

ORIGINAL

Decision No. 48958

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 general )  
commodities (commodities for which )  
rates are provided in Highway )  
Carriers' Tariff No. 2).

Case No. 5432  
(Pet. No. 9)

Appearances

Arlo D. Poe, J. C. Kaspar, James Quintrall, and Robert  
Boynton, for California Motor Transport Associations,  
Inc., petitioner.

Marvin Handler, Daniel W. Baker, Russell Bevans, Elmer Ahl,  
and William J. Knoell, for various motor carrier  
associations and tariff publishing bureaus, interested  
parties.

Arnold Abajian, C. R. Anderson, James F. Bartholomew,  
H. J. Bischoff, Bill Campbell, P. N. Deckard,  
A. J. Deller, Mike Devine, Lloyd R. Guerra,  
L. J. Harvey, H. M. Hendrix, Earl L. Wilson,  
S. W. Stewart, E. M. Pock, Glenn H. Hulse,  
E. J. Hunter, D. E. Meyers, O. M. Melsheimer,  
C. A. Millen, J. O. Pacific, V. W. Pope,  
Charles P. Pinckard, A. R. Reader, Orville H.  
Sweet, Betty Sanceri, John P. Ward, Nat H. Williams,  
F. P. Willette, E. J. McSweeney, A. R. Allen,  
Lester M. Grainer, Charles W. Schenk, O. H. Scott,  
David G. Shearer, Ward Walkup, Harold M. Hays,  
Frank F. Terramorso, Wm. Meinhold, and Marvin  
Handler, for various for-hire carriers, respondents.

Bess E. Anderson, P. J. Arturo, L. A. Bey, B. F. Bolling,  
J. A. Gayle, Robt. D. Gibson, George R. Groth,  
L. O. Haysrove, Paul O. Helin, Frank Melsner,  
W. O. Narry and R. T. Hunt, Robert C. Neill,  
L. E. Osborne, Ralph S. Schmitt, Walter A. Rohde,  
Eugene A. Read, Don Neher, W. H. Adams, Carl J.  
Riedy, Lloyd W. Gragg, J. G. Vollmar, Allen K.  
Pentilla, Leo V. Cox, Ben Koth, Milton Walker,  
and Harold A. Lincoln, for various shippers,  
shipper associations, and chambers of commerce,  
interested parties.

G. L. Malquist and C. S. Abernathy for the staff of  
the Public Utilities Commission, State of California.

O P I N I O N

By petition filed on June 29, 1953, California Motor Transport Associations, Inc., a nonprofit corporation composed of associations of highway carriers, seeks immediate increases in the minimum rates and charges heretofore established by this Commission for the transportation of general commodities over the public highways in this state by highway carriers.

Public hearings were held before Examiner Bryant at Los Angeles on July 21 and 22, and at San Francisco on July 29, 1953. The matter is ready for decision.

The minimum rates, rules and regulations for the transportation of general commodities on a state-wide basis are contained in Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended, in Case No. 4246). By Decision No. 48189, dated January 19, 1953, (52 Cal. P.U.C. 385), the minimum rates were revised and adjusted effective March 1, 1953. The revisions were general and were based upon a comprehensive record containing extensive studies of operating conditions, experiences and costs.

Petitioner alleges that since the close of the record upon which said Decision No. 48189 was based, the carriers have experienced substantial increases in the cost of performing the service. It asserts that as the result of such cost increases the minimum rates and charges are unreasonably low and inadequate to produce revenues sufficient to return the cost of service and reasonable earnings. Petitioner declares that further and immediate increases in the rates and charges are necessary in order to bring them to a reasonable level as required by law.

A transportation analyst, testifying in support of the petition, introduced and explained a number of exhibits. These documents included summaries of wage agreements applicable to all parts of the state, and contained a detailed development of rate increases necessary to offset the recent cost increases. The cost increases were stated specifically as follows:

1. An increase of 1-1/2 cents a gallon in the price of gasoline which became effective on varying dates, all in the early part of March, 1953.
2. An increase of 1.9 cents a gallon in the price of diesel fuel which, likewise, took effect early in March, 1953.
3. An increase of 1-1/2 cents a gallon in the state tax rate on gasoline which became effective on July 1, 1953.
4. An increase of 2-1/2 cents a gallon in the state tax rate on diesel fuel which was imposed also effective July 1, 1953.
5. Increases in wage rates effective on various dates all subsequent to the close of the record upon which Decision No. 48189, supra, was based.

The witness pointed out that state weight fees and registration fees on vehicles also were increased effective July 1, 1953, but will not be reflected fully in carrier costs until the vehicles are re-registered in 1954. He said that the carriers have incurred increases in various other expense items but are herein seeking to recover only the cost increases enumerated.

The analysis submitted by the witness contains the development of increased cost elements stated as a percent of total direct cost for various transportation services. The cost of services involving both labor and fuel was shown to

have increased by amounts ranging from 4 percent to nearly 6 percent, while the cost of accessorial and other services involving labor alone was shown to have been increased about 6 percent.<sup>(1)</sup>

Reports on the cost of transporting property by motor vehicle equipment were submitted also by a senior transportation engineer of the Commission staff. His principal study was not designed particularly for the purpose of showing percentage increases, inasmuch as he included various modifications of the data contained in his earlier exhibits with which the percentage comparison was made. His study, therefore, shows a much wider range of cost increases, varying in some instances from 1 percent to approximately 12 percent. With reference particularly to the San Francisco Bay Counties Territory, however, where no such modifications were involved, the engineer's exhibit shows cost increases ranging from 3.4 percent to 8.8 percent subsequent to the latest record upon which the Commission recently established a rate surcharge of 6 percent within the San Francisco Bay Counties Territory.<sup>(2)</sup>

Several shipper representatives offered statements of position, generally to the effect that their companies offered no objection to rate increases necessary to return the carriers' costs. However, some of the shipper representatives were of the opinion that there was some duplication or compounding

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(1) Petitioner's case rests essentially upon the evidence as submitted by its transportation analyst. Some corroborative testimony was offered in substantiation of the evidence concerning wage contracts.

(2) Decision No. 48777, dated June 23, 1953, in Case No. 5441. San Francisco Bay Counties Territory is described in Highway Carriers' Tariff No. 2.

of cost figures applicable to the San Francisco Bay Counties Territory; some deemed the record to be inadequate for the reason that it lacked data relating to carriers' revenues, expenses and investments; and others objected that the cost evidence was not developed separately for carriers of each class. The California Manufacturers Association moved on this latter ground that the Commission defer its decision until the Supreme Court of the State of California has decided a pending matter relating to rate-making by classes of carriers. (3)

The motion to defer decision herein will be denied. In the absence of countervailing rulings of the court the Commission will presume that the existing minimum rates have been lawfully established. Further modification of the rates to reflect the recent cost increases involves no question of carrier segregations, since it is clear that the increased costs of fuel, fuel taxes and wage rates have fallen upon all for-hire carriers of general commodities indiscriminately without regard to their several operating classifications.

Where minimum rates recently have been revised and adjusted upon the basis of comprehensive evidence, including cost data and operating statements, a clear and accurate showing of increased costs is sufficient to establish the need of further rate adjustment. The cost data in the present record are clear and specific, and are free from elements of duplication.

The record is clear that the cost of performing the transportation and accessorial services herein involved has

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(3) California Mfgs. Assn. v. Public Utilities Commission, S.F. No. 18796.

increased substantially since the minimum rates and charges were last adjusted. The expense increases are susceptible of measurement within a close range of accuracy, as petitioner has demonstrated. <sup>(4)</sup> The cost evidence developed by the Commission staff substantially confirms the petitioner's showing. The increased expenses will be given effect in the minimum rates at the earliest practicable date in order that the carriers may be in a position to perform their duties to those who require their services.

Petitioner seeks 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. Common carriers filing tariffs with the Commission seek authority to establish the adjustments in their tariffs on less than statutory notice. Also, in order that they may receive increased revenues promptly during their preparation and printing of numerous tariff pages, they seek authority to establish the increased charges temporarily in the form of surcharge supplements. Further authority is sought by the common carriers to establish corresponding increases in commodities

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(4) As a minor exception to the general conclusions, the record is not specific with reference to the increased cost of unloading and segregating pool car shipments in the San Francisco Bay area. Further hearings involving these rates are to be held in Case No. 5441. In the meantime they will not be changed on the instant record.

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. The sought relief and authorizations will be granted.

Upon careful consideration of all of the facts and circumstances of record, it is concluded that the existing minimum rates, rules and regulations for the transportation of property, as contained in Highway Carriers' Tariff No. 2, should be revised to the extent provided in the order which follows.

O R D E R

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

IT IS HEREBY ORDERED:

(1) That the motion of California Manufacturers Association that the Commission defer its decision in this proceeding be, and it is, hereby denied.

(2) That Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be, and it is, hereby further amended by incorporating therein the revised pages attached hereto and listed in Appendix "A", also attached hereto, which pages and appendix by this reference are made a part hereof.

(3) 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.

(4) 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 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 September 10, 1953; except that common carriers, should they so elect, may maintain and establish a surcharge of 5 percent (11 percent within San Francisco Bay Counties Territory) in lieu of the increased rates and charges herein established in Highway Carriers' Tariff No. 2, provided that such surcharge shall be made to expire on <sup>OCTOBER</sup> or before December 31, 1953, simultaneously with the effectiveness of rates and charges to be established as hereinbefore provided.

(5) 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.

(6) That, in all other respects, the aforesaid Decision No. 31606, as amended, shall remain in full force and effect.

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

Dated at Los Angeles, California, this 10<sup>th</sup> day of August, 1953.

