			
♦ Increase) Decision No. 39945 Change)				
EFFECTIVE MARCH 31, 1947.				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 313				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds	
	COMMODITY	FROM	TO	RATE
	Sugar, minimum weight 30,000 pounds	SAN FRAN-CISCO (See Item No. 260 series) CROCKETT	LOS AN-GELES BASIN TERRITORY as de-scribed in Item No. 270 series	(1)(2)(3) 32
*740-B Cancels 740-A	<p>(1) Subject to Item No. 900 series.</p> <p>(2) When accessorial services are rendered by carrier in connection with shipments moving under rate in this item the following charges shall be in addition to rate shown:</p> <p>(a) For loading or unloading other than tailgate loading or tailgate unloading - \diamond 2$\frac{1}{2}$ cents per 100 pounds.</p> <p>(b) For other accessorial charges see Items Nos. 140 and 180 series.</p> <p>(3) Item No. 170 series will apply in connection with rate in this item only when the weight of each component part is not less than 10,000 pounds.</p>			
<p>\diamond Increase) * Change) Decision No. 39945</p>				
EFFECTIVE March 31, 1947				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 314				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds		
	SUGAR		C RATES		
	Over	But not Over	MINIMUM WEIGHT IN POUNDS		
			10,000	20,000	36,000
	0	3	8½	5½	3-3/4
	3	5	9½	5¾	4½
	5	10	10	6½	5½
	10	15	10½	7	5¾
	15	20	11	7½	6½
	20	25	12	8	7
	25	30	13	9	7½
	30	35	13	9½	8
	35	40	15	10½	9
	40	45	16	11	9½
	45	50	17	11	10½
	50	60	19	13	11
	60	70	20	15	13
	70	80	22	16	14
	80	90	25	18	15
	90	100	27	19	16
	100	110	28	22	17
	110	120	30	23	18
	120	130	31	25	19
	130	140	32	26	22
	140	150	34	23	23
	150	160	35	29	24
	160	170	37	30	25
	170	180	38	32	26
	180	190	40	35	28
	190	200	41	36	29
	200	220	44	39	31
	220	240	47	40	33
	240	260	49	43	37
	260	280	52	45	39
	280	300	55	48	40
	300	325	58	50	43
	325	350	62	53	45
	350	375	65	56	49
	375	400	68	59	51
	400	425	72	63	53
	425	450	74	66	56
	450	475	77	68	58
	475	500	81	71	60
	500	525	84	75	64

*750-A
Cancels
750

325	550	87	77	66
550	575	91	80	69
575	600	94	83	71
600	625	97	86	73
625	650	101	90	77
650	675	104	92	79
675	700	108	95	81

◊ Increase } Decision No. **39945**
 * Change }

EFFECTIVE MARCH 31, 1947.

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 315