

ORIGINAL

Decision No. 48169

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
into the rates, rules, regulations,)
charges, allowances and practices)
of all common carriers, highway)
carriers and city carriers relating)
to the transportation of property.)

Case No. 4808

Appearances

(The appearances are listed in Decisions Nos. 47245,
47574 and 48015 in this proceeding.)

SUPPLEMENTAL OPINION

Minimum rates established for the transportation of general commodities by common and highway carriers are set forth in the Commission's Highway Carriers' Tariff No. 2. Freight charges determined under the provisions of this tariff are subject to a surcharge of nine percent. This increase was established, effective June 24, 1952, by Decision No. 47245 (51 Cal.P.U.C. 758) upon petition of The Motor Truck Association of Southern California and Truck Owners Association of California. It was based on the carriers' urgent need for additional revenues as demonstrated by the record made at public hearings held at San Francisco and Los Angeles. It was established as a temporary measure to remain in effect pending completion of the full record on petitioners' proposed higher over-all increase.

Further public hearings were held at San Francisco and Los Angeles before Examiner Mulgrew.

Highway Carriers' Tariff No. 2 contains both class and commodity rates. It provides five scales of less-truckload class rates. The highest or "any-quantity" scale applies to shipments not large enough to be subject to the successively lower rate levels for minimum weights of 2,000, 4,000, 10,000 and 20,000 pounds. Some of the less-truckload commodity rates follow the class rate pattern. Others are limited to one or two rate scales. The tariff also provides truckload class and commodity rates generally subject to minimum weights ranging from 30,000 to 36,000 pounds. The truckload rates are at lower levels than the corresponding 20,000-pound less-truckload rates. With few exceptions all of these rates are mileage rates. So-called "point-to-point" rates are in effect between certain named points, notably between the San Francisco Bay and Sacramento areas on the one hand and the metropolitan Los Angeles area on the other hand. Charges developed by the use of any of the above described rates, regardless of their particular type and irrespective of the distance involved, are increased by nine percent under the temporary rate adjustment referred to at the outset of this opinion.

Petitioners propose that the surcharge basis be superseded by new rate scales embodying varying increases. Under their proposals rates higher than the basic tariff rates in amounts ranging from eight to twenty percent would replace the nine-percent temporary increase. In each of the rate scales the higher increases are sought for the short-haul traffic. A minimum increase of two cents per 100 pounds is requested for truckload rates for short distances. In the 4,000-pound and 10,000-pound less-truckload scales for distances of 350 miles and over, petitioners seek an

eight-percent increase, one percent less than the interim basis. Otherwise all of the sought increases are as great or greater than the temporary increase. Petitioners propose that these increases be applied to both class and commodity rates. They claim that the sought adjustments would produce the same amount of additional over-all revenue as a uniform increase of about thirteen percent in the basic rates or a further uniform increase of about four percent. They also claim that with such additional revenue an over-all operating ratio of approximately 93 percent before provision for income taxes would result.

Petitioners submitted studies of the operating results of 102 carriers selected to afford a typical cross-section of highway carriers of general commodities. The studies show aggregate operating costs, not including income taxes, as amounting to \$42,247,362 for the period July 1 through December 31, 1951. They also show adjustments of the carriers' costs amounting to \$2,028,418 as being necessary to give effect to increases in wages and fuel taxes subsequently experienced and to make provision for owners' salaries. Of this sum, \$1,826,869 covers the adjustment for increased wages. The remaining \$201,549 covers chiefly the adjustment for higher fuel taxes and to a small extent that necessary to allocate salaries to owner-managers who did not draw salaries for their services. With these adjustments, aggregate costs before income taxes for the last six months of 1951, are shown as amounting to \$44,275,780.

Petitioners' revenue studies disclose the total revenue of the 102 carriers as \$43,152,514 for the period July 1 through

December 31, 1951. Had the nine-percent surcharge then been in effect it would have been applied to a little more than 85 percent of the traffic handled by the carriers. It is estimated that the surcharge would have produced \$2,924,167 in additional revenue. A subsequently established increase of six percent in rail rates used by the highway carriers under the alternative rate provisions of Highway Carriers' Tariff No. 2, it is calculated, would have produced \$294,574 in added revenue. With these adjustments aggregate revenue of the 102 carriers would have amounted to \$46,371,255. Adjusted expenses, as hereinbefore noted, are shown as \$44,275,780. The indicated operating ratio after adjustment of both revenues and expenses is 95.48 percent before income taxes.

A thirteen-percent increase on an over-all basis, the asserted equivalent of petitioners' proposed varying increases, would have produced \$1,299,628 more revenue than the nine-percent surcharge. With this further adjustment, aggregate revenue would amount to \$47,670,883 and the indicated operating ratio is 92.88 percent.

A rate expert from the Commission's Transportation Division staff also submitted recommended scales of class rates. Generally, his recommended rates are higher than those proposed by petitioners for the shorter distances and lower for the longer distances. For the greater distances his rate scales are below the basic rates. He suggested that the commodity rates be subjected to a uniform increase of ten percent. The staff rate witness estimated that the adjustments covered by his recommendations would produce approximately

the same additional over-all revenue and result in the same over-all operating ratio as the adjustments sought by petitioners.

The basic class rates (rates without the nine percent surcharge), petitioners' proposed rates, the rates recommended by the staff witness and the percentages of increase or decrease involved are shown for representative distances in the following tabulation:

Third Class Less-Truckload and Fifth-Class Truckload
Rates in Cents per 100 Pounds for Designated Distances
and Percentages of Increase or Decrease Involved under
Petitioners' Proposals and under the Recommendations
of the Staff Witness

Rate Scales	Distances in Constructive Miles														
	3		30		75		150		350		500		750		
	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
Any-Quantity	(a)	89	--	94	--	102	--	116	--	150	--	170	--	217	--
	(b)	102	15	108	15	116	14	131	13	168	12	190	12	243	12
	(c)	97	9	106	13	118	16	132	14	168	12	187	10	219	11
2,000-Pound Minimum	(a)	51	--	63	--	79	--	106	--	The 2,000-pound scale is not applicable to distances exceeding 300 miles.					
	(b)	58	13	71	13	88	12	118	11						
	(c)	61	20	70	11	90	14	118	11						
4,000-Pound Minimum	(a)	40	--	48	--	59	--	70	--	105	--	124	--	165	--
	(b)	44	11	53	11	65	10	76	9	113	8	134	8	178	8
	(c)	43	8	52	8	64	8	78	11	112	7	131	6	163	(1)
10,000-Pound Minimum	(a)	22	--	30	--	39	--	50	--	86	--	106	--	147	--
	(b)	25	12	34	12	43	11	55	10	93	8	114	8	159	8
	(c)	25	12	34	12	46	18	61	22	94	9	114	8	146	(1)
20,000-Pound Minimum	(a)	12	--	19	--	28	--	40	--	74	--	93	--	131	--
	(b)	14	13	21	13	31	12	44	11	81	9	101	9	143	9
	(c)	14	13	23	21	33	18	44	11	76	3	95	2	127	(3)
Truckload	(a)	6 $\frac{1}{2}$	--	10 $\frac{1}{2}$	--	18	--	28	--	51	--	68	--	98	--
	(b)	8 $\frac{1}{2}$	31	13	20	21	14	31	12	57	11	75	11	109	11
	(c)	11	69	17	62	25	39	33	18	57	11	71	4	95	(3)

(1) - Rates.
 (2) - Percentages of increase or decrease.
 () - Indicates decrease.
 (a) - Basic rates (rates without 9 percent surcharge).
 (b) - Petitioners' proposed rates and percentages of increase.
 (c) - Rates recommended by the staff witness and percentages of increase or decrease.

The principal differences between the rate structure proposed by petitioners and that recommended by the staff rate witness are found in the rates for short-haul traffic (hauls of less than 100 miles), particularly in the truckload rates for such transportation, and in rates for long-haul traffic (hauls exceeding 500 miles). For distances between 100 and 500 miles the two rate structures provide substantially similar although not identical rates.

Because differences in the length of the haul cause little if any variation in the labor expense incurred in pickup and delivery operations, wages constitute a more important element of total costs in transportation for short distances than in transportation for long distances. Similarly, because less-truckload shipments must be consolidated in order to handle such traffic effectively, relatively greater labor costs are experienced in less-truckload than in truckload operations. These facts have been demonstrated time and again by cost studies submitted in this proceeding and in other similar matters. These cost characteristics have been given effect in making adjustments in the minimum rates by establishing varying increases designed to reflect changed cost patterns. As wages have risen, the less-truckload rates for the shorter hauls and for the smaller shipments have been increased more frequently and by greater amounts than the other rates. Necessarily, these rate changes have been along broad lines and have been established as temporary adjustments pending further investigation. The wage increases with which the carriers have been confronted have been substantial. Immediate relief has been essential to the maintenance of needed for-hire carrier service and piecemeal changes in the rate structure have been required by the urgencies of these rate problems. All of the parties to the proceeding recognize that such action has distorted the rate structure and disturbed rate relationships.

Certain of the shippers contend that the less-truckload rates have borne the brunt of previous rate increases and that these rates should not now again be subjected to greater increases than the other rates. In the rate structure recommended by the staff witness lesser increases in the basic rates than the nine-percent surcharge are provided for less-truckload shipments for long distances. For the extremely long hauls his rate structure provides for reductions in the basic rates. Also, many of the less-truckload rates he recommends for short hauls are close to a nine-percent increase in the basic rates and to some extent are below that basis. The rates recommended by the staff witness are developed from and based upon the staff costs and are designed to remove distortions in the rate structure and to restore proper rate relationships. Aside from the 2,000-pound rates for distances of 30 miles and less and the 10,000-pound rates for distances of from 60 to 400 miles, which appear to be somewhat higher than necessary and should be adjusted accordingly, these "any-quantity," 2,000-pound, 4,000-pound and 10,000-pound rates appear to provide for necessary and proper further adjustments in the class rates. Their adoption would have the effect of applying further increases only to the transportation for which the nine-percent increase has been shown to be inadequate. It will reduce rates where the increase has proved to be excessive. It will also correct other maladjustments in the present rate structure.

In connection with truckload rates and the related 20,000-pound less-truckload scale, the most controversial issue is the sharp further increases proposed by petitioners and the still more severe increases recommended by the staff witness in truckload rates for the short hauls. If the estimated costs of record were to be made the only measure of the reasonableness and propriety of the rates in question the staff rates would be more appropriate than petitioners'

rates. Interested shippers strenuously oppose the substantial increases recommended by the staff witness. They contend that the resulting rates would be excessive as minimum rates and that they would divert traffic from for-hire to proprietary operations. With respect to proprietary carriage, they also contend that the recommended rates would accelerate an already noticeable trend towards purchasers calling for their goods and hauling them in their own truck equipment.

The volume of traffic handled and the load and use factors experienced by the carriers have an important bearing on their costs and on their operating results. Petitioners do not seek increases in short-haul truckload rates as great as those recommended by the staff witness. They seemingly recognize that the establishment of such increases might jeopardize their ability to handle this traffic effectively by reducing the volume of for-hire transportation available to them with an attending further increase in costs and less favorable operating results. Admittedly, rigid adherence to petitioners' specific proposals would not provide rates which would give effect to the desirability of restoring proper rate relationships between the various truckload classes, between rates for the different mileage brackets and between the truckload rates and the 20,000-pound less-truckload rates for the same commodities. Petitioners not only do not object to modification of their proposals to reach these ends but on the contrary urge that it be done.

In view of the foregoing, the rates recommended by the staff witness for truckload and 20,000-pound less-truckload transportation for short distances should not be adopted and rates generally following petitioners' proposals but providing a more

harmonious rate structure should be substituted for them. As so adjusted some of the truckload rates will be higher than the rates which strict adherence to petitioners' proposals would produce. In view of the costs of record, however, they are as low as for-hire transportation conditions and the expenses incurred in providing service will permit. In the 20,000-pound scale the adjusted rates are generally somewhat lower than the rates recommended by the staff witness.

Rates between the Los Angeles area and the San Francisco Bay and Sacramento areas should be adjusted to the revised 280-300 mile scale of rates which has previously been held to be the proper relationship between these point-to-point rates and the distance rates. This adjustment will generally provide the same increases as those sought by petitioners. These rates are somewhat lower than the rates recommended by the staff witness.

In other respects and as in the case of the less-truckload rates generally, adoption of the recommendations of the staff witness in regard to truckload rates would limit further increases to the traffic where it is demonstrated that they are necessary, reduce rates that now appear to be too high and cure other maladjustments in the rate structure.

San Francisco-East Bay truckload and 20,000-pound less-truckload traffic is surrounded by circumstances and conditions discussed at some length in Decisions Nos. 47718 of September 16, 1952, and 47847 of October 21, 1952, in this proceeding. The rates for this traffic should be adjusted to the new rate scales for from 35 to 40 miles in order to give proper recognition to the costs and other transportation conditions prevailing for this traffic. Otherwise, reductions which the costs of record indicate would be unwarranted would result. The moderate further increases involved are well supported by the rate-making considerations of record.