[Signature]  
President  
[Signature]  
[Signature]

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\_\_\_\_\_  
Commissioners

Order No. 21 Case 5432 (Pet. 9)

I concur in the foregoing order, not by reason of any presumption that the existing minimum rates are the lowest of the lawful rates, but because the increased costs have fallen upon all for-hire carriers irrespective of their several operating classifications.

Harold D. Kule  
Commissioner

August 10, 1953

I concur:  
Peter E. Mitchell

MPH:pm

APPENDIX "A" TO DECISION NO. ~~40058~~

Revised Pages to Highway Carriers' Tariff No. 2 Authorized by Said Decision

- Seventh Revised Page 19 cancels Sixth Revised Page 19
- Second Revised Page 19-B cancels First Revised Page 19-B
- Twelfth Revised Page 20 cancels Eleventh Revised Page 20
- Fourth Revised Page 20-A cancels Third Revised Page 20-A
- Tenth Revised Page 21 cancels Ninth Revised Page 21
- Sixth Revised Page 22 cancels Fifth Revised Page 22
- Tenth Revised Page 26 cancels Ninth Revised Page 26
- Thirteenth Revised Page 37 cancels Twelfth Revised Page 37
- Tenth Revised Page 41 cancels Ninth Revised Page 41
- Ninth Revised Page 42 cancels Eighth Revised Page 42
- Seventh Revised Page 43 cancels Sixth Revised Page 43
- Fifth Revised Page 43-A cancels Fourth Revised Page 43-A
- Tenth Revised Page 44 cancels Ninth Revised Page 44
- Second Revised Page 44-A cancels First Revised Page 44-A
- Second Revised Page 44-B cancels First Revised Page 44-B
- Fifth Revised Page 46 cancels Fourth Revised Page 46
- Fourth Revised Page 46-A cancels Third Revised Page 46-A
- Fifth Revised Page 48 cancels Fourth Revised Page 48
- Fourth Revised Page 49 cancels Third Revised Page 49
- Fifth Revised Page 50 cancels Fourth Revised Page 50
- Fourth Revised Page 51 cancels Third Revised Page 51
- Sixth Revised Page 51-D cancels Fifth Revised Page 51-D
- Sixth Revised Page 51-E cancels Fifth Revised Page 51-E
- Second Revised Page 51-EE cancels First Revised Page 51-EE
- Fifth Revised Page 51-G cancels Fourth Revised Page 51-G
- Sixth Revised Page 51-H cancels Fifth Revised Page 51-H
- Ninth Revised Page 51-I cancels Eighth Revised Page 51-I
- Third Revised Page 51-J cancels Second Revised Page 51-J
- Eighth Revised Page 56 cancels Seventh Revised Page 56
- Second Revised Page 56-A cancels First Revised Page 56-A
- Ninth Revised Page 57 cancels Eighth Revised Page 57
- First Revised Page 57-A cancels Original Page 57-A
- Sixth Revised Page 60 cancels Fifth Revised Page 60
- Fifth Revised Page 61 cancels Fourth Revised Page 61
- Fifth Revised Page 63 cancels Fourth Revised Page 63
- Seventh Revised Page 64 cancels Sixth Revised Page 64
- Fifth Revised Page 65 cancels Fourth Revised Page 65
- Fifth Revised Page 66 cancels Fourth Revised Page 66

(End of Appendix)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*120-C Cancels 120-B	<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 <math>\diamond 7\text{-}1/2</math> cents per 100 pounds, minimum additional charge <math>\diamond 53</math> 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>
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 ) $\diamond$ Increase)	Decision No. <del>48958</del>
EFFECTIVE SEPTEMBER 10, 1953	
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California          Correction No. 560</p>	

Cancel

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)								
<p>*143-A Cancels 143</p>	<p style="text-align: center;">(1) DELAYS TO EQUIPMENT</p> <p>1. Definitions</p> <p>(a) Actual placement. By actual placement is meant the placing of carriers' equipment at place designated by consignee or consignor for loading or unloading.</p> <p>(b) Constructive placement. By constructive placement is meant the holding of a unit of carriers' equipment at a point other than the designated loading or unloading place, due to the inability of consignee or consignor to accept for actual placement the unit of carriers' equipment after its tender for actual placement by the carrier. Constructive placement of equipment for purpose of loading or unloading shall not commence prior to the time specified in consignee's or consignor's oral or written equipment order, or at any time other than normal business days between the hours of 8:00 A.M. and 3:00 P.M. (the lunch hour between 12:00 noon and 1:00 P.M. excepted) Monday through Friday.</p> <p>(c) Unit of Equipment. By unit of equipment is meant a motor truck, trailer, or semi-trailer, exclusive of motor tractor.</p> <p>2. Free Time</p> <p>(a) A period of four (4) hours will be allowed on each unit of equipment between constructive placement and time equipment has actually completed loading or unloading.</p> <p>(b) The provisions of this item shall not apply in connection with the actual placement of units of equipment under agreement with the consignor or consignee for loading by the consignor or unloading by the consignee, when such agreement is recorded on the shipping document.</p> <p>3. Demurrage on Equipment Held After Free Time Has Elapsed</p> <p>A charge of <math>01-3/4</math> ¢ per 100 pounds will be made by the carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.</p> <p>4. Provisions of Item No. 145 series of this tariff will not apply.</p>								
<p>0145-A Cancels 145</p>	<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="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th style="text-align: center;">For First 30 Minutes or Fraction</th> <th style="text-align: center;">For Each Additional 15 Minutes or Fraction</th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other carrier employee, per man .....</td> <td style="text-align: right;">159 . 80</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: right;">53 27</td> </tr> </tbody> </table>	Charges in Cents		For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	(a) For driver, helper or other carrier employee, per man .....	159 . 80	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors) .....	53 27
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ADVERTISING ON EQUIPMENT

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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.

(1) Applies only on shipments of Whole Grain in bulk or in bags, subject to minimum weights of 10,000 pounds or more.

\* Change )  
◇ Increase) Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California  
Correction No. 561

Item  
No.

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

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  $\diamond$ \$ 1.41 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 wells sites, the minimum charge shall be  $\diamond$ \$ 1.67.

\*150-J  
Cancels  
150-I

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)		$\diamond$ Minimum Charges (In Cents)		
Over	But Not Over	(1)	(2)	(3)
		Column A	Column B	Column C
.0	14	78	73	99
14	15	78	89	
15	25	78	89	
25	29	89	89	
29	49	89	110	
49	50	89	125	
50	75	105	125	
75	100	120	125	
100		131	125	

- (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 shoreline of the Pacific Ocean due south of Caviota, 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 )  
◇ Increase) Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 562



Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																								
	<b>SPLIT PICKUP</b>																																								
	<p>The charge for transportation of a split pickup shipment (as defined in Item No. 11 series) shall be the pickup and delivery charge (as defined in Item No. 10 series) applicable under rates in Section No. 2 or Section No. 3, or any combination of said rates, for transportation of a single shipment of like kind and quantity of property, computed on one of the following bases:</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>Plus the following additional charges:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">Weight of Component Part (In Pounds)</td> <td style="width: 10%; text-align: center;">◇</td> <td style="width: 30%; text-align: center;">Additional Charge for Each Component part Picked Up (In Cents)</td> </tr> <tr> <td></td> <td style="text-align: center;">Over                      But Not Over</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">0                              100</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">52</td> </tr> <tr> <td></td> <td style="text-align: center;">100                            500</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">73</td> </tr> <tr> <td></td> <td style="text-align: center;">500                            1,000</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">101</td> </tr> <tr> <td></td> <td style="text-align: center;">1,000                         2,000</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">152</td> </tr> <tr> <td></td> <td style="text-align: center;">2,000                         4,000</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">203</td> </tr> <tr> <td></td> <td style="text-align: center;">4,000                         10,000</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">253</td> </tr> <tr> <td></td> <td style="text-align: center;">10,000                        20,000</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">302</td> </tr> <tr> <td></td> <td style="text-align: center;">20,000                        .....</td> <td></td> <td style="text-align: center;">403</td> </tr> </table> <p>The provisions of this item shall not apply:</p> <p>(1) If split delivery service is to be accorded;</p> <p>(2) unless at the time of or prior to the first pickup a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignor, the points of origin and the kind of property in each component part.</p> <p>In the event a lower aggregate charge results from treating one or more component parts as a separate shipment said charge may be applied.</p>		Weight of Component Part (In Pounds)	◇	Additional Charge for Each Component part Picked Up (In Cents)		Over                      But Not Over				0                              100	.....	52		100                            500	.....	73		500                            1,000	.....	101		1,000                         2,000	.....	152		2,000                         4,000	.....	203		4,000                         10,000	.....	253		10,000                        20,000	.....	302		20,000                        .....		403
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	EFFECTIVE SEPTEMBER 10, 1953																																								
	Issued by the Public Utilities Commission of the State of California San Francisco, California																																								
	Correction No. 563																																								