Should there be other situations where circumstances and conditions peculiar to the transportation involved require special treatment and further adjustment of class rates they may be brought to the Commission's attention.

In connection with commodity rate traffic generally, petitioners propose the same increases in the basic commodity rates as those they propose in the basic class rates for like distances and for like quantities. They claim that transportation under the commodity rates has been affected by increased costs to the same extent as the transportation under class rates. The staff rate witness pointed out, however, that the commodity rates were established to afford proper rate treatment to transportation services provided under circumstances and conditions differing from those surrounding the more ordinary class rate movements. He said that further special studies were necessary and should be made as the basis for general revision of any of the commodity rates. He suggested that meanwhile the basic commodity rates be subjected to a uniform increase of ten percent, one percent more than the surcharge increase.

For split pickup and delivery service charges and C.O.D. (collect on delivery) charges petitioners propose an increase of thirteen percent, approximately four percent above the surcharge basis. For miscellaneous accessorial service charges, they seek a fifteen percent increase, a further increase amounting to about six percent. These proposals were not supported by any tangible showings of the need therefor. As in the case of the commodity rates, the staff rate witness recommended only a ten percent increase on the ground that further studies were essential to reaching sound conclusions with respect to general revisions in charges for these special services.

While it appears that the commodity rates and the accessorial service rates and charges may require further study and adjustment, it also appears that the most that should be done at this time is to incorporate the nine-percent surcharge in the basic rates and charges. In the first place the record affords no sound basis for concluding that the interim rates are either too high or too low. Also, the commodity and accessorial service rates, as the staff witness has pointed out, are rates designed to fit special circumstances and conditions. They are not susceptible of being treated in the same manner as class rates without an adequate showing being made that such action is proper. Should further adjustment of commodity rates or of accessorial service rates and charges be deemed to be necessary by those affected, they may propose the changes they consider appropriate and they will then be given an opportunity to justify the sought changes.

With respect to commodity rates for the transportation of hay, Hay Truckers Rate Council seeks an increase of seventeen percent. A study of the operating results of 23 carriers of hay for the year 1951, discloses that those carriers' revenues aggregated \$326,852 and their expenses amounted to \$373,939 resulting in an operating loss of \$47,087. The carriers claim that their costs have subsequently increased and that the sought higher rates are essential if they are to obtain reasonable remuneration for their transportation services.

From the foregoing it appears that the nine-percent surcharge increase has not proved sufficient on an over-all basis to provide the revenue necessary to meet the hay carriers' costs. However, there are considerable differences in the operating results

achieved by the various carriers. The cost figures, moreover, reflect wage expenses based on a percentage of operating revenue. This arrangement is said to be the practice in the business and to provide wages not exceeding those necessary to enable the carriers to obtain competent employees. Many of the carriers are owner-drivers.

In the circumstances it appears that an increase of thirteen percent in the basic hay rates, a further increase of about four percent, is as much as is justified at this time. Any greater increase would require a cost showing or equally persuasive evidence of the carriers' need for additional revenues.

In regard to the hourly rates for oil well outfits and supplies the petitioners and the staff witness are in agreement that substantial increases are required in order to bring the rates abreast of current costs. The differences between the two proposals are not great. The staff proposal modified with respect to the charges for trailers appears to provide for necessary clarification of the rates and to afford the most complete basis of charges. It will be adopted.

In regard to the minimum charges for small shipments, petitioners and the staff rate witness recommended increases of thirteen percent in the charges in effect prior to the nine percent surcharge adjustment. The character of this traffic and the costs therefor as disclosed by this record indicate that general commodity haulers require at least this additional increase in the charges in view of higher labor costs involved in rendering the service. For clarity, the staff witness also recommended various changes in the rule stating the charges. These changes likewise will be adopted.

Greater increases embodied in an alternative proposal of the staff witness would produce sharply higher charges. From the information of record it is doubtful that the traffic could bear such increases at this time. Moreover, there is competition for this business with specialized for-hire carriers and with parcel post service.

The staff rate witness proposed and petitioners supported the adoption of rules and regulations and additional charges for abnormal delays resulting in the detention of carrier equipment where the delays are occasioned by consignor or consignee. Some of the shippers objected to the specific proposals on the grounds that they would prove unworkable and they would not fit in either with their shipping procedures or with the carriers' operating practices. Others indicated that such provisions might well prove to be a substitute for further rate increases. Abnormal delays to equipment at shippers' establishments clearly have a strong influence on carrier operating costs. Unless appropriate charges are made therefor the shipper who does not cause such delays is penalized by being required to pay for-hire carrier rates which reflect costs attributable to the practices of shippers who do. The rules and charges proposed will be adopted. Separate shipping documents are likewise recommended and will be put into effect.

Finally, the staff witness proposed that bakery goods charges be changed from a net-weight to a gross-weight basis in keeping with the practice in connection with other commodities. The present net-weight basis was established to conform with shipping practices of the bakeries which are no longer followed.

Special rate treatment has been accorded certain San Francisco-East Bay traffic on an interim basis under the provisions of Supplement No. 14 to Highway Carriers' Tariff No. 2. These arrangements formerly covered important movements but no longer affect any consequential volume of business. No one suggested that this special basis be continued in effect. With the other revisions of transbay rates the Supplement No. 14 arrangements are no longer necessary and the supplement will be canceled.

The cost and operating result evidence of record covers the various classes and types of carriers operating over the public highways. The nature of the traffic rather than the operating authority held by the carrier has governed the cost determinations. Platform and terminal expense necessarily incurred in the effective handling of less-truckload consignments is not experienced in and has not been charged against truckload business. Truckload traffic is not ordinarily moved over platforms or through terminals and no provision is made for such an operation in determining the truckload costs and rates.

With respect to railroad operations, only their class rates are proposed to be revised. In the less-carload and less-truckload field the highway carriers have previously been found to be the rate-making carriers. In the carload and truckload field the carload commodity rates which move the bulk of the carload rail traffic are not proposed to be adjusted. Railroad carload class rates in the period immediately following the cessation of hostilities in World War II were materially higher than the truck rates and were required by the force of competition to be reduced to the highway carrier level. These reductions were both sweeping and substantial. In view of the depressed nature of their carload class

rates the rail lines seek authority to make the same adjustments in their class rates as are being made in the highway carrier truckload rates. The rail lines and the highway carriers are in full agreement that competition is so strong that neither can adjust their rates without corresponding adjustments being made by the other. The rail lines will be authorized to adjust their competitively depressed carload class rates as proposed.

In the circumstances, the less-truckload and truckload rate adjustments hereinbefore found to be necessary and proper adjustments will provide the lowest of the lawful rates for any or all types and classes of for-hire carriers involved.

Certain shippers ask that their commodities be exempted from any increases on the grounds that they cannot pass them on to their customers, that the rates for their commodities are not properly related to other rates or that higher transportation rates would result in loss of traffic by for-hire carriers. Their showings however fail to demonstrate that they should be relieved from bearing a proportionate share of the broad general increases here found necessary under the irresistible compulsion of the higher costs of providing for-hire carrier service.

Such relief from the long and short haul provisions of the State Constitution and the Public Utilities Code as may be necessary in connection with the rate adjustments is sought by the carriers. Common carriers filing tariffs with the Commission seek authority to establish the adjustments in their tariffs on less than statutory notice. They also seek relief from tariff circular rules to the extent necessary to carry out these adjustments in

accordance with methods similar to those used in adjusting Highway Carriers' Tariff No. 2. Further authority is sought by the common carriers to establish corresponding increases in commodities not covered by Highway Carriers' Tariff No. 2 but on which they have maintained rates at the Tariff No. 2 rate levels and, where they do not maintain all of the rate scales set forth in Tariff No. 2 and higher charges are therefore applicable than would be applicable under Tariff No. 2 scales, to establish the increases in the rate levels provided in their tariffs as applicable to the lower-rated traffic under Tariff No. 2 levels. These authorizations will permit continuance of existing rate arrangements. They are necessary in broad adjustments of the character of those here being made. The sought relief and authorizations will be granted.

The adjustments to be made as a result of the general revision of the Tariff No. 2 rate structure involve tariff pages where attention has been directed to provisions which should be changed in order to state the requirements more clearly. Desirable clarifications will be made. No substantive changes are involved.

Upon consideration of all the facts and circumstances of record we are of the opinion and hereby find that the provisions of Highway Carriers' Tariff No. 2 should be revised to the extent hereinbefore indicated and as provided in the order which follows, that proposed changes not covered by said revisions have not been justified and that except to the extent covered by the revisions found justified the joint petition of The Motor Truck Association of Southern California and Truck Owners Association of California, filed September 12, 1951, and as amended, should be denied.

O R D E R

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

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606 as amended) be and it is hereby further amended by incorporating therein, to become effective March 1, 1953, the following supplement and original and revised pages attached hereto and by this reference made a part hereof:

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IT IS HEREBY FURTHER ORDERED that common carriers subject to the Public Utilities Code, including common carriers by railroad with respect to their less-carload rates and charges, subject to said Decision No. 31606, as amended, be and they are hereby authorized and directed to establish in their tariffs the increases necessary to conform with the further adjustment herein of that decision; that said common carriers be and they are hereby authorized to establish in their tariffs increases in class rates and charges in connection with the transportation of commodities for which minimum rates have not been established by the Commission and in connection with commodities on which the common carriers maintain rates on class rate levels higher than the applicable minimum commodity rates, but that such increases shall be no greater in volume and effect than the corresponding class rate increases established herein; that said common carriers which do not maintain in their tariffs all of the rate scales provided in Highway Carriers' Tariff No. 2 may establish the increases involved in continuing provisions relating to rates for transportation under these circumstances; and that carriers by railroad be and they are hereby authorized to establish in their tariffs increases in their carload class rates corresponding with the increases in Highway Carriers' Tariff No. 2 rates.

IT IS HEREBY FURTHER ORDERED that tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on or after the effective date hereof on not less than five (5) days' notice to the Commission and to the public, but that this does not relieve common carriers from conforming with this order with respect to rates and charges by March 1, 1953.

IT IS HEREBY FURTHER ORDERED that common carriers be and they are hereby authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code to the extent necessary to adjust long and short haul departures now maintained under outstanding authorizations and to depart from the provisions of Tariff Circular No. 2 and General Order No. 80 to the extent necessary to carry out the effect of the order herein.

IT IS HEREBY FURTHER ORDERED that, except to the extent provided for in the preceding ordering paragraphs hereof, the joint petition of the Motor Truck Association of Southern California and The Truck Owners Association of California, filed September 15, 1951, in this proceeding and as amended be and it is hereby denied.

This order shall become effective twenty (20) days after the date hereof.

Dated at San Francisco, California, this 19th day of January, 1953.

A. B. Anderson
 President

Justice F. Coe

Francis P. Patton

Commissioners

For the reasons stated in my dissenting opinion in Decision
46912, Case 4808 (March 27, 1952), 51 Cal. P. U. C. 586, 602, I dissent
from the decision and order herein.

Harold P. Hule

Commissioner.

I concur in this dissent,

Paul E. Mitchell
Commissioner

SUPPLEMENT NO. 20
(Cancels Supplements Nos. 14 and 19)
(Supplements Nos. 16 and 20 contain all changes)

TO

HIGHWAY CARRIERS' TARIFF NO. 2

MAKING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

HOUSEHOLD GOODS CARRIERS

Surcharges and rates shown in Supplements Nos. 14 and 19 canceled by
Decision No. *48189*

EFFECTIVE MARCH 1, 1953

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

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*Change)
 #Addition) Decision No. 48189
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EFFECTIVE MARCH 1, 1953

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

Correction No. 491

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#Addition) Decision No. *48189*
 *Change)

EFFECTIVE MARCH 1, 1953

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 492

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
50-B Cancels 50-A	<p>APPLICATION OF WESTERN CLASSIFICATION AND EXCEPTION SHEET</p> <p>(a) This tariff is governed to the extent shown herein by the Western Classification and the Exception Sheet.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Western Classification or Exception Sheet are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
60-B Cancels 60-A	<p>SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. (Component parts of split pickup or split delivery shipments, as defined in Item No. 11 series, may be combined under the provisions of Items Nos. 160, 170, 220 and 230 series.)</p>
*70-C Cancels 70-B	<p>GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers.</p> <p>NOTE: ***</p>
80	<p>RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
<p>* Change *** Eliminated } Decision No. 48189</p>	
<p>EFFECTIVE MARCH 1, 1953</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 493</p>	

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120-B Cancels 120-A	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items Nos. 200, 210, 220 and 230 series, subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds, at 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 7 cents per 100 pounds, minimum additional charge 50 cents per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff, and common carrier rates, applied under the provisions of Items Nos. 200, 210, 220 and 230, series, subject to minimum weights of 10,000 pounds or more, include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item No. 140 series.</p>
130-C Cancels 130-B	Item canceled. Item No. 120 series will apply.
140-F Cancels 140-E	<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>When carrier performs, at shipper's or receiver's request or is otherwise required in compliance with labor agreements to perform, service such as stacking, sorting, providing helpers for loading or unloading, or any other like service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges per man shall be assessed as provided in Item No. 145(a) series. The charge provided in Item No. 145(b) series for unit of equipment shall also apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of the driver or helper being engaged in such service.</p> <p>The provisions of this item shall not apply when a helper is provided for any reason other than shipper's or receiver's request or the requirements of labor agreements. The reason for supplying helpers shall be recorded on shipping and accessorial service documents.</p>

*Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 494

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
#142	<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>1. DEFINITIONS</p> <p>(a) Actual Placement. By actual placement is meant the placing of a unit of carrier's equipment at the place designated by the consignor or consignee for loading or unloading.</p> <p>(b) Constructive Placement. By constructive placement is meant the holding of a unit of carrier's equipment at a point other than the designated loading or unloading place, due to the inability of the consignor or consignee to accept for actual placement the unit of carrier's equipment after its tender for actual placement by the carrier. Constructive placement of equipment for the purpose of loading shall not commence prior to the time specified in shipper's oral or written equipment order; nor at any time other than on normal business days between the hours of 8:00 a.m. and 3:00 p.m., Monday through Friday, for the purpose of unloading, unless otherwise agreed to by receiver and carrier and such agreement is noted on the shipping document.</p> <p>(c) Unit of Equipment. By unit of equipment is meant a motor truck, trailer or semi-trailer, exclusive of motor tractors.</p> <p>2. DELAYS AFTER ACTUAL PLACEMENT</p> <p>Except as hereinafter noted, whenever, after actual placement of a unit of equipment, the elapsed time between commencement and completion of the loading or unloading of shipments subject to minimum weights of 10,000 pounds or more, exceeds 12 minutes per ton (based on the weight on which transportation charges are computed) additional charges for delay time in excess of 12 minutes per ton shall be assessed as provided in Item No. 145 series. The charge provided in Item No. 145(b) series for unit of equipment, shall apply only when the accessorial or incidental service requires its use or when the unit of equipment is inactivated by reason of its driver or helper being engaged in such service. The provisions of the item shall not apply in connection with the actual placement of units of equipment under agreement with the shipper or consignee for loading by the shipper or unloading by the consignee, when such agreement is recorded on the shipping document.</p>

3. DELAYS PRIOR TO ACTUAL PLACEMENT

When the period of time between constructive and actual placement exceeds thirty minutes, additional charges for delay time in excess of thirty minutes shall be assessed as provided in Item No. 145 series. When carrier effects constructive placement more than 30 minutes after the time specified in written agreements between shipper or consignee and carrier or in oral agreements noted on the shipping document, the charges for delays prior to actual placement shall be assessed for delay time in excess of one hour. The foregoing shall not apply in connection with the constructive placement of units of equipment under agreement with the shipper or consignee for loading by the shipper or unloading by the consignee when such agreement is recorded on the shipping document.

The charge provided in Item No. 145(a) series shall not apply prior to actual placement when the driver or helper is not inactivated by the delay.

4. COMPOSITE SHIPMENTS - COMMON CARRIER RULES

The provisions of paragraph 2 of this item shall also apply in connection with:

(a) Component parts of shipments transported under the provisions of Items Nos. 160 and 170 series, when the component part picked up or delivered weighs 10,000 pounds or more. In such instances, the charges assessed shall be based on the actual weight of the component part loaded or unloaded.

(b) Shipments transported under the provisions of Items Nos. 200, 210, 220 and 230 series.

The provisions of paragraph 3 of this item shall apply in connection with shipments transported under the provisions of Items Nos. 200, 210, 220 and 230 series.

Addition, Decision No. 48189

EFFECTIVE MARCH 1, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 495

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)													
#145	<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under conditions specified in Items Nos. 140 and 142 series, charges shall be assessed for each period or fraction thereof, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;"><u>Charges in Cents</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>For First 30 Minutes or Fraction</u></th> <th style="text-align: center;"><u>For Each Additional 15 Minutes or Fraction</u></th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other carrier employee, per man</td> <td style="text-align: center;">150</td> <td style="text-align: center;">75</td> </tr> <tr> <td>(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)</td> <td style="text-align: center;">50</td> <td style="text-align: center;">25</td> </tr> </tbody> </table>		<u>Charges in Cents</u>				<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>	(a) For driver, helper or other carrier employee, per man	150	75	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	50	25
<u>Charges in Cents</u>														
	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>												
(a) For driver, helper or other carrier employee, per man	150	75												
(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	50	25												
#147	<p style="text-align: center;">ADVERTISING ON EQUIPMENT</p> <p>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 \$6.00 per unit per shipment shall be assessed by the carrier.</p>													
# Addition, Decision No. <i>48189</i>														
EFFECTIVE MARCH 1, 1953														
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 496</p>														

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
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MINIMUM CHARGE

Except as otherwise provided in Note 1, the minimum charge per shipment shall be as follows:

1. If classified first class or lower, for 100 pounds at the class or commodity rate applicable thereto; or
2. If classified higher than first class, for 100 pounds at the first class rate; or
3. If shipment contains different articles and no article is rated higher than first class, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; or if any article is rated higher than first class, for 100 pounds at the first class rate; but
4. The minimum charge shall not be less than \$1.35 except that for shipments (a) 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, or (b) transported beyond public highways to or from oil or gas well sites, the minimum charge shall be \$1.60.

*150-I
Cancelc
150-H

NOTE 1 - Exceptions: When the constructive distance between point of origin and point of destination does not exceed 150 miles, the following minimum charges shall apply:

Weight of Shipment (In Pounds)		Minimum Charges (In Cents)		
Over	Not Over	(1)	(2)	(3)
		Column A	Column B	Column C
0	14	75	70	95
14	15	75	85	
15	25	75	85	
25	27	85	85	
27	49	85	105	
49	50	85	120	
50	75	100	120	
75	100	115	120	
100		125	120	

(1) Column A minimum charges apply for transportation (a) between points south of the boundary line described in Note II; and (b) between a point south of the boundary line described in Note II and a point north of said line.

(2) Column B minimum charges apply for transportation between San Francisco or South San Francisco on the one hand, and Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont or San Leandro, on the other hand.

- (3) Except as provided in Note I, subparagraph 2, above, the Column C minimum charge applies for transportation between points north of the boundary line described in Note II.

NOTE II - Beginning at the shore line of the Pacific Ocean due south of Gaviota, thence northeasterly along an imaginary straight line to the point at which the boundaries of Santa Barbara, Ventura and Kern Counties intersect, easterly along the northerly boundary of Ventura and Los Angeles Counties to a point due south of the community of Tehachapi, northeasterly along an imaginary straight line to the point at which Highway U.S. 395 intersects the northerly boundary of Kern County, thence easterly along the northerly boundary of Kern and San Bernardino Counties to the California-Nevada line.

* Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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

Correction No. 497

Item No. SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

SPLIT PICKUP

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, computed on one of the following bases:

(a) Under distance rates. Apply applicable rate or rates for one half the distance from any point of origin to that same point via the other points of origin and the point of destination.

(b) Under point-to-point rates. Point of destination and all points of origin must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.

(c) Under combination of point-to-point rates and distance rates. When point of destination or any point or points of origin are located beyond the territories between which the point-to-point rates apply, or beyond the single authorized route, add to the point-to-point rate or rates the applicable distance rate or rates for one half the distance from the territory or authorized route and return thereto via the off-route point or points of origin or destination.

Plus the following additional charges:

Weight of Component Part (In Pounds)	* Additional Charge for Each Component Part Picked Up (In Cents)
Over 0 But Not Over 100	49
100 500	69
500 1,000	96
1,000 2,000	145
2,000 4,000	193
4,000 10,000	241
10,000 20,000	288
20,000	384

The provisions of this item shall not apply:

- (1) If split delivery service is to be accorded;
- (2) unless at the time of or prior to the first pickup a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignor, the points of origin and the kind of property in each component part.

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

*160-G
Cancels
160-F

*Change. Decision No. 48189

EFFECTIVE MARCH 1, 1953

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Correction No. 498 San Francisco, California.

Item
No.SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL
APPLICATION (Continued)

SPLIT DELIVERY

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, computed on one of the following bases:

(a) Under distance rates. Apply applicable rate or rates for one half the distance from point of origin to that same point via each of the points of destination.

(b) Under point-to-point rates. Point of origin and all points of destination must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.

*170-G
Cancels
170-F

(c) Under combination of point-to-point rates and distance rates. When point of origin or any point or points of destination are located beyond the territories between which the point-to-point rates apply, or beyond the single authorized route, add to the point-to-point rate or rates the applicable distance rate or rates for one half the distance from the territory or authorized route and return thereto via the off-route point or points of origin or destination.

Plus the following additional charges:

Weight of Component Part (In Pounds)		*Additional Charge for Each Component Part Delivered (In Cents)
Over	But Not Over	
0	100	49
100	500	69
500	1,000	96
1,000	2,000	145
2,000	4,000	193
4,000	10,000	241
10,000	20,000	288
20,000	-----	384

The provisions of this item shall not apply:

- (1) If split pickup service has been accorded;
- (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.

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

RECEIVING AND TRANSMITTING PURCHASE ORDERS

*
172-B
Cancels
172-A

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 ~~25~~ cents per order.

STRINGING PIPE

175

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.

* Change, Decision No. *48189*

EFFECTIVE MARCH 1, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 499

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																								
	<p>COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000.00).</p> <p>(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars (\$2,000.00), payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty (30) days' notice to the Commission.</p> <p>(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten (10) days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.</p> <p>(d) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p>																																								
	<table border="0"> <thead> <tr> <th style="text-align: left;">When the amount collected is</th> <th style="text-align: right;">* Charge for collecting and remitting will be</th> </tr> </thead> <tbody> <tr> <td>Not over \$2.50-----</td> <td style="text-align: right;">\$ 0.28</td> </tr> <tr> <td>Over \$2.50 not over \$5.00-----</td> <td style="text-align: right;">.33</td> </tr> <tr> <td>Over 5.00 not over 10.00-----</td> <td style="text-align: right;">.45</td> </tr> <tr> <td>Over 10.00 not over 20.00-----</td> <td style="text-align: right;">.48</td> </tr> <tr> <td>Over 20.00 not over 25.00-----</td> <td style="text-align: right;">.51</td> </tr> <tr> <td>Over 25.00 not over 40.00-----</td> <td style="text-align: right;">.59</td> </tr> <tr> <td>Over 40.00 not over 50.00-----</td> <td style="text-align: right;">.63</td> </tr> <tr> <td>Over 50.00 not over 60.00-----</td> <td style="text-align: right;">.80</td> </tr> <tr> <td>Over 60.00 not over 80.00-----</td> <td style="text-align: right;">.83</td> </tr> <tr> <td>Over 80.00 not over 100.00-----</td> <td style="text-align: right;">.86</td> </tr> <tr> <td>Over 100.00 not over 102.50-----</td> <td style="text-align: right;">1.09</td> </tr> <tr> <td>Over 102.50 not over 105.00-----</td> <td style="text-align: right;">1.11</td> </tr> <tr> <td>Over 105.00 not over 110.00-----</td> <td style="text-align: right;">1.17</td> </tr> <tr> <td>Over 110.00 not over 120.00-----</td> <td style="text-align: right;">1.20</td> </tr> <tr> <td>Over 120.00 not over 140.00-----</td> <td style="text-align: right;">1.22</td> </tr> <tr> <td>Over 140.00 not over 150.00-----</td> <td style="text-align: right;">1.28</td> </tr> <tr> <td>Over 150.00 not over 160.00-----</td> <td style="text-align: right;">1.35</td> </tr> <tr> <td>Over 160.00 not over 180.00-----</td> <td style="text-align: right;">1.38</td> </tr> <tr> <td>Over 180.00 not over 200.00-----</td> <td style="text-align: right;">1.43</td> </tr> </tbody> </table>	When the amount collected is	* Charge for collecting and remitting will be	Not over \$2.50-----	\$ 0.28	Over \$2.50 not over \$5.00-----	.33	Over 5.00 not over 10.00-----	.45	Over 10.00 not over 20.00-----	.48	Over 20.00 not over 25.00-----	.51	Over 25.00 not over 40.00-----	.59	Over 40.00 not over 50.00-----	.63	Over 50.00 not over 60.00-----	.80	Over 60.00 not over 80.00-----	.83	Over 80.00 not over 100.00-----	.86	Over 100.00 not over 102.50-----	1.09	Over 102.50 not over 105.00-----	1.11	Over 105.00 not over 110.00-----	1.17	Over 110.00 not over 120.00-----	1.20	Over 120.00 not over 140.00-----	1.22	Over 140.00 not over 150.00-----	1.28	Over 150.00 not over 160.00-----	1.35	Over 160.00 not over 180.00-----	1.38	Over 180.00 not over 200.00-----	1.43
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*180-E
Cancels
180-D

Over	\$200.00	not over	\$250.00	-----	\$	1.59
Over	250.00	not over	300.00	-----		1.83
Over	300.00	not over	350.00	-----		2.06
Over	350.00	not over	400.00	-----		2.31
Over	400.00	not over	450.00	-----		2.55
Over	450.00	not over	500.00	-----		2.79
Over	500.00	not over	550.00	-----		3.03
Over	550.00	not over	600.00	-----		3.26
Over	600.00	not over	650.00	-----		3.50
Over	650.00	not over	700.00	-----		3.74
Over	700.00	not over	750.00	-----		3.99
Over	750.00	not over	800.00	-----		4.23
Over	800.00	not over	850.00	-----		4.46
Over	850.00	not over	900.00	-----		4.70
Over	900.00	not over	950.00	-----		4.94
Over	950.00	not over	1,000.00	-----		5.18
Over	1,000.00	at rate of	\$5.18	per	\$1,000.00	

* Change, Decision No. *48189*

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San Francisco, California.