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																														
*170-H Cancels 170-G	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for transportation of a split delivery shipment (as defined in Item No. 11 series) shall be the pickup and delivery charge (as defined in Item No. 10 series) applicable under rates in Section No. 2 or Section No. 3, or any combination of said rates, for transportation of a single shipment of like kind and quantity of property, computed on one of the following bases:</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>Plus the following additional charges:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Component Part (In Pounds)</th> <th style="text-align: center;">Additional Charge for each Component Part Delivered (In Cents)</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100</td> <td style="text-align: center;">52</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">500</td> <td style="text-align: center;">73</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">101</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">152</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">203</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">253</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">20,000</td> <td style="text-align: center;">302</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">403</td> </tr> </tbody> </table> <p>The provisions of this item shall not apply:</p> <ol style="list-style-type: none"> <li>(1) If split pickup service has been accorded;</li> <li>(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.</li> </ol> <p>In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, said charge may be applied.</p>	Weight of Component Part (In Pounds)		Additional Charge for each Component Part Delivered (In Cents)	Over	But Not Over		0	100	52	100	500	73	500	1,000	101	1,000	2,000	152	2,000	4,000	203	4,000	10,000	253	10,000	20,000	302	20,000	.....	403
	Weight of Component Part (In Pounds)		Additional Charge for each Component Part Delivered (In Cents)																												
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4,000	10,000	253																													
10,000	20,000	302																													
20,000	.....	403																													

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 2-3/4 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, )  
◇ Increase ) Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 564

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																								
	COLLECT ON DELIVERY (C.O.D.) SHIPMENTS																																								
	<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 style="margin-left: auto; margin-right: auto;"> <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;">\$ 0.30</td> </tr> <tr> <td>Over \$2.50 not over \$5.00-----</td> <td style="text-align: right;">.35</td> </tr> <tr> <td>Over 5.00 not over 10.00-----</td> <td style="text-align: right;">.48</td> </tr> <tr> <td>Over 10.00 not over 20.00-----</td> <td style="text-align: right;">.51</td> </tr> <tr> <td>Over 20.00 not over 25.00-----</td> <td style="text-align: right;">.54</td> </tr> <tr> <td>Over 25.00 not over 40.00-----</td> <td style="text-align: right;">.63</td> </tr> <tr> <td>Over 40.00 not over 50.00-----</td> <td style="text-align: right;">.67</td> </tr> <tr> <td>Over 50.00 not over 60.00-----</td> <td style="text-align: right;">.85</td> </tr> <tr> <td>Over 60.00 not over 80.00-----</td> <td style="text-align: right;">.88</td> </tr> <tr> <td>Over 80.00 not over 100.00-----</td> <td style="text-align: right;">.91</td> </tr> <tr> <td>Over 100.00 not over 102.50-----</td> <td style="text-align: right;">1.16</td> </tr> <tr> <td>Over 102.50 not over 105.00-----</td> <td style="text-align: right;">1.18</td> </tr> <tr> <td>Over 105.00 not over 110.00-----</td> <td style="text-align: right;">1.24</td> </tr> <tr> <td>Over 110.00 not over 120.00-----</td> <td style="text-align: right;">1.27</td> </tr> <tr> <td>Over 120.00 not over 140.00-----</td> <td style="text-align: right;">1.29</td> </tr> <tr> <td>Over 140.00 not over 150.00-----</td> <td style="text-align: right;">1.36</td> </tr> <tr> <td>Over 150.00 not over 160.00-----</td> <td style="text-align: right;">1.43</td> </tr> <tr> <td>Over 160.00 not over 180.00-----</td> <td style="text-align: right;">1.46</td> </tr> <tr> <td>Over 180.00 not over 200.00-----</td> <td style="text-align: right;">1.52</td> </tr> </tbody> </table>	When the amount collected is	◇ Charge for collecting and remitting will be	Not over \$2.50-----	\$ 0.30	Over \$2.50 not over \$5.00-----	.35	Over 5.00 not over 10.00-----	.48	Over 10.00 not over 20.00-----	.51	Over 20.00 not over 25.00-----	.54	Over 25.00 not over 40.00-----	.63	Over 40.00 not over 50.00-----	.67	Over 50.00 not over 60.00-----	.85	Over 60.00 not over 80.00-----	.88	Over 80.00 not over 100.00-----	.91	Over 100.00 not over 102.50-----	1.16	Over 102.50 not over 105.00-----	1.18	Over 105.00 not over 110.00-----	1.24	Over 110.00 not over 120.00-----	1.27	Over 120.00 not over 140.00-----	1.29	Over 140.00 not over 150.00-----	1.36	Over 150.00 not over 160.00-----	1.43	Over 160.00 not over 180.00-----	1.46	Over 180.00 not over 200.00-----	1.52
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*180-F Cancels 180-E																																									

Over	\$200.00 not over	\$250.00	\$ 1.69
Over	250.00 not over	300.00	1.94
Over	300.00 not over	350.00	2.18
Over	350.00 not over	400.00	2.45
Over	400.00 not over	450.00	2.70
Over	450.00 not over	500.00	2.96
Over	500.00 not over	550.00	3.21
Over	550.00 not over	600.00	3.46
Over	600.00 not over	650.00	3.71
Over	650.00 not over	700.00	3.96
Over	700.00 not over	750.00	4.23
Over	750.00 not over	800.00	4.48
Over	800.00 not over	850.00	4.73
Over	850.00 not over	900.00	4.98
Over	900.00 not over	950.00	5.24
Over	950.00 not over	1,000.00	5.49
Over	1,000.00 at rate of	\$5.49 per \$1,000.00	

\* Change )  
 ◇ Increase ) Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 565

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"> <li>(1) For tailgate loading or tailgate unloading - no additional charge (See Notes 1, 3, 4 and 5);</li> <li>(2) For loading or unloading other than tailgate loading or tailgate unloading -     ◊3 cents per 100 pounds. (See Notes 2 and 5);</li> <li>(3) For C.O.D. service - charges provided in Item No. 180 series;</li> <li>(4) For other accessorial services - charges provided in Item No. 145 series;</li> <li>(5) Split pickup or split delivery shall not be accorded unless included in the common carrier rate. (See Items Nos. 220 and 230 series for exception.);</li> </ol> <p>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"> <li>(a) Under the provisions of Item No. 200 series, a charge of     ◊3 cents per 100 pounds shall be added for tailgate loading, and a charge of     ◊3 cents per 100 pounds shall be added for tailgate unloading;</li> <li>(b) Under the provisions of Paragraph (a) of Item No. 210 series, a charge of     ◊3 cents per 100 pounds shall be added for tailgate unloading;</li> <li>(c) Under the provisions of Paragraph (b) of Item No. 210 series, a charge of     ◊3 cents per 100 pounds shall be added for tailgate loading;</li> <li>(d) Under the provisions of Paragraph (c) of Item No. 210 series, no additional charge shall be added for tailgate loading or tailgate unloading;</li> </ol> <p>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     ◊2 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-G  
Cancels  
240-F

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

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

(c) Under the provisions of Paragraph (b) of Item No. 210 series, a charge of  $\diamond 2\frac{1}{2}$  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  $\diamond 2$  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 )  
(Increase) Decision No. 4895S

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 566

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 -----	<table border="1"> <tr><th colspan="2">Class Rating</th></tr> <tr><td colspan="2">4</td></tr> </table>	Class Rating		4	
Class Rating						
4						
310	Beverages, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, less carload -----	4				
311	Beverage Preparations, not otherwise indexed by name in the Western Classification, dry, less carload -----	4				
315	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.	(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-E Cancels 330-D	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 24 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.	(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  Twills      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
334½	Compounds, cleaning, scouring or washing, not otherwise indexed by name in the Western Classification, 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
<p>* Change    )  ◇ Increase )    Decision No. 48958</p>		
EFFECTIVE SEPTEMBER 10, 1953		
<p>Issued by the Public Utilities Commission of the State of California,  San Francisco, California.</p>		
Correction No. 567		

Cancel

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 2				CLASS RATES In Cents Per 100 Pounds									
	MILES		Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
	Over	But Not Over	1	2	3	4	1	2	3	4	1	2	3	4
	0	3	126	114	101	89	75	68	61	52	56	51	45	40
	3	5	127	115	102	89	77	70	62	54	58	52	46	41
	5	10	130	117	103	91	79	71	64	55	60	53	48	42
	10	15	132	118	106	92	83	74	66	58	62	55	49	43
	15	20	134	120	107	94	85	76	68	60	64	58	51	45
	20	25	136	122	109	95	88	79	70	62	66	60	52	46
	25	30	138	124	111	96	90	81	72	63	68	62	54	48
	30	35	140	127	112	98	93	84	74	65	70	63	57	49
	35	40	141	128	113	99	95	86	77	67	71	64	57	50
	40	45	144	129	115	101	99	89	79	69	73	66	59	51
	45	50	145	130	115	102	101	90	81	70	76	68	61	53
	50	60	148	133	119	104	106	96	85	75	78	71	62	55
	60	70	151	137	121	106	112	100	90	78	81	73	65	57
	70	80	155	139	124	109	118	107	95	82	85	76	68	59
	80	90	158	142	126	111	124	111	99	87	88	79	70	61
	90	100	160	144	128	112	129	116	103	90	90	81	72	63
	100	110	163	147	130	115	134	120	108	94	93	83	74	65
	110	120	165	148	132	116	139	125	112	97	95	85	76	66
	120	130	168	151	134	118	145	130	116	102	98	88	78	68
	130	140	170	153	136	119	150	136	120	105	100	90	80	70
	140	150	173	156	138	122	155	140	124	109	103	92	82	72
	150	160	176	158	140	124	159	144	128	111	105	94	84	73
	160	170	178	160	143	125	164	147	131	114	108	98	86	76
	170	180	181	163	145	127	168	151	134	117	110	100	88	78
	180	190	183	165	147	129	171	154	136	120	113	102	90	80
	190	200	186	168	149	131	174	156	140	122	115	104	92	81
	200	220	192	173	153	134	180	163	145	126	120	108	95	84
	220	240	197	177	157	138	188	169	150	131	124	111	99	87
	240	260	201	181	161	140	194	175	155	136	128	115	103	89
	260	280	205	184	164	143	201	181	161	140	132	118	106	92
	280	300	209	188	168	146	208	187	166	146	136	123	109	95
	300	325	214	194	172	151					141	128	113	100
	325	350	220	198	176	154					147	132	117	103
	350	375	224	202	179	157					151	136	121	106
	375	400	228	205	182	160					155	139	124	109
	400	425	232	209	186	162					159	144	128	111
	425	450	236	212	189	165					163	147	131	114
	450	475	241	217	192	168					168	151	134	117
	475	500	245	221	196	172					172	155	137	120
	500	525	249	224	199	175					176	158	140	124

0500-J  
Cancel  
500-I

525	550	253	228	203	177	-	-	-	-	180	162	145	126
550	575	257	231	206	180	-	-	-	-	184	166	148	129
575	600	262	235	209	183	-	-	-	-	189	170	151	132
600	625	266	240	212	186	-	-	-	-	193	174	154	135
625	650	270	243	215	189	-	-	-	-	197	177	157	138
650	675	274	247	220	191	-	-	-	-	201	181	161	140
675	700	278	250	223	195	-	-	-	-	205	184	165	144
700	725	282	254	226	198	-	-	-	-	210	189	168	147
725	750	287	258	229	201	-	-	-	-	214	193	171	150
750	775	291	262	232	204	-	-	-	-	218	196	174	153
775	800	295	266	236	206	-	-	-	-	222	200	178	155
800	850	302	272	242	211	-	-	-	-	230	206	183	160
850	900	310	278	248	217	-	-	-	-	237	213	190	166
900	950	317	286	253	222	-	-	-	-	244	220	195	171
950	1000	324	292	259	227	-	-	-	-	252	226	201	176
1000	1050	332	298	266	232	-	-	-	-	259	233	208	181
1050	1100	339	305	271	237	-	-	-	-	266	240	213	187
1100	1150	346	312	277	243	-	-	-	-	274	246	219	192
1150	1200	354	318	282	248	-	-	-	-	281	253	224	197

◇ Increase, Decision No. 48958

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 568

Cancels

Item No.	SECTION NO. 2				CLASS RATES											
					In Cents Per 100 Pounds											
Rates shown below will not apply to transportation for which rates are provided in Item No. 520 series																
MILES	But Not Over	Minimum Weight 10,000 Pounds except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in Western Classification, Exception Sheet or this Tariff, subject to Item No. 290 series						
		1	2	3	4	1	2	3	4	5	A	B	C	D	E	
	0	3	33	29½	26½	23½	18	16	15	12½	9½	10½	8½	8½	7½	6½
	3	5	35	32	27½	24½	20	18	16	13½	9½	10½	8½	8½	7½	6½
	5	10	37	34	29½	26½	22	20	18	16	10½	11½	9½	9½	8½	7½
	10	15	39½	35	32	27½	23	21	19	16	11½	12½	10½	9½	8½	7½
	15	20	41½	37	33	28½	24½	22	19	17	11½	12½	10½	10½	9½	8½
	20	25	44	39½	35	31	25½	23	20	18	12½	13½	11½	10½	9½	8½
	25	30	46	41½	36	32	27½	24½	22	19	13½	14½	12½	11½	10½	9½
	30	35	48	44	38	34	28½	25½	23	20	14½	16	13½	12½	10½	9½
	35	40	49	44	39½	34	30½	27½	24	21	16	17	14½	13½	11½	10½
	40	45	51	46	40½	36	32½	29½	26½	23	17	19	16	14½	12½	11½
	45	50	53	48	42	37	35	31½	27½	24	18	20	17	16	13½	12½
	50	60	55	50	45	38	37	33½	29½	26½	20	21	18	17	14½	12½
0505-H Cancels	60	70	57	52	46	40	40	36	31½	28½	21	22	19	18	16	13½
505-G	70	80	59	53	48	42½	42	38	33½	29½	22	24	20	19	17	14½
	80	90	62	56	50	43	45	41	36	31½	24	26½	22	20	18	16
	90	100	65	58	52	45	47	43	38	33½	25	27½	23	21	19	17
	100	110	68	61	54	48	50	45	40	36	27½	29½	25	23	20	18
	110	120	70	62	56	49	53	47	42	37	28½	30½	26½	24	21	19
	120	130	74	67	59	52	56	50	44	39	30½	32½	27½	25	23	20
	130	140	76	69	61	53	58	53	46	41	31½	34½	29½	26½	24	21
	140	150	79	72	63	56	61	55	48	43	33½	35½	30½	28½	25	22
	150	160	82	74	66	58	63	57	50	44	34½	38	31½	29½	26½	23
	160	170	85	76	68	59	66	60	53	46	37	40	33½	30½	27½	24
	170	180	87	78	70	60	68	62	55	48	38	41	34½	31½	28½	25
	180	190	89	80	71	62	72	64	57	50	40	43	37	33½	29½	26½
	190	200	91	81	73	63	74	66	59	51	41	44	38	34½	30½	27½
	200	220	94	84	75	65	77	69	61	54	43	47	40	37	32½	29½
	220	240	98	89	78	69	80	71	64	56	46	49	42	39	34½	30½
	240	260	102	92	82	72	83	75	66	58	48	52	44	41	36½	32½
	260	280	106	96	85	75	86	78	69	60	51	56	47	43	38	33½

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.

◇ Increase, Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 569

Item No. SECTION NO. 2 CLASS RATES (Continued)  
 In Cents per 100 Pounds

		Minimum Weight : 10,000 Pounds				Minimum Weight : 20,000 Pounds				Minimum weight as provided in Western Classification, Exception Sheet or this Tariff, subject to Item No. 290 series.					
		except as provided in Note 1				except as provided in Note 2									
MILES		1	2	3	4	1	2	3	4	5	A	B	C	D	E
0507-F Cancels 507-E	280 300	111	100	89	78	89	81	71	63	53	58	49	45	40	36
	300 325	116	104	93	81	95	85	76	66	57	62	52	47	43	38
	325 350	121	110	97	85	100	90	80	70	60	65	54	50	45	40
	350 375	126	114	101	88	104	93	83	72	62	67	57	52	47	42
	375 400	132	119	105	93	108	98	86	76	65	70	60	54	48	43
	400 425	137	123	109	96	112	101	90	79	67	73	62	57	50	45
	425 450	141	127	113	99	116	105	93	82	70	75	64	59	52	46
	450 475	145	130	116	102	121	109	97	85	72	79	66	61	54	48
	475 500	149	135	120	104	125	112	100	87	74	81	68	63	57	50
	500 525	153	138	123	107	129	116	103	90	78	84	71	65	58	51
	525 550	158	142	126	110	133	120	107	93	80	87	73	67	60	53
	550 575	162	146	129	114	137	124	110	97	83	89	75	69	62	54
	575 600	166	149	132	117	142	128	113	100	85	92	78	72	64	57
	600 625	170	153	137	119	146	131	116	102	87	94	80	73	66	59
	625 650	174	157	140	122	150	135	120	105	90	97	83	75	67	60
	650 675	179	161	143	125	154	138	124	108	92	101	85	78	69	62
	675 700	183	165	146	128	158	143	127	111	95	103	87	80	71	63
	700 725	187	168	149	131	163	147	130	114	97	106	89	82	73	65
	725 750	191	172	153	133	167	150	133	116	100	108	91	84	75	67
	750 775	195	176	157	137	171	154	136	120	103	111	94	86	77	68
	775 800	200	180	160	140	175	157	141	123	105	114	96	88	79	70
	800 850	207	186	166	145	183	165	146	128	109	118	101	91	82	73
	850 900	214	193	171	150	190	171	152	133	114	124	105	95	85	75
	900 950	222	200	178	156	197	177	157	138	118	128	108	99	89	79
	950 1000	229	206	183	161	205	185	164	144	123	133	112	103	92	82
	1000 1050	236	213	189	166	212	191	170	148	127	137	116	106	95	85
	1050 1100	244	220	195	170	219	197	175	153	131	143	121	110	99	88
	1100 1150	251	226	201	176	227	204	181	158	136	147	125	113	102	90
1150 1200	259	232	207	181	234	211	187	164	140	152	129	117	105	93	

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

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

◇ Increase, Decision No. 48958

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
 Correction No. 570 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					
509-B Cancels 509-A	San Francisco	Oakland	1	2	3	4	1	2	3	4	1	2	3	4		
			115	130	116	102	101	91	81	71	76	68	61	54		
	San Jose	Santa Clara	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 Classification, Exception Sheet or this tariff, subject to Item No. 290 series					
	San Francisco		1	2	3	4	1	2	3	4	5	A	B	C	D	E
			53	48	42	37	35	31½	27½	24	17	20	17	16	13½	12½
	Oakland		51	46	40½	35	32½	29½	26½	23	17	19	16	14½	12½	11½
<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 3, 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>																
<p>◇ Increase, Decision No. 4895S</p>																
<p>EFFECTIVE SEPTEMBER 10, 1953</p>																
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California,</p>																
<p>Correction No. 571</p>																

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents per 100 Pounds											
	BETWEEN	AND	MINIMUM WEIGHT											
			Any Quantity				4,000 Pounds				10,000 Pounds except as provided in Note 2			
			1	2	3	4	1	2	3	4	1	2	3	4
0510-J can- cels 510-I	SAN FRAN- CISCO TERRITORY as de- scribed in Item No. 270 series	LOS ANGELES TERRITORY as de- scribed in Item No. 270 series	209	188	167	146	136	122	109	95	110	100	88	78
	SACRA- MENTO (See Item No. 260 series)													
			Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series.							
			1	2	3	4	5	A	B	C	D	E		
			89	81	71	63	53	58	49	45	40	35½		

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.