Correction No. 500

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
190-B Cancels 190-A	<p>APPLICATION OF COMBINATIONS OF CLASS AND COMMODITY RATES</p> <p>In the event two or more rates are named in this tariff for the same transportation, the lower rate shall apply. In the event a combination of rates makes a lower aggregate through rate or charge than a single rate, such lower combination of rates shall apply.</p>
*200-D Cancels 200-C	<p>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 *37 cents per ton for shrinkage.</p>
* Change, Decision No. 48189	
EFFECTIVE MARCH 1, 1953	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 5014</p>	

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="433 453 1414 518" style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="355 554 1492 687">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="360 716 1508 976">(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="360 1010 1501 1270">(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="360 1304 1453 1630">(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="457 1648 1516 2208">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, 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>

*210-D
Cancels
210-C

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.

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) *37 cents per ton for shrinkage.

*Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 502

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event under the provisions of Items Nos. 200 to 230 series, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier the following charges for such accessorial services shall be added (except as otherwise provided in connection with individual rates):</p> <ol style="list-style-type: none"> (1) For tailgate loading or tailgate unloading - no additional charge (See Notes 1, 3, 4 and 5); (2) For loading or unloading other than tailgate loading or tailgate unloading - *2-3/4 cents per 100 pounds. (See Notes 2 and 5); (3) For C.O.D. service - charges provided in Item No. 180 series; (4) For other accessorial services - charges provided in Item No. 145 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>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 style="list-style-type: none"> (a) Under the provisions of Item No. 200 series, a charge of *2-3/4 cents per 100 pounds shall be added for tailgate loading, and a charge of *2-3/4 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 *2-3/4 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 *2-3/4 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>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 *1-3/4 cents per 100 pounds.</p> <p>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:</p>

*240-F
Cancels
240-E

(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 *1-3/4 cents per 100 pounds for tailgate unloading;

(b) Under the provisions of Paragraph (a) of Item No. 210 series, a charge of *1-3/4 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.

Note 4.-For tailgate loading or tailgate unloading of cement, portland (building), a charge of *1-3/4 cents per 100 pounds shall be added.

Note 5.-For pickup or delivery service at a point not at street level and where the minimum weight is less than 10,000 pounds, the tailgate loading or unloading provisions of this item will not apply and the additional charge provided in Item No. 120 series will apply.

* Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 503

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">ISSUANCE OF DOCUMENTS</p> <p>1. ISSUANCE OF SHIPPING DOCUMENT</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of carrier. (b) Date of shipment. (c) Name of shipper and name of consignee. (d) Point of origin and point of destination. (e) Description of shipment (in terms of the Western Classification or Exception Sheet or as provided in this tariff). (f) Weight of the shipment (or other factor or measurement upon which the charges are based). (g) Rate and charge assessed. (h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>2. ISSUANCE OF ACCESSORIAL SERVICE DOCUMENT</p> <p>An accessorial service document shall be issued by the carrier to the shipper or consignee for stacking, sorting, helpers for loading or unloading, vehicle detention or any other accessorial or incidental service which is not authorized to be performed under the transportation rates named in Sections 2 and 3 of this tariff. The accessorial service document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of carrier. (b) Date of issuance. (c) Name of shipper or consignee or their representative, ordering or requiring the services, or for whom they are rendered. (d) Shipping document numbers or other identification of the shipments in connection with which the services are rendered. (e) Time for which equipment ordered, if any, and time of constructive and actual placement. (f) Weight, in pounds, loaded or unloaded.

*255-B
Cancels
255-A

- (g) Time loading or unloading completed.
- (h) Free time allowable.
- (i) Time or weight on which charges are based.
- (j) Rate and charges assessed.
- (k) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

3. The forms of documents in Items Nos. 910, 911 and 912 series will be suitable and proper.

4. A copy of each shipping document and accessorial service document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

UNITS OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES

257

Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.

*Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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

Correction No. 504

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)		
PACKING REQUIREMENTS		
<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>If two or more ratings which are subject to different packing requirements are provided for an article in the form in which it is shipped, the lowest of such ratings will apply.</p>		
300-B Cancels 300-A	<p>The term "form in which it is shipped" means the form of the article itself as prepared for shipment or for the trade (exclusive of packing requirements), such as set up, knocked down, nested, not nested, compressed, not compressed, folded flat, not folded flat, in metal can inner containers, in glass bottle inner containers, in carton inner containers, in bulk (not in inner containers), dry, liquid, paste, solid, powdered, granulated. The term "packing requirements" means (1) the outer shipping containers such as boxes, barrels, crates, bags, and (2) the shipping forms such as bundles, bales, rolls, loose, on skids (other than lift truck or platform), which are provided in the Western Classification or Exception Sheet.</p>	
305	Batteries, dry cell, electric, less carload---	(Class Rating) 4
310	Beverages, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, less carload-----	4
315	<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 No. 90 series.</p>	(1) 4
320-B Cancels 320-A	Canned Goods and Other Articles as described in and subject to the provisions of Item No. 610 series, less carload-----	90% of 4
*330-D Cancels 330-C	<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----- (2) Subject to minimum rate of * 23 cents per 100 pounds or actual 4th class rate, whichever is lower. Carload: Minimum weight 12,000 pounds----- Minimum weight 30,000 pounds----- (3) Not to exceed less-than-carload rate.</p>	(2) $\frac{1}{2}$ of 4 (3) B (3) E
333	<p>Clothing, staple work, viz.: Dungarees, coveralls, overalls, breeches, pants, shirts or jackets (See Note 1) made of any one or any combination of the following fabrics made wholly of cotton:</p> <p>Denim Drills Flannels Corduroys Moleskins Jeans Chambrays Coverts Duck Whipcords Twill Cottonades Poplins</p> <p>NOTE 1. Includes work jackets with blanket lining made of cotton and not to exceed 50% of wool shoddy.</p>	3

334	Coffee, extract of (condensed coffee), dry, less carload	4
335	Covers, hood, radiator, seat, spring, steering wheel, tire or top, cotton cloth, not fitted or formed, less carload-----	3
340	Flowers, fresh, cut, less carload-----	1
350	Fruit, dried, including Raisins, Prunes (dried), Figs (dried), and Fig Pulp or Fig Paste, less carload-----	90% of 4
*Change, Decision No. <i>48189</i>		
EFFECTIVE MARCH 1, 1953		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 505		

Cancel:

Item No.	SECTION NO. 2												* CLASS RATES			
													In Cents Per 100 Pounds			
	MILES		Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds					
		But Not Over	1	2	3	4	1	2	3	4	1	2	3	4		
	0--	3	121	109	97	85	72	65	58	50	54	49	43	38		
	3--	5	122	110	98	85	74	67	59	52	55	50	44	39		
	5--	10	124	112	99	87	76	68	61	53	57	51	46	40		
	10--	15	126	113	101	88	77	71	63	55	59	53	47	41		
	15--	20	128	115	102	90	81	73	65	57	61	55	49	43		
	20--	25	130	117	104	91	84	76	67	59	63	57	50	44		
	25--	30	132	119	106	92	86	77	69	60	65	59	52	46		
	30--	35	134	121	107	94	89	80	71	62	67	60	54	47		
	35--	40	135	122	108	95	91	82	73	64	68	61	54	48		
	40--	45	137	123	110	96	94	85	75	66	70	63	56	49		
	45--	50	138	124	110	97	96	86	77	67	72	65	58	50		
	50--	60	141	127	113	99	101	91	81	71	74	67	59	52		
	60--	70	144	130	115	101	106	95	85	74	77	69	62	54		
	70--	80	147	132	118	103	112	101	90	78	80	72	64	56		
	80--	90	150	135	120	105	117	105	94	82	83	75	66	58		
	90--	100	152	137	122	106	122	110	98	85	85	77	68	60		
*500-I	100--	110	155	140	124	109	127	114	102	89	88	79	70	62		
Cancel:	110--	120	157	141	126	110	132	119	106	92	90	81	72	63		
500-H	120--	130	160	144	128	112	138	124	110	97	93	84	74	65		
	130--	140	162	146	130	113	143	129	114	100	95	86	76	67		
	140--	150	165	149	132	116	148	133	118	104	98	88	78	69		
	150--	160	168	151	134	118	152	137	122	106	100	90	80	70		
	160--	170	170	153	136	119	156	140	125	109	103	93	82	72		
	170--	180	173	156	138	121	160	144	128	112	105	95	84	74		
	180--	190	175	158	140	123	163	147	130	114	108	97	86	76		
	190--	200	178	160	142	125	166	149	133	116	110	99	88	77		
	200--	220	183	165	146	128	172	155	138	120	114	103	91	80		
	220--	240	188	169	150	132	177	161	143	125	118	106	94	83		
	240--	260	192	173	154	134	185	167	148	130	122	110	98	85		
	260--	280	196	176	157	137	192	173	154	134	126	113	101	88		
	280--	300	200	180	160	140	198	178	158	139	130	117	104	91		
	300--	325	205	185	164	144	-	-	-	-	135	122	108	95		
	325--	350	210	187	168	147	-	-	-	-	140	126	112	98		
	350--	375	214	193	171	150	-	-	-	-	144	130	115	101		
	375--	400	218	196	174	153	-	-	-	-	148	133	118	104		
	400--	425	222	200	178	155	-	-	-	-	152	137	122	106		
	425--	450	226	203	181	158	-	-	-	-	156	140	125	109		
	450--	475	230	207	184	161	-	-	-	-	160	144	128	112		
	475--	500	234	211	187	164	-	-	-	-	164	148	131	115		
	500--	525	238	214	190	167	-	-	-	-	168	151	134	118		

525—550	242	218	194	169	-	-	-	-	172	155	138	120
550—575	246	221	197	172	-	-	-	-	176	158	141	123
575—600	250	225	200	175	-	-	-	-	180	162	144	126
600—625	254	229	203	178	-	-	-	-	184	166	147	129
625—650	258	232	206	181	-	-	-	-	188	169	150	132
650—675	262	236	210	183	-	-	-	-	192	173	154	134
675—700	266	239	213	186	-	-	-	-	196	176	157	137
700—725	270	243	216	189	-	-	-	-	200	180	160	140
725—750	274	247	219	192	-	-	-	-	204	184	163	143
750—775	278	250	222	195	-	-	-	-	208	187	166	146
775—800	282	254	226	197	-	-	-	-	212	191	170	148
800—850	289	260	231	202	-	-	-	-	219	197	175	153
850—900	296	266	237	207	-	-	-	-	226	203	181	158
900—950	303	273	242	212	-	-	-	-	233	210	186	163
950—1000	310	279	248	217	-	-	-	-	240	216	192	168
1000—1050	317	285	254	222	-	-	-	-	247	222	198	173
1050—1100	324	292	259	227	-	-	-	-	254	229	203	178
1100—1150	331	298	265	232	-	-	-	-	261	235	209	183
1150—1200	338	304	270	237	-	-	-	-	268	241	214	188