◇ Increase, Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 572





Item No.	SECTION NO. 2					CLASS RATES (Continued) In Cents per 100 Pounds				
	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, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and to shipments having point of origin in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and point of destination in San Francisco or South San Francisco.									
520-B Cancels 520-A	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
	30½	27½	24	21	16	17	14½	13½	11½	10½
	<p>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.</p> <p>NOTE 2.- When the minimum weight so provided is less than 20,000 pounds the rates named in Item No. 505 series apply.</p>									
	<p>◇ Increase, Decision No. 48958</p>									
	<p>EFFECTIVE SEPTEMBER 10, 1953</p>									
	<p>Issued by the Public Utilities Commission of the State of California,            San Francisco, California.</p> <p>Correction No. 574</p>									

Item No.	SECTION NO. 3	COMMODITY RATES			
		In Cents per 100 Pounds			
	COMMODITY	BETWEEN	AND	RATE	
*600-E Cancels 600-D	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.: Tonic, Porter, St Liquors, vinous, than 3.2% alcohol Soda (flavored Syrup, viz.: G Water, viz.: or salt, ----- Min.	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) 45	
			FRESNO	(1)(2) 22	
	Beverage Containers secondhand,  ----- Minimum Weight			LOS ANGELES TERRITORY as described in Item No. 270 series	(1)(2) 48
				FRESNO	(1)(2) 25

- (1) Subject to Item No. 900 series.
- (2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rates shown:
  - (a) For loading or unloading, other than tailgate loading or tailgate unloading  $0\frac{3}{4}$  cents per 100 pounds.
  - (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.
  - (c) For other accessorial charges, see Items Nos. 140 and 180 series.

\*Change, )  
 Increase ) Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 575

*CORRECTION*

# CORRECTION

THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY

Item No.	SECTION NO. 3			
	COMMODITY RATES In Cents per 100 Pounds			
	COMMODITY	BETWEEN	AND	RATE
*600-E Cancels 600-D	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)	LOS ANGELES TERRITORY	(1)(2) 45
		SAN FRANCISCO TERRITORY  as described in Item No. 270 Series	as described in Item No. 270 Series	
			FRESNO	(1)(2) 22
	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) 48
			FRESNO	(1)(2) 25
<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 <math>0\frac{3}{4}</math> 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, ) Increase )		Decision No. 48958		
EFFECTIVE SEPTEMBER 10, 1953				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 575				

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-D Cancels 605-C	Butter, dairy, Cheese (including cottage cheese and pot cheese), Margarine	SAN FRANCISCO TERRITORY as described in Item No. 270 series.	LOS ANGELES TERRITORY as described in Item No. 270 series	127	Any Quantity
				90	4,000
				73	10,000
				62	20,000
				51	24,000
				47	30,000
			42	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>					
<p>* Change ) ◇ Increase ) Decision No. 48958</p>					
EFFECTIVE SEPTEMBER 10, 1953					
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>					
Correction No. 597					

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds			
	COMMODITY	BETWEEN	AND	RATES		
620-E cancels 620-D	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      30,000 Pounds      Pounds	Over      But not Over	Minimum Weight 20,000      30,000 Pounds      Pounds		
	0      5	8      7½	110      120	27½      24		
	5      10	9      7½	120      130	28½      24		
	10      15	10½      8½	130      140	29½      25		
	15      20	11½      9	140      150	33½      27		
	20      25	11½      10½	150      160	34½      28½		
	25      30	12½      10½	160      170	37      29½		
	30      35	13½      11½	170      180	39      33½		
	35      40	13½      11½	180      190	40      34½		
	40      45	15      12½	190      200	42      37		
	45      50	16      15	200      220	47      39		
	50      60	16      15	220      240	50      42		
	60      70	18      15	240      260	53      47		
	70      80	21      17	260      280	54      49		
	80      90	22      18	280      300	57      52		
	90      100	24      21	300      325	60      55		
	100      110	25      22	325      350	63      56		
			350      375	65      62		
◇ Increase, Decision No. 28858						
EFFECTIVE September 10, 1953						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 576						

Cancel

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)	
	In Cents per 100 Pounds			
	COMMODITY	BETWEEN	AND	RATE
*630-D Cancel 630-C	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 -----	LOS ANGELES BASIN TERRITORY AS described in Item No. 270 series	(1)(2)43
		SACRAMENTO (See Item No. 260 series)-----		
		STOCKTON (See Item No. 260 series)-----		

(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  $\diamond 2\text{-}3/4$  cents per 100 pounds.
- (b) For loading or unloading other than tailgate loading or tailgate unloading  $\text{-}\diamond 3\text{-}1/2$  cents per 100 pounds.
- (c) For other accessorial charges, see Items Nos. 140 and 180 series.

\* Change )  
 $\diamond$  Increase) Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 577

Fifth Revised Page....50

Cancel

Fourth Revised Page...50

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 pounds									
	COMMODITY	BETWEEN	AND		RATES							
0640-E Cancel 640-D	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	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
	0	5	8	7 1/2	110	120	27 1/2	24				
	5	10	9	7 1/2	120	130	28 1/2	24				
	10	15	10 1/2	8 1/2	130	140	29 1/2	25				
	15	20	11 1/2	9	140	150	33 1/2	27 1/2				
	20	25	11 1/2	10 1/2	150	160	34-3/4	28 1/2				
	25	30	12 1/2	10 1/2	160	170	37	29 1/2				
	30	35	13 1/2	11 1/2	170	180	39	33 1/2				
	35	40	13 1/2	11 1/2	180	190	40	34 1/2				
	40	45	15	12 1/2	190	200	42	37-3/4				
	45	50	15-3/4	12 1/2	200	220	47	39				
	50	60	15-3/4	14 1/2	220	240	50	42				
	60	70	18	14 1/2	240	260	53	47				
	70	80	21	17	260	280	54	49				
	80	90	22	18	280	300	57	52				
	90	100	24	21	300	325	60	55				
	100	110	25	22	325	350	63	56				
					350	375	65	62				

◇ Increase, Decision No. 48958

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
Correction No. 578 San Francisco, California.



Fourth Revised Page .....51

Cancel

Third Revised Page .....51

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)		
	COMMODITY	FROM	TO	RATE	Minimum Weight In Pounds
0650-D Cancel 650-C	Earth, Infusorial	WHITE HILLS	SAN FRANCISCO	(1) 74	10,000
			TERRITORY as	(1) 64	20,000
			described in Item No. 270 series	(1) 43	36,000
(1) Subject to Item No. 900 series.					

◇ Increase, Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 579

Item No.	SECTION NO. 3 -- COMMODITY RATES (Continued)																																																
653-A Cancels 653	<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> <table border="0"> <tr> <td>Split Peas,</td> <td>)</td> <td></td> </tr> <tr> <td>Whole Peas,</td> <td>)</td> <td>Provided weight</td> </tr> <tr> <td>Lentils,</td> <td>)</td> <td>does not exceed</td> </tr> <tr> <td>Tapioca,</td> <td>)</td> <td>15% of total</td> </tr> <tr> <td>Sago,</td> <td>)</td> <td>weight of</td> </tr> <tr> <td>Macaroni,</td> <td>)</td> <td>shipment.</td> </tr> <tr> <td>Noodles,</td> <td>)</td> <td></td> </tr> <tr> <td>Spaghetti,</td> <td>)</td> <td></td> </tr> <tr> <td>Vermicelli,</td> <td>)</td> <td></td> </tr> </table> <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 (Cocconut),</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>	Split Peas,	)		Whole Peas,	)	Provided weight	Lentils,	)	does not exceed	Tapioca,	)	15% of total	Sago,	)	weight of	Macaroni,	)	shipment.	Noodles,	)		Spaghetti,	)		Vermicelli,	)		Babassu Nut,	Palm,	Safflower Seed,	Copra (Cocconut),	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,		
Split Peas,	)																																																
Whole Peas,	)	Provided weight																																															
Lentils,	)	does not exceed																																															
Tapioca,	)	15% of total																																															
Sago,	)	weight of																																															
Macaroni,	)	shipment.																																															
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Hemp Seed,	Rape Seed,	Velvet Bean.																																															
Kapok Seed,																																																	
*653½-2 Cancels 653½-D	<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. 110 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 \$ 3.03 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>																																																

(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.