* Change. Decision No. *48189*

EFFECTIVE . MARCH 1, 1953

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Correction No. 506

Item No.	SECTION NO. 2				*CLASS RATES In Cents Per 100 Pounds											
	MILES		Minimum Weight 10,000 Pounds ex- cept as provided in Note 1		Minimum Weight 20,000 Pounds ex- cept as provided in Note 2				Minimum Weight as pro- vided in Western Classi- fication, Exception Sheet or this Tariff, subject to Item No. 290 series							
But Not Over Over		1	2	3	4	1	2	3	4	5	A	B	C	D	E	
*505-G Cancels 505-F	0	3	31	28	25	22	17	15	14	12	9	10	8	8	7	6
	3	5	33	30	26	23	19	17	15	13	9	10	8	8	7	6
	5	10	35	32	28	25	21	19	17	15	10	11	9	9	8	7
	10	15	37	33	30	26	22	20	18	15	11	12	10	9	8	7
	15	20	39	35	31	27	23	21	18	16	11	12	10	10	9	8
	20	25	41	37	33	29	24	22	19	17	12	13	11	10	9	8
	25	30	43	39	34	30	26	23	21	18	13	14	12	11	10	9
	30	35	45	41	36	32	27	24	22	19	14	15	13	12	10	9
	35	40	46	41	37	32	29	26	23	20	15	16	14	13	11	10
	40	45	48	43	38	34	31	28	25	22	16	18	15	14	12	11
	45	50	50	45	40	35	33	30	26	23	17	19	16	15	13	12
	50	60	52	47	42	36	35	32	28	25	19	20	17	16	14	12
	60	70	54	49	43	38	38	34	30	27	20	21	18	17	15	13
	70	80	56	50	45	39	40	36	32	28	21	23	19	18	16	14
	80	90	59	53	47	41	43	39	34	30	23	25	21	19	17	15
	90	100	61	55	49	43	45	41	36	32	24	26	22	20	18	16
	100	110	64	58	51	45	48	43	38	34	26	28	24	22	19	17
	110	120	66	59	53	46	50	45	40	35	27	29	25	23	20	18
	120	130	70	63	56	49	53	48	42	37	29	31	26	24	22	19
	130	140	72	65	58	50	55	50	44	39	30	33	28	25	23	20
	140	150	75	68	60	53	58	52	46	41	32	34	29	27	24	21
	150	160	78	70	62	55	60	54	48	42	33	36	30	28	25	22
	160	170	80	72	64	56	63	57	50	44	35	38	32	29	26	23
	170	180	82	74	66	57	65	59	52	46	36	39	33	30	27	24
	180	190	84	76	67	59	68	61	54	48	38	41	35	32	28	25
	190	200	86	77	69	60	70	63	56	49	39	42	36	33	29	26
	200	220	89	80	71	62	73	66	58	51	41	45	38	35	31	28
	220	240	93	84	74	65	76	68	61	53	44	47	40	37	33	29
240	260	97	87	78	68	79	71	63	55	46	50	42	39	35	31	
260	280	101	91	81	71	82	74	66	57	49	53	45	41	36	32	

NOTE 1.--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.

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

*Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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 Correction No. 507

Item No.	SECTION NO. 2										*CLASS RATES (Continued)				
											In Cents per 100 Pounds				
										Minimum weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series.					
										Minimum Weight : Minimum Weight					
										10,000 Pounds : 20,000 Pounds					
										except as provided in Note 1 : except as provided in Note 2					
										: Item No. 290 series.					
										: A : B : C : D : E					
										: Over Over					
280	300	105	95	84	74	25	77	68	60	51	55	47	43	38	34
300	325	110	99	88	77	90	81	72	63	54	59	50	45	41	36
325	350	115	104	92	81	95	86	76	67	57	62	52	48	43	38
350	375	120	108	96	84	99	89	79	69	59	64	54	50	45	40
375	400	125	113	100	88	103	93	82	72	62	67	57	52	46	41
400	425	130	117	104	91	107	96	86	75	64	70	59	54	48	43
425	450	134	121	107	94	111	100	89	78	67	72	61	56	50	44
450	475	138	124	110	97	115	104	92	81	69	75	63	58	52	46
475	500	142	128	114	99	119	107	95	83	71	77	65	60	54	48
500	525	146	131	117	102	123	111	98	86	74	80	68	62	55	49
525	550	150	135	120	105	127	114	102	89	76	83	70	64	57	51
550	575	154	139	123	108	131	118	105	92	79	85	72	66	59	52
575	600	158	142	126	111	135	122	108	95	81	88	74	68	61	54
600	625	162	146	130	113	139	125	111	97	83	90	76	70	63	56
625	650	166	149	133	116	143	129	114	100	86	93	79	72	64	57
650	675	170	153	136	119	147	132	118	103	88	96	81	74	66	59
675	700	174	157	139	122	151	136	121	106	91	98	83	76	68	60
700	725	178	160	142	125	155	140	124	109	93	101	85	78	70	62
725	750	182	164	146	127	159	143	127	111	95	103	87	80	72	64
750	775	186	167	149	130	163	147	130	114	98	106	90	82	73	65
775	800	190	171	152	133	167	150	134	117	100	109	92	84	75	67
800	850	197	177	158	138	174	157	139	122	104	113	96	87	78	70
850	900	204	184	163	143	181	163	145	127	109	118	100	91	81	72
900	950	211	190	169	148	188	169	150	132	113	122	103	94	85	75
950	1000	218	196	174	153	195	176	156	137	117	127	107	98	88	78
1000	1050	225	203	180	158	202	182	162	141	121	131	111	101	91	81
1050	1100	232	209	186	162	209	188	167	146	125	136	115	105	94	84
1100	1150	239	215	191	167	216	194	173	151	130	140	119	108	97	86
1150	1200	246	221	197	172	223	201	178	156	134	145	123	112	100	89

*507-E
 Cancels
 507-D

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

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

* Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

Issued by the Public Utilities Commission of the State of California,
 Correction No. 508 San Francisco, California.

Item No.	SECTION NO. 2												*CLASS RATES (Continued) In Cents per 100 Pounds			
	BETWEEN	AND	Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds					
Class Rates shown below are intermediate in application subject to Note 1.																
			1	2	3	4	1	2	3	4	1	2	3	4		
	San Francisco		138	124	111	97	96	87	77	68	72	65	58	51		
	Oakland		137	123	110	96	94	85	75	66	70	63	56	49		
			Minimum Weight 10,000 Pounds except as pro- vided in Note 2				Minimum Weight 20,000 Pounds except as pro- vided in Note 3				Minimum Weight as provided in Western Classification, Ex- ception Sheet or this tariff, subject to Item No. 290 series.					
	San Jose Santa Clara		1	2	3	4	1	2	3	4	5	A	B	C	D	E
	San Francisco		50	45	40	35	33	30	26	23	16	19	16	15	13	12
	Oakland		48	43	38	33	31	28	25	22	16	18	15	14	12	11
*509-A Cancels 509	<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 points via Routes 8, 9 and 10 shown in Item No. 900 series, are lower than charges accruing under the Distance Class Rates in Items Nos. 500 and 505 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 in this tariff, subject to Item No. 290 series.</p> <p>NOTE 3.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.</p>															
*Change, Decision No. 48189																
EFFECTIVE MARCH 1, 1953																
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																
Correction No. 509																

Item No.	SECTION NO. 2		*CLASS RATES (Continued) In Cents per 100 Pounds													
	BETWEEN	ANT	MINIMUM WEIGHT													
			Any Quantity				4,000 Pounds				10,000 Pounds except as provided in Note 2					
			1	2	3	4	1	2	3	4	1	2	3	4		
	SAN FRAN- CISCO TERRITORY as de- scribed in Item No. 270 series	LOS ANGELES TERRITORY as de- scribed in Item No. 270 series	200	180	160	140	130	117	104	91	105	95	84	74		
			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									
*510-I Cancels	SACRAMENTO (See Item No. 260 series)		1	2	3	4	5	A	B	C	D	E				
510-H			85	77	68	60	51	55	47	43	38	34				

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.

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.

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.

*Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 510

Item No.	SECTION NO. 2				* CLASS RATES (Continued) In Cents per 100 Pounds											
Class Rates shown below are intermediate in application subject to Note 1.																
	BETWEEN	AND	Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds					
			1	2	3	4	1	2	3	4	1	2	3	4		
			134	121	107	94	89	80	71	62	67	60	54	47		
515-A Cancels 515	LOS ANGELES ZONE 1 AS DESCRIBED IN THE DISTANCE TABLE	SANTA ANA	Minimum Weight 10,000 Pounds except as provided in Note 2.				Minimum Weight 20,000 Pounds except as provided in Note 3.				Minimum Weight as provided in Western Classi- fication, Excep- tion Sheet or this tariff, subject to Item No. 290 series.					
			1	2	3	4	1	2	3	4	5	A	B	C	D	E
			45	41	36	32	27	24	22	19	14	15	13	12	10	9
			<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 points via Route 11 shown in Item No. 900 series, are lower than charges accruing under the Distance Class Rates in Items Nos. 500 and 505 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 in this tariff, subject to Item No. 290 series.</p> <p>NOTE 3.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series), but in no event less than 20,000 pounds.</p>													
* Change, Decision No. 4818.9																
EFFECTIVE MARCH 1, 1953.																
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																
Correction No. 511																

Item No.	SECTION NO. 2	*CLASS RATES (Continued) In Cents per 100 Pounds								
*520-A Cancel: 520	Rates in this item apply only to shipments having point of origin in San Francisco or South San Francisco and point of destination in Alameda, Albany, Berkeley, El Cerrito, Emoryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stego and to shipments having point of origin in Alameda, Albany, Berkeley, El Cerrito, Emoryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stego and point of destination in San Francisco or South San Francisco.									
	Minimum Weight 20,000 Pounds Except as Provided in Note 1	Minimum Weight as Provided in Western Classification, Exception Sheet or this Tariff, Subject to Item No. 290 Series and to Note 2								
	1	2	3	4	5	A	B	C	D	E
	29	26	23	20	15	16	14	13	11	10
NOTE 1.—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.		NOTE 2.—When the minimum weight so provided is less than 20,000 pounds the rates named in Item No. 505 series apply.								

*Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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

Correction No. 512

Cancel

Item No.	SECTION NO. 3	COMMODITY RATES		
		In Cents per 100 Pounds		
	COMMODITY	BETWEEN	AND	*RATE
*600-D Cancel 600-C	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, Liquors, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, Liquors, vinous, containing not more than 3.2% alcohol by weight, Soda (flavored or not flavored), Syrup, viz.: Grape Juice, Malt, Water, viz.: distilled, plain, mineral or salt, - - - - - Minimum Weight 18,000 Pounds	SACRAMENTO (See Item No. 260 series) SAN FRANCISCO TERRITORY as described in Item No. 270 series	LOS ANGELES TERRITORY	(1)(2) 43
			FRESNO	(1)(2) 21
	Beverage Containers, empty, used or secondhand, - - - - - Minimum Weight 10,000 Pounds	SACRAMENTO (See Item No. 260 series) SAN FRANCISCO TERRITORY as described in Item No. 270 series	LOS ANGELES TERRITORY as described in Item No. 270 series	(1)(2) 46
			FRESNO	(1)(2) 24
<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 rates shown:</p> <p>(a) For loading or unloading, other than tailgate loading or tailgate unloading *3½ cents per 100 pounds.</p> <p>(b) Advertising on equipment-an additional charge of not less than *\$2.89 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.</p> <p>(c) For other accessorial charges, see Items Nos. 140 and 180 series.</p>				
*Change, Decision No. 48189				
EFFECTIVE MARCH 1, 1953				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 513				

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-C Cancels 605-B	Butter, dairy, Cheese (including cottage cheese and pot cheese), Margarine	SAN FRANCISCO TERRITORY as described in Item No. 270 series.	LOS ANGELES	121	Any Quantity
			TERRITORY	86	4,000
			as described	70	10,000
			in Item No.270	59	20,000
			series	49	24,000
				45	30,000
	40	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 *2 cents per 100 pounds. This rate shall be applied to the weight on which transportation charges are assessed to determine the refrigeration charges.</p>					
* Change, Decision No. 48189					
EFFECTIVE MARCH 1, 1953					
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 514</p> <p style="text-align: right;">San Francisco, California.</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				
	Over	But not Over	Minimum Weight 20,000 Pounds	30,000 Pounds	Over	But not Over	Minimum Weight 20,000 Pounds	30,000 Pounds
*620-D Cancels 620-C	0	5	7½	7	110	120	26	23
	5	10	8½	7	120	130	27	23
	10	15	10	8	130	140	28	24
	15	20	11	8½	140	150	32	26
	20	25	11	10	150	160	33	27
	25	30	12	10	160	170	35	28
	30	35	13	11	170	180	37	32
	35	40	13	11	180	190	38	33
	40	45	14	12	190	200	40	35
	45	50	15	14	200	220	45	37
	50	60	15	14	220	240	48	40
	60	70	17	14	240	260	50	45
	70	80	20	16	260	280	51	47
	80	90	21	17	280	300	54	50
	90	100	23	20	300	325	57	52
	100	110	24	21	325	350	60	53
					350	375	62	59

* Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 515

Cancels

Item No.	SECTION NO. 3			COMMODITY RATES (Continued)
	COMMODITY	BETWEEN	AND	* RATE
*630-C Cancels 630-B	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) 41
<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 *2½ cents per 100 pounds.</p> <p>(b) For loading or unloading other than tailgate loading or tailgate unloading - *3½ cents per 100 pounds.</p> <p>(c) For other accessorial charges, see Items Nos. 140 and 180 series.</p>				
* Change. Decision No. 48189				
EFFECTIVE MARCH 1, 1953				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 516				

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----- SACRAMENTO (See Item No. 260 series)----- STOCKTON (See Item No. 260 series)-----	SAN JOAQUIN VALLEY TERRITORY as described in Item No. 270 series		Apply Distance Rates shown below subject to Item No. 100 series.	
			MILES		*RATES	
			Over	But not Over	Minimum Weight 20,000 Pounds	30,000 Pounds
*640-D Cancels 640-C	0 5	7½ 7	110	120	26	23
	5 10	8½ 7	120	130	27	23
	10 15	10 8	130	140	28	24
	15 20	11 8½	140	150	32	26
	20 25	11 10	150	160	33	27
	25 30	12 10	160	170	35	28
	30 35	13 11	170	180	37	32
	35 40	13 11	180	190	38	33
	40 45	14 12	190	200	40	35
	45 50	15 12	200	220	45	37
	50 60	15 14	220	240	48	40
	60 70	17 14	240	260	50	45
	70 80	20 16	260	280	51	47
	80 90	21 17	280	300	54	50
	90 100	23 20	300	325	57	52
	100 110	24 21	325 350	350 375	60 62	53 59
*Change, Decision No. 48189						
EFFECTIVE MARCH 1, 1953						
Issued by the Public Utilities Commission of the State of California. Correction No. 517 San Francisco, California						

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 Cancels
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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-C Cancels 650-B	Earth, In- fusorial	WHITE HILLS	SAN FRANCISCO	(1) 70	10,000
			TERRITORY as described in Item No. 270 series.	(1) 61 (1) 41	20,000 36,000
(1) Subject to Item No. 900 series.					
* Change, Decision No. <i>48189</i>					
EFFECTIVE MARCH 1, 1953					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
Correction No. 518					

Item No.	SECTION NO. 3--COMMODITY RATES (Continued)																					
<p>653-A Cancels 653</p>	<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, Bean Flour, or Potato Flour, with not to exceed 40% of other ingredients, (including powdered yeast not in excess of 2% in an inner container).</p> <p>Split Peas,) Whole Peas,) Lentils,) Tapioca,) Sago,) Macaroni,) Noodles,) Spaghetti,) Vermicelli,)</p> <p>Not fully cooked or ready for human consumption</p> <p>Cake or Meal, sweetened or unsweetened, viz.:</p> <table border="0"> <tr> <td>Babassu Nut,</td> <td>Palm,</td> <td>Safflower Seed,</td> </tr> <tr> <td>Copra (Cocoanut),</td> <td>Palm Kernel,</td> <td>Sesame Seed,</td> </tr> <tr> <td>Corn Germ,</td> <td>Peanut,</td> <td>Soya Bean,</td> </tr> <tr> <td>Cottonseed,</td> <td>Perilla,</td> <td>Sunflower Seed,</td> </tr> <tr> <td>Flaxseed (Linseed),</td> <td>Perilla Seed,</td> <td>Tucum Nut,</td> </tr> <tr> <td>Hemp Seed,</td> <td>Rape Seed,</td> <td>Velvet Bean.</td> </tr> <tr> <td>Kapok Seed,</td> <td></td> <td></td> </tr> </table> <p>Provided weight does not exceed 15% of total weight of shipment.</p>	Babassu Nut,	Palm,	Safflower Seed,	Copra (Cocoanut),	Palm Kernel,	Sesame Seed,	Corn Germ,	Peanut,	Soya Bean,	Cottonseed,	Perilla,	Sunflower Seed,	Flaxseed (Linseed),	Perilla Seed,	Tucum Nut,	Hemp Seed,	Rape Seed,	Velvet Bean.	Kapok Seed,		
Babassu Nut,	Palm,	Safflower Seed,																				
Copra (Cocoanut),	Palm Kernel,	Sesame Seed,																				
Corn Germ,	Peanut,	Soya Bean,																				
Cottonseed,	Perilla,	Sunflower Seed,																				
Flaxseed (Linseed),	Perilla Seed,	Tucum Nut,																				
Hemp Seed,	Rape Seed,	Velvet Bean.																				
Kapok Seed,																						
<p>*653 1/2-D Cancels 653 1/2-C</p>	<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) Demurrage shall be computed in accordance with the provisions of Item No. 140 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 \$2.89 per hour shall be assessed for the aggregate time in excess of 20 minutes per ton consumed performing pickup service in connection with a field pickup shipment.</p> <p>(e) Premiums and Advertising Matter: The rates on articles in packages containing premiums shall be 110 percent of the rates applicable to the same articles without premiums. Advertising matter, not to exceed 5 percent of the gross weight of the shipment, may be included at the rate applicable to the lowest rated article in the shipment.</p>																					
<p>* Change, Decision No. 48189</p>																						
<p>EFFECTIVE MARCH 1, 1953</p>																						
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 519</p>																						

Cancel

Item No.		SECTION NO. 3				COMMODITY RATES (Continued)							
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 series.													
Column B rates do not apply to field pickup shipments for which rates are provided in Column A of this item.													
See Item No. 653 series for Application of Rates in this item.													
MILES		*RATES											
(See Note 1)		MINIMUM WEIGHT IN POUNDS											
But not Over	Over	Any Quantity				2,000				4,000			
		COLUMN A		COLUMN B		COLUMN A		COLUMN B		COLUMN A		COLUMN B	
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
0	3	44	46	40	43	32	33	26	27	25	26	23	24
3	5	45	47	41	44	33	34	27	28	25	26	23	24
5	10	46	48	43	45	34	35	29	31	25	26	23	24
10	15	48	50	45	47	36	37	32	33	27	28	25	26
15	20	50	52	47	49	38	39	34	35	29	31	26	27
20	25	52	55	49	51	40	41	36	37	31	32	27	28
25	30	53	57	51	53	42	43	38	39	32	33	28	29
30	35	55	59	52	56	44	45	40	41	33	34	29	31
35	40	57	61	55	58	46	47	43	44	34	35	31	32
40	45	59	63	57	60	48	49	45	46	35	36	32	33
45	50	62	65	59	62	51	51	48	49	36	38	34	35
50	60	64	66	61	64	55	55	51	52	38	40	36	37
60	70	66	68	63	65	58	58	55	56	40	43	38	39
70	80	69	69	64	66	61	61	58	58	43	45	39	41
80	90	70	70	66	68					45	47	41	44
90	100	71	71	69	69					47	48	44	45
100	110	72	72	70	70					49	49	46	46
110	120	73	73	71	71					50	50	47	47
120	130	74	74	72	72					51	51	48	48
130	140	75	75	73	73					52	52	49	49
140	150	76	76	74	74					53	53	50	50
150	160		77		75					55		51	
160	170		83		76					60		55	
170	180		85		83					61		58	
180	190		85		83					61		58	
190	200		87		85					63		61	
200	220		90		87					66		63	
220	240		95		90					71		66	
240	260		97		95					73		71	
260	280		101		99					78		74	
280	300		106		101					83		78	
300	325		110		106					87		84	
325	350		112		110					89		86	
350	375		118		113					93		90	
375	400		122		120					97		93	
400	425		123		121					100		97	
425	450		129		123					106		101	
450	475		131		129					108		105	
475	500		136		133					113		109	
500	525		140		136					116		113	

*654-E
Cancel
654-D

525	550	145	141			120	117
550	575	146	143			124	120
575	600	150	147			128	124
600	625	155	150			131	128
625	650	158	155			134	131
650	675	164	159			140	134
675	700	165	161			142	137

NOTE 1.--Exception 2 of Item No. 100 series will not apply in connection with rates in this item.

- (1) Rates apply to shipments not subject to Column (2) rates.
(2) Rates apply only (a) to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3½ of Item No. 270 series; and (b) to split pickup or split delivery shipments between points of origin and destination all of which are within said San Francisco Bay Counties Territory.

*Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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San Francisco, California.
Correction No. 520

Cancel

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 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 series for Application of Rates in this item.													
MILES (See Note 1)		* (3) RATES											
		MINIMUM WEIGHT IN POUNDS											
But not Over		10,000		20,000		30,000							
		COLUMN		COLUMN		COLUMN							
Over		A		B		A		B		A B			
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	A	B		
0	3	8½	10	7½	7½	6½	6½	5½	5½	5½	4		
3	5	11	12	8	8	8	8	5½	6	7	5		
5	10	12	13	8½	8½	9½	10	6	6	7½	5		
10	15	14	14	10	11	10	11	6½	6½	8½	5½		
15	20	15	15	11	12	10	11	6½	6½	8½	5½		
20	25	16	16	13	13	11	12	7½	7½	10	6		
25	30	17	17	14	14	11	12	8	8	10	6		
30	35	19	20	15	15	12	13	9½	10	11	7½		
35	40	21	22	16	16	12	13	10	10	11	7½		
40	45	22	23	17	17	13	14	10	11	11	7½		
*654 A Cancel 654	45	23	24	19	19	14	14	11	11	11	7½		
	50	24	25	21	21	15	15	12	12	12	10		
	60	26	26	23	23	16	16	13	13	14	11		
	70	27	27	25	25	17	17	14	14	16	12		
	80	29	29	26	26	20	20	16	16	16	14		
	90	33	33	27	27	21	21	17	17	17	15		
	100	35	35	29	29	22	22	20	20	21	17		
	110	36	36	33	33	23	23	21	21	22	17		
	120	38	38	35	35	24	24	22	22	22	20		
	130	39	39	37	37	27	27	23	23	23	20		
	140	40	40	38	38	28	28	24	24	24	22		
	150	43	43	39	39	29	29	27	27	26	23		
	160	45	45	40	40	29	29	27	27	27	24		
	170	47	47	43	43	32	32	28	28	28	24		
	180	48	48	45	45	33	33	29	29	29	27		
	190	50	50	47	47	35	35	29	29	29	27		
	200	51	51	49	49	37	37	33	33	33	29		
	220	58	58	51	51	39	39	37	37	36	33		
	240	60	60	58	58	41	41	38	38	38	36		
	260	63	63	61	61	45	45	40	40	40	38		
	280	66	66	63	63	48	48	45	45	45	39		
	300	71	71	68	68	50	50	48	48	47	45		
	325	74	74	72	72	52	52	50	50	49	47		
	350	78	78	75	75	58	58	53	53	52	49		
	375	84	84	81	81	61	61	58	58	55	52		
	400	89	89	86	86	64	64	61	61	59	54		
	425	93	93	90	90	66	66	64	64	63	56		
	450	97	97	93	93	70	70	66	66	65	58		
	475	101	101	97	97	73	73	71	71	70	60		
	500	110	110	102	102	77	77	73	73	72	62		
	525	114	114	105	105	81	81	77	77	74	64		
	550	117	117	108	108	84	84	81	81	78	66		
	575	120	120	111	111	86	86	84	84	83	68		

600	625	124	113	89	86	85	70
625	650	128	116	95	89	88	72
650	675	133	119	97	95	90	74
675	700	137	122	99	97	95	76
(3) Exception to mileage rates		(4) 8½	(4) 8½	(4) 6½	(4) 6½	(4) 6	(4) 6

NOTE 1.—Exception 2 of Item No. 100 series will not apply in connection with rates in this item.

- (1) Rates apply to shipments not subject to Column (2) rates.
- (2) Rates apply only (a) to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3½ of Item No. 270 series; and (b) to split pickup or split delivery shipments between points of origin and destination all of which are within said San Francisco Bay Counties Territory.
- (4) 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.

* Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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

Correction No. 521

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. 653 ⁴ series for Application of Rates in this item												
MILES		*RATES										
(See Note 1)		Minimum Weight in Pounds										
Over	But not Over	Any Quantity		2,000		4,000		10,000		20,000		30,000
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
0	3	50	51	35	36	27	28	11	11	7½	7½	5½
3	5	51	52	36	37	28	29	12	12	8½	9½	7
5	10	52	53	37	38	29	31	13	13	9½	10	7
10	15	53	55	39	40	31	32	14	15	10	11	8
15	20	55	57	40	43	32	33	15	16	10	11	8
20	25	56	59	41	45	33	34	16	17	11	12	8½
25	30	57	60	44	47	35	36	17	19	11	12	8½
30	35	59	62	46	49	36	37	19	20	12	13	10
35	40	61	64	48	51	37	38	21	22	13	13	10
40	45	63	66	50	53	38	39	22	23	14	14	11
45	50	65	69	53	56	39	40	23	24	15	15	11
50	60	68	71	57	58	40	41	24	25	15	15	14
*656-D Cancels	60	70	73	60	61	41	44	25	26	16	16	14
656-C	70	80	75	63	63	44	46	27	27	17	17	15
	80	90	74	77	--	--	46	48	29	20		16
	90	100	75	80	--	--	48	50	33	21		20
	100	110	77	81	--	--	50	52	36	23		21
	110	120	80	82	--	--	52	55	37	24		22
	120	130	81	83	--	--	55	56	38	27		23
	130	140	83	84	--	--	56	57	39	28		24
	140	150	85	85	--	--	58	58	43	32		27
	150	160	86	--	--	--	60	45	45	33		27
	160	170	87	--	--	--	62	47	47	33		29
	170	180	89	--	--	--	63	48	48	35		32
	180	190	90	--	--	--	65	50	50	35		33
	190	200	95	--	--	--	70	53	53	37		33
	200	220	97	--	--	--	72	58	58	39		37
	220	240	101	--	--	--	74	61	61	41		39
	240	260	106	--	--	--	81	65	65	47		41
	260	280	111	--	--	--	84	70	70	49		46
	280	300	117	--	--	--	89	72	72	51		49
	300	325	118	--	--	--	93	77	77	55		52
	325	350	122	--	--	--	97	81	81	61		55
	350	375	129	--	--	--	100	84	84	64		59
	375	400	133	--	--	--	104	88	88	68		62
	400	425	136	--	--	--	106	91	91	72		64
	425	450	140	--	--	--	109	94	94	75		67
	450	475	145	--	--	--	112	97	97	78		69
	475	500	147	--	--	--	115	99	99	83		71
	500	525	154	--	--	--	118	102	102	86		74
	525	550	158	--	--	--	120	105	105	89		76
	550	575	161	--	--	--	123	108	108	92		79
	575	600	165	--	--	--	126	111	111	95		81
	600	625	170	--	--	--	129	113	113	97		83
	625	650	175	--	--	--	132	116	116	100		86
	650	675	178	--	--	--	134	119	119	103		88
	675	700	181	--	--	--	137	122	122	106		91

NOTE 1. Exception 2 of Item No. 100 series will not apply in connection with rates in this item.

- (1) Rates apply to shipments not subject to Column (2) rates.
- (2) Rates apply only (a) to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3 $\frac{1}{2}$ of Item No. 270 series; and (b) to split pickup or split delivery shipments between points of origin and destination all of which are within said San Francisco Bay Counties Territory.

* Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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

Correction No. 522

Cancel

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.	Coachella Valley Territory, Imperial Valley Territory, Salton Sea Territory as described in Item No. 271 series.			Points of destination not more than 240 miles distant from point of origin.					
	Subject to Note 1 of Item No. 658 series.									
	MILES		* RATE				MILES		* RATE	
	But not Over	Over	Any Quantity	Minimum Weight 20,000 Pounds		But not Over	Over	Any Quantity	Minimum Weight 20,000 Pounds	
			(1)	(2)	(1)	(2)			(1)	(2)
*657-E Cancel 657-D	3	3	32	33	5 $\frac{1}{2}$	5 $\frac{1}{2}$	160	180	78	29
	3	5	36	37	7 $\frac{1}{2}$	8	180	200	80	29
	5	10	41	42	8 $\frac{1}{2}$	9	200	225	87	31
	10	20	45	46	9 $\frac{1}{2}$	10	225	250	89	31
	20	30	50	51	11	11	250	275	93	34
	30	40	54	55	12	12	275	300	98	37
	40	50	57	59	14	14	300	325	103	40
	50	60	59	61	16	16	325	350	105	41
	60	70	61	63	18	18	350	375	113	43
	70	80	63	66	19	19	375	400	115	46
	80	90	66	68	20		400	425	118	47
	90	100	68	70	21		425	450	124	50
	100	120	71	72	24		450	475	128	51
	120	140	73	73	25		475	500	133	52
	140	160	76	76	28		500	-	(3)	(4)
	(1) Rates apply to shipments not subject to Column (2) rates. (2) Rates apply only to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3 $\frac{1}{2}$ of Item No. 270 series. (3) Add to rate for 500 miles $3\frac{1}{2}$ cents per 100 pounds for each 25 miles or fraction thereof. (4) Add to rate for 500 miles $4\frac{1}{2}$ cents per 100 pounds for each 25 miles or fraction thereof.									
	*Change, Decision No. 48189									
	EFFECTIVE MARCH 1, 1953									
	Issued by the Public Utilities Commission of the State of California, Correction No. 523 San Francisco, California.									

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
			TO LOS ANGELES-HYNES TERRITORY	TO SAN DIEGO TERRITORY
	HAY AND RELATED ARTICLES, viz.: Fodder, bean, cane, corn or pea, Hay, See Item No. 271 series for description of territories.		Leaves, cactus, dried, Straw.	
	FROM		* RATES (See Note 1)	
		Any Quantity	Minimum Weight 20,000 Pounds (See Note 2)	Any Quantity
			Minimum Weight 20,000 Pounds	
	Barstow Territory	—	(1) 31	—
	Coachella Valley Territory	72	29	87
	Fresno Territory	(1) 93	(1) 40	—
	Imperial Valley Territory	87	36	76
	Lancaster Territory	(1) 63	(1) 25	—
	Merced Territory	(1) 103	(1) 42	—
	North Kern Territory	(1) 78	(1) 34	—
	Palo Verde Territory	—	(1) 37	—
	Salton Sea Territory	78	33	87
	South Kern Territory	(1) 75	(1) 31	—
	Tulare Territory	(1) 87	(1) 36	—

*658-G
 Cancels
 658-F

(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 $2\frac{1}{2}$ cents per 100 pounds shall be assessed for picking up and loading baled hay from scattered points in the field.
 (e) Shipments into the Los Angeles-Hynes Territory, for which transportation charges are assessed upon a basis of a minimum weight of 20,000 pounds or more, may, upon order of consignee or consignor, be stopped once within the Los Angeles-Hynes Territory and, under the rates set forth above, be held in transit without being unloaded from carrier's equipment and be subsequently delivered within the same territory.
 (f) When upon order of consignee or consignor, a shipment is stopped within the Los Angeles-Hynes Territory and held without being unloaded from carrier's equipment, 48 hours free time (computed from the first 7:00 a.m. after time of arrival at point where shipment is held) will be allowed for furnishing to the carrier instructions to deliver the shipment to the point of destination where it is to be unloaded, provided, however, that the free-time period will be 96 hours if the point of destination is located outside of the Los Angeles-Hynes Territory. A charge of \$22.60 will be assessed for each 24-hour period, or fraction thereof, that the carrier's equipment is detained subsequent to the free-time period specified herein. In computing time in accordance with these provisions, Sundays and legal holidays will be excluded.

(g) (Applicable to shipments to points within the Los Angeles-Hynes Territory only.) Rates in Item No. 657 series which are subject to a minimum weight of 20,000 pounds shall be also subject to a minimum charge of *\$22.60 when the point of origin of a shipment is a railroad team track or established depot, or when such rates are combined with railroad common carrier rates to produce through rates in accordance with the provisions of Item No. 210 series.

NOTE 2. - Shipments moving by tractor and semi-trailer are subject to a minimum weight of 26,000 pounds. Shipments moving by truck and trailer are subject to a minimum weight of 36,000 pounds.

* Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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San Francisco, California.

Correction No. 524

Second Revised Page51-J

Cancel

First Revised Page51-J

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
	COMMODITY	FROM	TO	* RATES
*659-D Cancels 659-C	Ice Minimum Weight 30,000 pounds	Porterville Tulare Visalia Exeter	Delano	7 7 8 8½
* Change. Decision No. 48189				
EFFECTIVE MARCH 1, 1953				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 525				

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		Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds	But not Over		Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds	
		(1)	(2)					
0	5	9½	10	7	100	110	24	
5	10	9½	10	7	110	120	27	
10	15	10	11	7	120	130	28	
15	20	10	11	7	130	140	29	
20	25	11	12	8	140	150	33	
25	30	11	12	8	150	160	35	
30	35	12	13	8½	160	170	37	
35	40	13	13	10	170	180	38	
40	45	14	14	10	180	190	40	
45	50	15	15	11	190	200	41	
50	60	16	16	11	200	220	45	
60	70	17	19	11	220	240	48	
70	80	20	20	15	240	260	51	
80	90	21		16	260	280	55	
90	100	23		20	280	300	59	
					300	325	63	
							50	
					Over 325 miles class rates apply.			
<p>(1) Rates apply to shipments not subject to Column (2) rates. (2) Rates apply only (a) to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3½ of Item No. 270 series; and (b) to split pickup or split delivery shipments between points of origin and destination all of which are within said San Francisco Bay Counties Territory.</p> <p>NOTE 1.—For charges for weighing shipments, see Item No. 670 series. For estimated weights, see Item No. 680 series.</p>								
*Change Decision No. 48189								
EFFECTIVE MARCH 1, 1953								
Issued by the Public Utilities Commission of the State of California, San Francisco, California.								
Correction No. 526								

*690-G
Cancel's
690-F

<p>Item No.</p>	<p>SECTION NO. 3 - COMMODITY RATES (Continued)</p>
<p>*700-A Cancels 700</p>	<p>LUMBER AND FOREST PRODUCTS, viz.: Logs.</p> <p>BETWEEN AND Rate in cents per hour</p> <p>Points in Del Norte, Humboldt or Mendocino Counties Points in Del Norte, Humboldt or Mendocino Counties * 1063 (See Note 1)</p> <p>NOTE 1.--(a) The rate named in this item is subject to Items Nos. 10 and 11 series, Definition of Technical Terms; Item No. 20 series, Application of Tariff-Carriers; Items Nos. 40 and 41 series, Application of Tariff-Commodities; Item No. 250 series, Collection of Charges; Item No. 255 series, Issuance of Documents; Item No. 257 series, Units of Measurement in Quotation of Rates and Charges. It is not subject to other rules and regulations provided by Section 1.</p> <p>(b) The rate named in this item applies for transportation for one shipper in one unit of equipment from the time the equipment and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. The amount of time of the last trip shall be deemed to be double the running time between the loading and unloading points plus the unloading time. (See Note 2) Rate includes service of the driver only.</p> <p>(c) Rate does not alternate with rates in Section 2 of this tariff.</p> <p>NOTE 2.--In computing time for assessing the hourly rate, allowance may be made for delays due to failure of carrier's equipment or due to time taken out for meals.</p>
<p>* Change, Decision No. 48189</p>	
<p>EFFECTIVE MARCH 1, 1953</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 527</p>	

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE	
	<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 casing head 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 Notes 1 and 2.) 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>	
	Type of Equipment	Rates in Dollars Per Hour
*720-F Cancels 720-E	Trucks; or Tractors and a Semi-Trailer Combined:	
	3 Ton or Less Capacity	6.10
	Over 3 Ton But Not Over 6-Ton Capacity	6.90
	Over 6 Tons But Not Over 10-Ton Capacity	7.50
	Over 10-Ton Capacity	8.60
	Trailers; or Dollies, Two-Wheel, Each	1.75
	<p>NOTE 1.--When rates are provided in this item on the shipment transported, the rates on 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>NOTE 2.--The term "trailer" includes both a semi-trailer and a full trailer. A semi-trailer means a vehicle designed for carrying property and having one or more axles and one or more wheels, used in conjunction with a motor vehicle and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle. A full trailer is a vehicle designed for carrying property on its own structure and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon any other vehicle.</p>	
	*Change, Decision No. <i>48189</i>	
	EFFECTIVE MARCH 1, 1953	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No. 528	

Item No.	SECTION NO. 3		
	HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE (Concluded)		
	<p>NOTE 3.—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. In computing time under the basis outlined herein, the various time factors shall not be less than the actual time involved in minutes. After the total time has been determined it shall be converted into hours and fractions thereof. Fraction of an hour shall be determined in accordance with the following table:</p>		
	<u>Minutes</u>		
	<u>Over</u>	<u>But Not Over</u>	
	0	8	Omit
	8	23	shall be $\frac{1}{2}$ hour
	23	38	shall be $\frac{2}{3}$ hour
	38	53	shall be $\frac{3}{4}$ hour
	53	60	shall be 1 hour

*720-2

Rates include services of 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 \$3.00 per hour per extra man furnished.

Equipment List

- A. A list of carrier's equipment, as defined in Item No. 10 series, used in the transportation of commodities named in this item, shall be compiled by each carrier. Each unit of carrier's equipment shall be identified by number or other means and the list shall show the normal carrying capacity thereof.
- B. The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.
- C. In no event shall the carrying capacity be established in excess of the number of pounds permitted under the provisions of the Vehicle Code, State of California.
- D. The equipment list shall be filed in duplicate with the Commission and an exact copy thereof shall be kept open for public inspection by the carrier. When, subsequent to the filing of the list, equipment is placed in or withdrawn from service, or its carrying capacity is changed by alteration of the equipment, the carrier shall amend its equipment list to show the change and the date it is made. An amendment to the equipment list shall be filed with the Commission not later than ten days subsequent to the date of change.
- E. Each vehicle shall have stenciled or otherwise permanently displayed on it the carrying capacity thereof.