\* Change )  
◇ Increase) Decision No. 4895S

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 580

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 $\frac{1}{2}$ series. Column B rates do not apply to field pickup shipments for which rates are provided in Columns A of this item. See Item No. 653 $\frac{1}{2}$ series for Application of Rates in this item.													
MILES		RATES											
(See Note 1)		MINIMUM WEIGHT IN POUNDS											
But		Any Quantity				2,000				4,000			
not		COLUMN				COLUMN				COLUMN			
Over	Over	A	B	A	B	A	B	A	B	A	B		
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)		
0	3	46	48	42	45	33 $\frac{1}{2}$	34 $\frac{1}{2}$	27	28	26	27	24	25
3	5	47	49	43	46	34 $\frac{1}{2}$	35 $\frac{1}{2}$	28	29 $\frac{1}{2}$	26	27	24	25
5	10	48	50	45	47	35 $\frac{1}{2}$	36 $\frac{1}{2}$	30 $\frac{1}{2}$	32 $\frac{1}{2}$	26	27	24	25
10	15	50	52	47	49	37 $\frac{1}{2}$	38 $\frac{1}{2}$	33 $\frac{1}{2}$	34 $\frac{1}{2}$	28	29 $\frac{1}{2}$	26	27
15	20	52	54	49	51	39 $\frac{1}{2}$	41	35 $\frac{1}{2}$	36 $\frac{1}{2}$	30 $\frac{1}{2}$	32 $\frac{1}{2}$	27	28
20	25	54	57	51	53	42	43	37 $\frac{1}{2}$	38 $\frac{1}{2}$	32 $\frac{1}{2}$	33 $\frac{1}{2}$	28	29 $\frac{1}{2}$
25	30	55	60	53	55	43	45	39 $\frac{1}{2}$	41	33 $\frac{1}{2}$	34 $\frac{1}{2}$	29 $\frac{1}{2}$	30 $\frac{1}{2}$
30	35	58	62	54	59	46	47	42	43	34 $\frac{1}{2}$	35 $\frac{1}{2}$	30 $\frac{1}{2}$	32 $\frac{1}{2}$
35	40	60	64	58	61	48	49	45	46	35 $\frac{1}{2}$	36 $\frac{1}{2}$	32 $\frac{1}{2}$	33 $\frac{1}{2}$
40	45	62	66	60	63	50	51	47	48	36 $\frac{1}{2}$	38	33 $\frac{1}{2}$	34 $\frac{1}{2}$
45	50	65	68	62	65	54	54	50	51	38	40	35 $\frac{1}{2}$	36 $\frac{1}{2}$
50	60	67	69	64	67	58	58	54	55	40	42	38	39
60	70	69	72	66	68	61	61	58	59	42	45	40	41
70	80	73	73	67	70	64	64	61	61	45	48	41	43
80	90	74	74	69	72					48	50	43	47
90	100	75	75	73	73					50	51	46	47
100	110	76	76	74	74					52	52	49	49
110	120	77	77	75	75					53	53	49	49
120	130	78	78	76	76					54	54	50	50
130	140	79	79	77	77					55	55	51	51
140	150	80	80	78	78					56	56	53	53
150	160		81		79					58		53	
160	170		87		80					63		58	
170	180		89		87					64		61	
180	190		89		87					64		61	
190	200		91		89					66		64	
200	220		94		91					69		66	
220	240		99		94					74		69	
240	260		102		99					77		74	
260	280		106		104					82		78	
280	300		111		106					87		82	
300	325		115		111					91		88	
325	350		117		115					93		90	
350	375		123		118					97		94	
375	400		128		126					102		97	
400	425		129		127					105		102	
425	450		135		129					111		106	
450	475		137		135					113		110	
475	500		142		139					118		114	
500	525		146		142					122		118	

0654-F  
Cancel  
654-E

525	550	152	147	---	---	---	---	126	123
550	575	153	150	---	---	---	---	130	126
575	600	157	154	---	---	---	---	134	130
600	625	162	157	---	---	---	---	137	134
625	650	165	162	---	---	---	---	140	137
650	675	172	166	---	---	---	---	147	140
675	700	173	168	---	---	---	---	149	144

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.

◇ Increase, Decision No. **48958**

EFFECTIVE September 10, 1953

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

Correction No. 581

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										
		10,000				20,000				30,000		
		COLUMN				COLUMN				COLUMN		
Over	But not Over	A		B		A		B		A B		
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	A	B	
0	3	9	10 <sup>1</sup> / <sub>2</sub>	8	8	6-3/4	6-3/4	5-3/4	5-3/4	5-3/4	4 <sup>1</sup> / <sub>2</sub>	
3	5	11 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	9	5-3/4	6 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	
5	10	12 <sup>1</sup> / <sub>2</sub>	14	9	9	10	10 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	8	5 <sup>1</sup> / <sub>2</sub>	
10	15	15	15	10 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	6-3/4	6-3/4	9	5-3/4	
15	20	16	16	11 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	6-3/4	6-3/4	9	5-3/4	
20	25	17	17	14	14	11 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	8	8	10 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	
25	30	18	18	15	15	11 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	
30	35	20	21	16	16	12 <sup>1</sup> / <sub>2</sub>	13 <sup>1</sup> / <sub>2</sub>	10	10 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	8	
35	40	22 <sup>1</sup> / <sub>2</sub>	23 <sup>1</sup> / <sub>2</sub>	17	17	12 <sup>1</sup> / <sub>2</sub>	13 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	8	
40	45	23 <sup>1</sup> / <sub>2</sub>	24 <sup>1</sup> / <sub>2</sub>	18	18	13 <sup>1</sup> / <sub>2</sub>	15	10 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	8	
45	50	24 <sup>1</sup> / <sub>2</sub>	25 <sup>1</sup> / <sub>2</sub>	20	20	15	15	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	8	
50	60	25 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	22 <sup>1</sup> / <sub>2</sub>	22 <sup>1</sup> / <sub>2</sub>	16	16	12 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	
60	70	27 <sup>1</sup> / <sub>2</sub>	27 <sup>1</sup> / <sub>2</sub>	24 <sup>1</sup> / <sub>2</sub>	24 <sup>1</sup> / <sub>2</sub>	17	17	13 <sup>1</sup> / <sub>2</sub>	13 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	
70	80	28 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	18	18	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	17	12 <sup>1</sup> / <sub>2</sub>	
80	90	30 <sup>1</sup> / <sub>2</sub>		27 <sup>1</sup> / <sub>2</sub>		21		17		17	14 <sup>1</sup> / <sub>2</sub>	
90	100	35		28 <sup>1</sup> / <sub>2</sub>		22		18		18	16	
100	110	37		30 <sup>1</sup> / <sub>2</sub>		23		21		22	18	
110	120	38		35		24		22		23	18	
120	130	40		37		25		23		23	21	
130	140	41		39		28 <sup>1</sup> / <sub>2</sub>		24		24	21	
140	150	42 <sup>1</sup> / <sub>2</sub>		40		29 <sup>1</sup> / <sub>2</sub>		25		25	23	
150	160	45		41		30 <sup>1</sup> / <sub>2</sub>		28 <sup>1</sup> / <sub>2</sub>		27 <sup>1</sup> / <sub>2</sub>	24	
160	170	48		42 <sup>1</sup> / <sub>2</sub>		30 <sup>1</sup> / <sub>2</sub>		28 <sup>1</sup> / <sub>2</sub>		28 <sup>1</sup> / <sub>2</sub>	25	
170	180	50		45		33 <sup>1</sup> / <sub>2</sub>		29 <sup>1</sup> / <sub>2</sub>		29 <sup>1</sup> / <sub>2</sub>	25	
180	190	51		48		34 <sup>1</sup> / <sub>2</sub>		30 <sup>1</sup> / <sub>2</sub>		30 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	
190	200	53		50		37		30 <sup>1</sup> / <sub>2</sub>		30 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	
200	220	54		52		39		34 <sup>1</sup> / <sub>2</sub>		34 <sup>1</sup> / <sub>2</sub>	30 <sup>1</sup> / <sub>2</sub>	
220	240	61		54		41		39		38	34 <sup>1</sup> / <sub>2</sub>	
240	260	63		61		43		40		40	38	
260	280	66		64		47		42		42	40	
280	300	70		66		50		47		47	41	
300	325	75		72		53		50		49	47	
325	350	78		76		55		53		51	49	
350	375	82		79		61		56		54	51	
375	400	88		85		64		61		58	54	
400	425	94		90		67		64		62	57	
425	450	98		95		69		67		66	59	
450	475	102		98		73		69		68	61	
475	500	106		102		77		74		73	63	
500	525	116		107		81		77		75	65	
525	550	120		110		85		81		78	67	
550	575	123		114		88		85		82	69	
575	600	126		117		90		88		87	71	

0654<sup>1</sup>/<sub>2</sub>-B  
 Cancels  
 654<sup>1</sup>/<sub>2</sub>-A

600	625	130	119	93	90	89	73
625	650	135	122	100	93	92	75
650	675	140	125	102	100	94	78
675	700	144	128	104	102	100	80

(3) Exception to mileage rates	(4)9	(4)9	(4)6-3/4	(4)6-3/4	(4)6 1/2	(4)6 1/2
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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 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.
- (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.

◇ Increase, Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 582

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* series for Application of Rates in this item													
(See Note 1)	MILES		RATES										
	Over	But not 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	52	53	36½	37½	28	29½	11½	11½	8	8	5-3/4
	3	5	53	54	37½	39	29½	30½	13	13	9	10	7½
	5	10	54	55	39	40	30½	32½	14	14	10	10½	7½
	10	15	55	57	41	42	32½	33½	15	16	10½	11½	8½
	15	20	57	60	42	45	33½	34½	16	17	10½	11½	8½
	20	25	59	62	43	47	34½	35½	17	18	11½	12½	9
	25	30	60	63	46	49	36½	37½	18	20	11½	12½	9
	30	35	62	65	48	51	37½	39	20	21	12½	14	10½
	35	40	64	67	50	53	39	40	22½	23½	14	14	10½
	40	45	66	69	52	56	40	41	23½	24½	15	15	11½
	45	50	68	72	56	59	41	42	24½	25½	16	16	11½
	50	60	71	75	60	61	42	43	25½	26½	16	16	15
0656-E	60	70	74	77	63	64	43	46	26½	27½	17	17	15
Cancels	70	80	76	79	67	67	47	49	28½	28½	18	18	16
656-D	80	90	78	81	--	--	49	51	30½		21		17
	90	100	79	84	--	--	51	53	35		22		21
	100	110	81	85	--	--	53	55	38		24		22
	110	120	84	86	--	--	55	58	39		25		23
	120	130	85	87	--	--	58	59	40		28½		24
	130	140	87	88	--	--	59	60	41		29½		25
	140	150	89	89	--	--	61	61	45		33½		28½
	150	160	90	--	--	--	63	--	48		34½		28½
	160	170	91	--	--	--	65	--	50		34½		30½
	170	180	93	--	--	--	66	--	51		37		33½
	180	190	94	--	--	--	68	--	53		38		34½
	190	200	99	--	--	--	73	--	56		39		34½
	200	220	102	--	--	--	76	--	61		41		39
	220	240	106	--	--	--	78	--	64		43		41
	240	260	111	--	--	--	85	--	69		49		43
	260	280	116	--	--	--	88	--	74		51		48
	280	300	122	--	--	--	93	--	76		54		51
	300	325	123	--	--	--	97	--	81		58		55
	325	350	128	--	--	--	102	--	85		64		58
	350	375	135	--	--	--	105	--	88		67		62
	375	400	139	--	--	--	109	--	93		71		65
	400	425	142	--	--	--	111	--	96		76		67
	425	450	146	--	--	--	114	--	99		79		70
	450	475	152	--	--	--	117	--	102		82		72
	475	500	154	--	--	--	121	--	104		87		74
	500	525	161	--	--	--	124	--	107		90		78
	525	550	165	--	--	--	126	--	110		93		80
	550	575	168	--	--	--	129	--	114		97		83
	575	600	173	--	--	--	132	--	117		100		85
	600	625	178	--	--	--	135	--	119		102		87
	625	650	183	--	--	--	138	--	122		105		90
	650	675	186	--	--	--	140	--	125		108		92
	675	700	189	--	--	--	144	--	128		111		95