F. Each shipping document issued in connection with transportation under this item shall, in addition to other requirements, identify the equipment used and show the carrying capacity of each vehicle employed.

* Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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

Correction No. 529

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds						
	If the charges accruing under rates shown in Item No. 726 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	
	But Not Over	Over	20,000 Pounds (1)	30,000 Pounds (2)	7	But Not Over	Over	20,000 Pounds	30,000 Pounds
	0	3	8½	9½	7	90	100	23	21
	3	5	9½	10	7	100	110	24	23
	5	10	10	10	8	110	120	28	24
	10	15	10	11	8	120	130	32	27
	15	20	11	11	8½	130	140	33	28
	20	25	11	12	8½	140	150	36	32
*725-D Cancels 725-C	25	30	12	12	10	150	160	37	33
	30	35	12	13	10	160	170	38	35
	35	40	13	13	11	170	180	40	36
	40	45	14	14	11	180	190	41	37
	45	50	15	15	12	190	200	45	38
	50	60	16	16	14	200	220	47	40
	60	70	17	19	15	220	240	50	44
	70	80	20	20	16	240	260	52	46
	80	90	21	20	20	260	280	55	49
						280	300	59	50
						300	325	63	53
						325	350	66	57

Over 350 miles class rates apply.

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.

- (1) Rates apply to shipments not subject to Column (2) rates.
- (2) Rates apply only (a) to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3½ of Item No. 270 series; and (b) to split pickup or split delivery shipments between points of origin and destination all of which are within said San Francisco Bay Counties Territory.

*Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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

Correction No. 530

Cancel

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)		
			In Cents per 100 Pounds		
	COMMODITY	FROM	TO	* RATE	
				MINIMUM WEIGHT	
				20,000 Pounds	30,000 Pounds
*726-C Cancel 726-B	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 series.	(1) 59	(1) 50
		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) 59	(1) 50
(1) Subject to Item No. 900 series.					
* Change, Decision No. 48189					
EFFECTIVE MARCH 1, 1953					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
Correction No. 531					

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 $\frac{1}{2}$ series for Application of Rates in this item.											
MILES		* (3) RATES										
But not Over Over		Minimum Weight in Pounds										
		Any Quantity		2,000		4,000		10,000		20,000		30,000
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
0	3	43	45	29	31	25	26	8	8 $\frac{1}{2}$	6	6 $\frac{1}{2}$	5
3	5	44	46	31	32	25	26	10	11	7 $\frac{1}{2}$	7 $\frac{1}{2}$	6
5	10	45	47	32	33	25	26	11	12	7 $\frac{1}{2}$	8	7
10	15	47	48	34	35	26	27	12	12	8	8	7
15	20	49	50	36	37	27	28	13	13	8	8 $\frac{1}{2}$	7
20	25	51	52	38	39	28	29	14	15	8 $\frac{1}{2}$	10	7 $\frac{1}{2}$
25	30	53	55	39	41	29	31	15	16	9 $\frac{1}{2}$	10	7 $\frac{1}{2}$
30	35	55	56	40	44	31	32	16	17	10	11	8 $\frac{1}{2}$
35	40	56	57	44	46	32	33	17	19	10	11	8 $\frac{1}{2}$
40	45	57	59	47	48	33	34	19	20	11	12	8 $\frac{1}{2}$
45	50	58	61	49	50	35	36	21	22	11	12	8 $\frac{1}{2}$
50	60	60	63	51	52	37	38	22	23	12	12	10
60	70	62	65	55	56	38	40	23	24	13	13	11
70	80	64	66	58	58	39	41	25	25	14	14	12
80	90	66	68			41	43	26		16		14
90	100	69	69			44	45	27		17		15
100	110	70	70			46	46	29		20		17
110	120	71	71			47	47	33		21		17
120	130	72	72			48	48	35		22		20
130	140	73	73			49	49	37		23		20
140	150	74	74			50	50	38		24		22
150	160	75				51		39		27		23
160	170	76				55		40		27		24
170	180	83				58		43		28		24
180	190	83				58		45		29		27
190	200	85				61		47		29		27
200	220	87				63		49		33		29
220	240	90				66		51		37		33
240	260	95				71		53		38		36
260	280	99				74		61		40		38
280	300	101				78		63		45		39
300	325	106				84		68		48		45
325	350	110				86		72		50		47
350	375	113				90		75		53		49
375	400	118				93		81		58		51

*728-D
 Cancels
 728-C

400	425	121	--	97	86	61	53
425	450	123	--	101	90	64	58
450	475	129	--	105	93	66	61
475	500	133	--	109	97	71	63
500	525	136	--	113	102	73	65
525	550	141	--	117	105	77	68
550	575	143	--	120	108	81	70
575	600	147	--	124	111	84	73
600	625	150	--	128	113	86	74
625	650	155	--	131	116	89	77
650	675	159	--	134	119	95	81
675	700	161	--	137	122	97	84

(3) Exception to milcage rates					(4)8	(4)6	(4)5½
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- (1) Rates apply to shipments not subject to Column (2) rates.
- (2) Rates apply only (a) to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3½ of Item No. 270 series; and (b) to split pickup or split delivery shipments between points of origin and destination all of which are within said San Francisco Bay Counties Territory.
- (4) 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.

*Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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

Correction No. 532

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds		
	COMMODITY	BETWEEN	AND	RATE
*730-E Cancels 730-D	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, Starch, liquid, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Oil, cooking, Oil, salad, Vegetable Oil Shortening -----Minimum Weight 30,000 Pounds.	SAN FRAN- CISCO TERRI- TORY as describ- ed in Item No.270 series. SACRA- MENTO (See Item No. 260 series)	LOS AN- GELES BASIN TERRI- TORY as descri- bed in Item No. 270 series	*40 (1)(2)
	(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 *2½ cents per 100 pounds. (b) For loading or unloading other than tailgate loading or tailgate unloading—*3½ cents per 100 pounds. (c) For other accessorial charges, see Items Nos. 140 and 180 series.			
*Change. Decision No. 48189				
EFFECTIVE MARCH 1, 1953				
Correction No.533	Issued by the Public Utilities Commission of the State of California, San Francisco, California.			

Cancel's

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 TERRI- TORY as de- scribed in Item No. 270 series	(1) (2) (3) *40
*740-D Cancel's 740-C.	<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 - $3\frac{1}{2}$ 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>* Change. Decision No. <i>48189</i></p>				
<p>..... EFFECTIVE MARCH 1, 1953</p>				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>				
<p>Correction No. 534</p>				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds				
	SUGAR		* RATES				
	MILES		MINIMUM WEIGHT IN POUNDS				
	Over	But not Over	(1) 10,000	(2)	(1) 20,000	(2)	36,000
	0	3	12	12	7½	7½	5
	3	5	13	13	8	8	5½
	5	10	14	14	8½	9½	7
	10	15	15	15	9½	10	7
	15	20	15	16	10	11	8
	20	25	16	17	11	12	8½
	25	30	17	19	12	13	10
	30	35	19	20	13	14	10
	35	40	21	21	14	15	11
	40	45	22	23	15	16	12
	45	50	23	24	16	17	14
	50	60	24	25	17	19	14
	60	70	26	27	20	20	16
	70	80	29	29	22	22	17
	80	90		32		23	20
	90	100	35		24		21
*750-C	100	110	36		27		22
Cancels	110	120	38		28		23
750-B	120	130	39		32		24
	130	140	40		33		27
	140	150	43		36		28
	150	160	45		37		29
	160	170	47		38		32
	170	180	48		40		33
	180	190	50		45		36
	190	200	51		46		37
	200	220	55		49		39
	220	240	60		50		41
	240	260	62		53		46
	260	280	65		57		49
	280	300	70		60		50
	300	325	73		63		53
	325	350	77		66		57
	350	375	83		69		59
	375	400	86		72		62
	400	425	90		75		64
	425	450	93		78		67
	450	475	97		81		69

Over 475 miles class rates apply.

(1) Rates apply to shipments not subject to Column (2) rates.

(2) Rates apply only (a) to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3 $\frac{1}{2}$ of Item No. 270 series; and (b) to split pickup or split delivery shipments between points of origin and destination all of which are within said San Francisco Bay Counties Territory.

* Change, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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

Correction No. 535

First Revised Page...68-A
Cancels
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HIGHWAY CARRIERS' TARIFF NO. 2

*SECTION NO. 5

FORMS OF DOCUMENTS
TO WHICH REFERENCE IS MADE IN
ITEM 255 SERIES

*Change, Decision No. *48189*

EFFECTIVE MARCH 1, 1953

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

Correction No. 536

SECTION NO. 5 - FORMS OF DOCUMENTS						
*Item No. 910-A Cancels 910						
SHIPPING ORDER AND FREIGHT BILL						
				Bill No.....		
				Permit No.....		
Name of Carrier..... (Name of carrier must be same as shown on permit)						
Point of Origin.....		Date.....				
Shipper.....		Consignee.....				
Street Address.....		Street Address.....				
City.....		City.....				
Packages	Kind	Description of Commodities	Weight	Rate	Charges	
Shipper.....		Check here				
By..... (Show name in full) Received by Carrier in good condition except as noted.		Origin		Destination		
		Terminal	Store Door	Terminal	Store Door	C.O.D.
		C.O.D. Fee				
By..... (Driver (show name in full))		Shipper's or Receiver's Agreement			**Advances	
Received by Consignee in good condition except as noted					To Load	
					Prepaid	
By..... (Show name in full)		Equipment Identification No.				
Show each charge separately and what it represents *If other unit of charges, show per box, crate, bundle, bag, head, etc.		Normal carrying capacity of equipment			Total to Collect	
		(To be used in connection with Item 720 series)				
*Change, Decision No. <u>48189</u>						
EFFECTIVE MARCH 1, 1953						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 537						

SECTION NO. 5 - FORMS OF DOCUMENTS							
*Item No. 911-A Cancels 911							
SHIPPING ORDER AND FREIGHT BILL (For Use with Hourly Rates on Logs)							
Date.....				Bill No.....			
Truck No.....				Permit No.....			
Shipper's No.....							
NAME OF CARRIER..... (Name of carrier must be the same as shown on permit).							
NAME OF SHIPPER.....							
POINT OF ORIGIN.....							
NAME OF CONSIGNEE.....							
POINT OF DESTINATION.....							
Service	Starting Time	Ending Time	Elapsed Time	Deductions (1)	Time for Computation of Charges	Rate	Charges
First Trip		xxx	xxx	xxx	xxx		
Last Trip Running				xxx	(2)		
Last Trip Unloading				xxx			
Total					(3)		
Driver's Signature.....				Other Charges.....			
.....				Prepaid.....			
Received by.....				Total to Collect.....			
Consignee Receipt							
<p>(1) Show time not chargeable, such as time for meals, and failure of equipment. Any deduction must be fully explained.</p> <p>(2) Show double the running time of the last trip.</p> <p>(3) Show double the running time of the last trip plus the time from starting of first trip to starting of last trip plus unloading time of last load.</p> <p>This record to be retained for a period of not less than three (3) years.</p>							
*Change, Decision No. <i>48189</i>							
EFFECTIVE MARCH 1, 1953							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 538							

SECTION NO. 5 - FORMS OF DOCUMENTS

#Item No. 912

ACCESSORIAL SERVICE DOCUMENT

Date----- Bill No.-----

Name of Carrier----- Permit No.-----
 (Name of carrier must be same as shown on permit)

Debtor-----
 (Name of shipper, consignor or receiver against whom bill is rendered)

Address-----

Kind of Service Rendered-----
 (State kind of delay or kind of work performed)

Reference to Shipping Document:

Date of Shipping Document----- Shipping Document No.-----

Shipper----- Consignee-----

Shipper's Address----- Consignee's Address-----

Description of Equipment-----
 (List each motor truck, trailer and semi-trailer)

Explanation of Accessorial Charges:

Equipment Time Data:	Day - Hour - Minute	AM	PM	Day - Hour - Minute	AM	PM
Equipment Ordered For						
Constructive Placement From				To		
Actual Placement From				To		
Equipment Not Inactivated From				To		

Bases of Charges

Number of Service Men	Type of Equipment	Elapsed Time	Deductions	Time for Computation of Charges	Weight for Computation of Charges	Rate	Charges

If helper or helpers employed, state reasons therefor.-----

Certification of Data:

Shipper or Receiver----- Carrier-----

By----- By-----

END OF TARIFF

#Addition, Decision No. 48189

EFFECTIVE MARCH 1, 1953

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 Correction No. 539 San Francisco, California.