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.

◇ Increase, Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 583

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.					
*657-F Cancels 657-E	MILES	◇ RATE		MILES	◇ RATE	
	But not	Any	Minimum Weight	But not	Any	Minimum Weight
	Over over	Quantity	20,000 Pounds	Over over	Quantity	20,000 Pounds
		(1) (2)	(1) (2)			
	0 3	33½ 34½	5-3/4 5-3/4	160 180	82	30½
	3 5	37½ 38½	8 8½	180 200	84	30½
	5 10	43 44	9 9½	200 225	91	32½
	10 20	47 48	10 10½	225 250	93	32½
	20 30	52 53	11½ 11½	250 275	97	36
	30 40	57 58	12½ 12½	275 300	103	39
	40 50	60 62	15 15	300 325	108	42
	50 60	62 64	17 17	325 350	110	43
	60 70	64 66	19 19	350 375	118	45
	70 80	66 70	20 20	375 400	120	48
	80 90	69 72	21	400 425	123	49
	90 100	72 74	22	425 450	130	52
	100 120	75 76	25	450 475	134	53
	120 140	77 77	26½	475 500	139	55
	140 160	80 80	29½	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 3½ of Item No. 270 series. (3) Add to rate for 500 miles 3-3/4 cents per 100 pounds for each 25 miles or fraction thereof. (4) Add to rate for 500 miles 1-1/2 cents per 100 pounds for each 25 miles or fraction thereof.					
	Change ) Increase )	Decision No. 48958				
	EFFECTIVE SEPTEMBER 10, 1953					
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
	Correction No. 584					

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds			
		TO LOS ANGELES-HYNES TERRITORY		TO SAN DIEGO TERRITORY	
FROM					
◇ RATES (See Note 1)					
		Minimum Weight 20,000 Pounds (See Note 2)	Any Quantity	Minimum Weight 20,000 Pounds	Any Quantity
HAY AND RELATED ARTICLES, viz.: Fodder, bean, cane, corn      Leaves, cactus, dried, or pea,                              Straw. Hay, See Item No. 271 series for description of territories.					
*658-H Cancels 658-G	Barstow Territory	(1) 32½	---	---	---
	Coachella Valley Territory	76	91	25	---
	Fresno Territory	(1) 97	(1) 42	---	---
	Imperial Valley Territory	91	38	80	22
	Lancaster Territory	(1) 66	(1) 26½	---	---
	Merced Territory	(1) 108	(1) 44	---	---
	North Kern Territory	(1) 82	(1) 36	---	---
	Palo Verde Territory	---	(1) 39	---	---
	Salton Sea Territory	82	34½	91	25
	South Kern Territory	(1) 79	(1) 32½	---	---
Tulare Territory	(1) 91	(1) 38	---	---	

(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 ½ cent 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 \$23.96 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  $\diamond$ \$ 23.73 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 )  
 $\diamond$  Increase) Decision No. 48958

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 585

Third Revised Page ....51-J  
Cancels  
Second Revised Page ....51-J

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)	
			In Cents per 100 Pounds	
	COMMODITY	FROM	TO	RATES
◇659-E Cancels 659-D	Ice Minimum weight 30,000 pounds	Porterville Tulare Visalia Exeter	Delano	7½ 7½ 8½ 9

◇ Increase, Decision No. 48958

EFFECTIVE SEPTEMBER 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 586

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	Over	But not over	Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds	
			(1)	(2)					
◇690-H Cancels 690-G	0	5	10	10½	7½	100	110	25	22½
	5	10	10	10½	7½	110	120	28½	23
	10	15	10½	11½	7½	120	130	29½	24
	15	20	10½	11½	7½	130	140	30½	25
	20	25	11½	12½	8½	140	150	34½	28½
	25	30	11½	12½	8½	150	160	37	29½
	30	35	12½	13½	9	160	170	39	29½
	35	40	13½	13½	10½	170	180	40	33½
	40	45	15	15	10½	180	190	42	34½
	45	50	16	16	11½	190	200	43	37
	50	60	17	17	14½	200	220	47	38
	60	70	18	20	14½	220	240	50	40
	70	80	21	21	16	240	260	54	42
	80	90		22	17	260	280	58	47
	90	100		24	21	280	300	62	49
					300	325	66	52	
	Over 325 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 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.									
NOTE 1.—For charges for weighing shipments, see Item No. 670 series. For estimated weights, see Item No.680 series.									
◇ Increase, Decision No. <b>48958</b>									
EFFECTIVE September 10, 1953									
Issued by the Public Utilities Commission of the State of California, San Francisco, California.									
Correction No. 587									

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)						
	LUMBER AND FOREST PRODUCTS, viz.: Logs.						
	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%; text-align: center;">BETWEEN</td> <td style="width: 33%; text-align: center;">AND</td> <td style="width: 33%; text-align: right;">Rate in cents per hour</td> </tr> <tr> <td style="text-align: center;">Points in Del Norte, Humboldt or Mendocino Counties</td> <td style="text-align: center;">Points in Del Norte, Humboldt or Mendocino Counties</td> <td style="text-align: right; vertical-align: bottom;">01116 (See Note 1)</td> </tr> </table>	BETWEEN	AND	Rate in cents per hour	Points in Del Norte, Humboldt or Mendocino Counties	Points in Del Norte, Humboldt or Mendocino Counties	01116 (See Note 1)
BETWEEN	AND	Rate in cents per hour					
Points in Del Norte, Humboldt or Mendocino Counties	Points in Del Norte, Humboldt or Mendocino Counties	01116 (See Note 1)					
*700-B Cancel 700-A	<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 )                  (Increase) Decision No. 48958</p>						
	EFFECTIVE September 10, 1953						
	<p>Issued by the Public Utilities Commission of the State of California,                  San Francisco, California.</p> <p>Correction No. 588</p>						

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)												
	<p>HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE</p> <p>Rates in this item apply for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or 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 Note 1).</p> <p>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>												
<p>*720-H Cancel 720-G</p>	<p style="text-align: right;">◊ Rates in Dollars Per Hour (See Note 3)</p>												
	<table border="0"> <thead> <tr> <th data-bbox="341 1088 1161 1122">Type of Equipment</th> <th data-bbox="1161 1088 1487 1122"></th> </tr> </thead> <tbody> <tr> <td data-bbox="341 1153 1161 1252">Trucks, Tractors, Trailers, Semi-Trailers or any combination thereof moving as a single unit:</td> <td data-bbox="1161 1153 1487 1252"></td> </tr> <tr> <td data-bbox="341 1283 1161 1317">3-Ton or Less Capacity -----</td> <td data-bbox="1161 1283 1487 1317">6.41</td> </tr> <tr> <td data-bbox="341 1317 1161 1351">Over 3-Ton But Not Over 6-Ton Capacity</td> <td data-bbox="1161 1317 1487 1351">7.25</td> </tr> <tr> <td data-bbox="341 1351 1161 1385">Over 6-Ton But Not Over 10-Ton Capacity</td> <td data-bbox="1161 1351 1487 1385">7.88</td> </tr> <tr> <td data-bbox="341 1385 1161 1419">Over 10-Ton Capacity -----</td> <td data-bbox="1161 1385 1487 1419">10.29</td> </tr> </tbody> </table>	Type of Equipment		Trucks, Tractors, Trailers, Semi-Trailers or any combination thereof moving as a single unit:		3-Ton or Less Capacity -----	6.41	Over 3-Ton But Not Over 6-Ton Capacity	7.25	Over 6-Ton But Not Over 10-Ton Capacity	7.88	Over 10-Ton Capacity -----	10.29
Type of Equipment													
Trucks, Tractors, Trailers, Semi-Trailers or any combination thereof moving as a single unit:													
3-Ton or Less Capacity -----	6.41												
Over 3-Ton But Not Over 6-Ton Capacity	7.25												
Over 6-Ton But Not Over 10-Ton Capacity	7.88												
Over 10-Ton Capacity -----	10.29												
	<p>Note 1.- When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.</p> <p style="text-align: center;">(Continued)</p>												
<p>* Change ) ◊ Increase)</p>	<p>Decision No. 48958</p>												
	<p style="text-align: center;">EFFECTIVE September 10, 1953</p>												
<p>Correction No. 589</p>	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California</p>												



Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)																												
	<p>HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE (Concluded)</p> <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> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Minutes</th> <th style="text-align: center;">But</th> <th></th> <th style="text-align: center;">Omit</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">Not Over</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: center;">shall be</td> <td style="text-align: center;">1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: center;">shall be</td> <td style="text-align: center;">1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: center;">shall be</td> <td style="text-align: center;">3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: center;">shall be</td> <td style="text-align: center;">1 hour</td> </tr> </tbody> </table> <p>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 \$3.15 per hour per extra man furnished.</p> <p><u>Equipment List</u></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>E. Each vehicle shall have stenciled or otherwise permanently displayed on it the carrying capacity thereof.</p>	Minutes	But		Omit	Over	Not Over			0	8			8	23	shall be	1/4 hour	23	38	shall be	1/2 hour	38	53	shall be	3/4 hour	53	60	shall be	1 hour
Minutes	But		Omit																										
Over	Not Over																												
0	8																												
8	23	shall be	1/4 hour																										
23	38	shall be	1/2 hour																										
38	53	shall be	3/4 hour																										
53	60	shall be	1 hour																										
*720-1-A Cancel 720-1																													

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 )  
◇ Increase) Decision No. 48958

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California  
Correction No. 590

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds.					
	<p>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:</p>							
MILES (See Note 1)		RATES			MILES (See Note 1)		RATES	
		MINIMUM WEIGHT					MINIMUM WEIGHT	
But Not	Over	20,000 Pounds	30,000 Pounds	But Not	Over	20,000 Pounds	30,000 Pounds	
Over	Over	(1)	(2)	Over	Over	Pounds	Pounds	
0	3	9	10	7 $\frac{1}{2}$	90	100	24	22
3	5	10	10 $\frac{1}{2}$	7 $\frac{1}{2}$	100	110	25	24
5	10	10 $\frac{1}{2}$	10 $\frac{1}{2}$	8 $\frac{1}{2}$	110	120	29 $\frac{1}{2}$	25
10	15	10 $\frac{1}{2}$	11 $\frac{1}{2}$	8 $\frac{1}{2}$	120	130	33 $\frac{1}{2}$	28 $\frac{1}{2}$
15	20	11 $\frac{1}{2}$	11 $\frac{1}{2}$	9	130	140	34 $\frac{1}{2}$	29 $\frac{1}{2}$
20	25	11 $\frac{1}{2}$	12 $\frac{1}{2}$	9	140	150	38	33 $\frac{1}{2}$
25	30	12 $\frac{1}{2}$	12 $\frac{1}{2}$	10 $\frac{1}{2}$	150	160	39	34 $\frac{1}{2}$
30	35	12 $\frac{1}{2}$	13 $\frac{1}{2}$	10 $\frac{1}{2}$	160	170	40	37
35	40	13 $\frac{1}{2}$	13 $\frac{1}{2}$	11 $\frac{1}{2}$	170	180	42	38
40	45	15	15	11 $\frac{1}{2}$	180	190	43	39
45	50	16	16	12 $\frac{1}{2}$	190	200	47	40
50	60	17	17	14 $\frac{1}{2}$	200	220	49	42
60	70	18	20	16	220	240	53	46
70	80	21	21	17	240	260	55	48
80	90	22	21	17	260	280	58	51
					280	300	62	52
					300	325	66	56
					325	350	69	60

Over 350 miles class rates apply.

725-E  
 Cancels  
 725-D

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 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.

◇ Increase, Decision No. 48958

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 591

Item No.	SECTION NO. 3 COMMODITY RATES (Continued)				
	In Cents per 100 Pounds				
	COMMODITY	FROM	TO	RATE	
20,000 Pounds				30,000 Pounds	
0726-D Cancels 726-C	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) 62	(1) 52
		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) 62	(1) 52
(1) Subject to Item No. 900 series.					
◇ Increase, Decision No. 48958					
EFFECTIVE SEPTEMBER 10, 1953					
Issued by the Public Utilities Commission of the State of California, San Francisco, California					
Correction No. 592					

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. 653½ series for Application of Rates in this item.												
	MILES		(3) RATES										
	Over	But not Over	Minimum Weights 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	45	47	30½	32½	26	27	8½	9	6½	6-3/4	5½
	3	5	46	48	32½	33½	26	27	10½	11½	8	8	6½
	5	10	47	49	33½	34½	26	27	11½	13	8	8½	7½
	10	15	49	50	35½	36½	27	28	13	13	8½	8½	7½
	15	20	51	52	37½	38½	28	29½	14	14	8½	9	7½
	20	25	53	54	40	41	29½	30½	15	16	9	10½	8
	25	30	55	57	41	43	30½	32½	16	17	10	10½	8
	30	35	58	59	42	46	32½	33½	17	18	10½	11½	9
	35	40	59	60	46	48	33½	34½	18	20	10½	11½	9
	40	45	60	62	49	50	34½	35½	20	21	11½	12½	9
	45	50	61	64	51	53	37	38	22½	23½	11½	12½	9
	50	60	63	66	54	55	39	40	23½	24½	12½	12½	10½
	60	70	65	68	58	59	40	42	24½	25½	13½	13½	12
	70	80	67	70	61	61	41	43	26½	26½	15	15	13
	80	90	69	72	---	---	43	45	27½		17		15
	90	100	73	73	---	---	46	47	28½		18		16
	100	110	74	74	---	---	49	49	30½		21		18
	110	120	75	75	---	---	49	49	35		22		18
	120	130	76	76	---	---	50	50	37		23		21
	130	140	77	77	---	---	51	51	39		24		21
	140	150	78	78	---	---	53	53	40		25		23
	150	160		79	---	---		53	41		28½		24
	160	170		80	---	---		58	42		28½		25
	170	180		87	---	---		61	45		29½		25
	180	190		87	---	---		61	48		30½		28
	190	200		89	---	---		64	50		30½		28
	200	220		91	---	---		66	52		34½		30
	220	240		94	---	---		69	54		39		35
	240	260		99	---	---		74	61		40		38
	260	280		104	---	---		78	64		42		40
	280	300		106	---	---		82	66		47		41
	300	325		111	---	---		88	72		50		47
	325	350		115	---	---		90	76		52		49
	350	375		118	---	---		94	79		56		51
	375	400		123	---	---		97	85		61		53

0728-E  
Cancels  
728-D

400	425	127	---	---	102	90	64	56
425	450	129	---	---	106	95	67	61
450	475	135	---	---	110	98	69	64
475	500	139	---	---	114	102	74	66
500	525	142	---	---	118	107	77	68
525	550	147	---	---	123	110	81	71
550	575	150	---	---	126	114	85	73
575	600	154	---	---	130	117	88	77
600	625	157	---	---	134	119	90	78
625	650	162	---	---	137	122	93	81
650	675	166	---	---	140	125	100	85
675	700	168	---	---	144	128	102	88

(3) Exception to mileage rates

(4) 8½

(4) 6½

(4) 5-3/4

(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.

◇ Increase, Decision No: 48958

EFFECTIVE September 10, 1953

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

Correction No. 593

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
	COMMODITY	BETWEEN	AND	RATE
*730-F Cancels 730-E	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	◊ (1)(2) 42
(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 ) ◊Increase) Decision No. 48958				
EFFECTIVE SEPTEMBER 10, 1953				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 594				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
	COMMODITY	FROM	TO	RATE
*740-E Cancels 740-D	Sugar, minimum weight 30,000 pounds	SAN FRAN- CISCO (See Item No. 260 series)  CROCKETT	LOS ANGELES BASIN TERRITORY as described in Item No. 270 series	(1) (2) (3) 042
	<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 03½ 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 ) ◊ Increase), Decision No. 48958</p>				
EFFECTIVE SEPTEMBER 10, 1953				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>				
Correction No. 595				



Item No.	SECTION NO. 3		COMMODITY RATES (Continued)				
			In Cents per 100 Pounds				
	SUGAR						
	MILES Over	But not Over	RATES				
MINIMUM WEIGHT IN POUNDS							
10,000			20,000		36,000		
(1)	(2)	(1)	(2)				
	0	3	12½	12½	8	8	5-1/4
	3	5	14	14	8½	8½	5-3/4
	5	10	15	15	9	10	7-1/4
	10	15	16	16	10	10½	7-1/4
	15	20	16	17	10½	11½	8-1/2
	20	25	17	18	11½	12½	9
	25	30	18	20	12½	13½	10-1/2
	30	35	20	21	13½	15	10-1/2
	35	40	22½	22½	15	16	11-1/2
	40	45	23½	24½	16	17	12-1/2
	45	50	24½	25½	17	18	14-1/2
	50	60	25½	26½	18	20	14-1/2
	60	70	27½	28½	21	21	17
	70	80	30½	30½	23	23	18
	80	90		34		24	21
0750-D	90	100		37		25½	22
Cancel	100	110		38		28½	23
750-C	110	120		40		29½	24
	120	130		41		33½	25
	130	140		42½		34½	28½
	140	150		45		38	29½
	150	160		48		39	30½
	160	170		50		40	33½
	170	180		51		42	34½
	180	190		53		47	38
	190	200		54		48	39
	200	220		58		51	41
	220	240		63		53	43
	240	260		65		56	48
	260	280		69		60	51
	280	300		74		63	52
	300	325		77		66	56
	325	350		81		69	60
	350	375		87		72	62
	375	400		90		76	65
	400	425		95		79	67
	425	450		98		82	70
	450	475		102		85	72

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.

◇ Increase, Decision No. 48958

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