

**ORIGINAL**

Decision No. 4907S

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 pro-  
vided in Highway Carriers' Tariff  
No. 2).

Case No. 5432

SUPPLEMENTAL OPINION AND ORDER

Minimum rates for the transportation of general commodities are set forth in Highway Carriers' Tariff No. 2. These rates are generally subject to the provisions of the Western Classification and of the Pacific Southcoast Freight Bureau Exception Sheet, but are not subject to all of the provisions of these publications. Rules of the classification and exception sheet which do not apply in connection with the minimum rates are listed by number in the minimum rate tariff. That tariff also makes reference to other provisions of the classification and exception sheet by using the numbers of the items in which the provisions are stated. The exception sheet has been reissued, effective September 25, 1953. Its provisions have been rearranged and its rules and items renumbered. Tariff No. 2 should be revised accordingly. Its listing of excepted classification rules should also be brought up to date. In addition an error in cross-referencing in Item No. 110 of Tariff No. 2 should be corrected.

A public hearing is not necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606 as amended) be and it is hereby further amended by incorporating therein the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Eighth	Revised Page 11	Cancels Seventh	Revised Page 11
Seventeenth	Revised Page 15	Cancels Sixteenth	Revised Page 15
Tenth	Revised Page 18	Cancels Ninth	Revised Page 18
First	Revised Page 36	Cancels Original	Page 36

IT IS HEREBY FURTHER ORDERED that tariff publications of common carrier respondents filed pursuant to this order may be made effective on not less than one day's notice to the Commission and to the public.

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

This order shall become effective September 25, 1953.

Dated at San Francisco, California, this 15<sup>th</sup> day of September, 1953.

*[Signature]*  
 President  
*[Signature]*  
*[Signature]*  
*[Signature]*  
 Commissioners

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION
*10-H Cancels 10-G	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11 Series)</p> <p>(a) CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; also any interstate rate of any common carrier railroad or railroads applying between points in California by an interstate or foreign route lawfully in effect at time of shipment.</p> <p>(cc) DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>* (e) EXCEPTION SHEET means Pacific Southcoast Freight Bureau Exception Sheet No. 1-S, Cal.P.U.C. No. 193 of J. P. Haynes, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p> <p>(ea) INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>(ee) PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 110 series.</p> <p>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(h) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(i) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(j) SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p>
	*Change, Decision No. 4907S
	EFFECTIVE SEPTEMBER 25, 1953
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.
	Correction No. 598

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

## APPLICATION OF TARIFF - COMMODITIES

(Concluded)

(Items Nos. 40 and 41 series)

\*NOTE 1.-Includes only used empty carriers which are returning from an outbound paying load of traffic for which rates are not provided in this tariff, or which are being forwarded for a return paying load of traffic for which rates are not provided in this tariff (subject to Rule No. 180 of the Exception Sheet).

NOTE 2.-Exemption applies only when commodities flagged subject to this note are shipped in milk shipping cans, in bottles in cases or crates, or in bulk in tanks.

NOTE 3.-Exemption applies only when the distance between point of origin and destination does not exceed 35 miles, computed in accordance with the provisions of Item No. 100 series.

NOTE 4.-Exemption applies only as to dried fruit in the natural state and which has not been cleaned, washed, stemmed or otherwise prepared or partially prepared for human consumption.

NOTE 5.-Exemption does not apply to sea shells as described in Item No. 652½ series.

NOTE 6.-Exemption applies only to field seeds, viz.:

Adzuki,	Molasses grass,
Alfalfa,	Mustard (except wild mustard),
Bahia grass,	Napier grass,
Bean, field, horse, lima, mat or mung,	Oatgrass, tall,
Beet, field or sugar,	Orchard grass,
Bentgrass,	Pea, Austrian winter, Canadian field,
Bermuda grass,	Tangier, or wedge,
Bluegrass,	Popcorn,
Bluestem,	Proso,
Brome, bunch or smooth,	Redtop,
Carpet grass,	Reed canary grass,
Chick pea (garbanzo),	Rescue grass,
Clover (except sweet clover),	Rhodes grass,
Creeping bent,	Ryegrass,
Dallis grass,	Safflower,
Dog's-tail, crested,	Sainfoin,
Doliches,	Sand dropseed,
Fenugreek,	Sesbania,
Fescue grass,	Soybean,
Foxtail, meadow,	Sudan grass,
Guar,	Sweet vernalgrass,
Guinea grass,	Timothy,
Harding grass,	Velvet bean,
Kudzu,	Velvet bent,
Lespedeza,	Velvet grass,
Lupine,	Wheatgrass, crested or slender.
Medic, black	

NOTE 7.-Exemption will not apply to transportation for which rates are provided in Items Nos. 657 and 658 series.

NOTE 8.-Exemption will not apply to transportation for which rates are provided in Items Nos. 315 and 605 series.

\*41-N  
Cancels  
41-M

NOTE 10.-Exemption will not apply to transportation for which rates are provided in Item No. 700 series.

\* Change, Decision No. 4907S

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San Francisco, California.  
Correction No. 599

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
100-E Cancels 100-D and 100-C	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>(a) Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exceptions:</p> <ol style="list-style-type: none"> <li>1. Distances from or to points located within zones described in Item No. 260 series shall be computed from or to the mileage basing points designated in connection with such descriptions.</li> <li>2. From points of origin or to points of destination more than 70 miles distant from both the San Francisco and the Oakland pickup and delivery zones (computed in accordance with the method hereinabove provided), distances from points of origin or to points of destination located within the San Francisco pickup and delivery zone or located within the Oakland pickup and delivery zone shall be the average of the distances from or to the San Francisco pickup and delivery zone and the Oakland pickup and delivery zone (computed in accordance with the method hereinabove provided). In the event such average distance is less than the distance computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point. (See Note.)</li> <li>3. For transportation under rates in Items Nos. 654, 654½ and 728 series, between points lying within the Imperial Valley Irrigation District on the one hand and points lying without such district on the other hand, distances shall be those computed in accordance with the Distance Table from or to the City of Imperial.</li> </ol> <p>NOTE.-In computing distances under the provisions of Item No. 160 series in connection with split pickup shipments, or under the provisions of Item No. 170 series in connection with split delivery shipments, the average of the distance from or to (or from and to) the San Francisco Pickup and Delivery Zone and the distance from or to (or from and to) the Oakland Pickup and Delivery Zone shall be used only when the distance computed under the provisions of those items from or to (or from and to) both zones is more than 70 constructive miles.</p>
	<p style="text-align: center;">APPLICATION OF RATES - DEDUCTIONS</p> <p>*(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 10(k), (l) and (m) series from point of origin to point of destination, subject to Items Nos. 120, 140, 142 and 143 series.</p>

(b) Subject to Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, rates shall be 5 cents per 100 pounds (or 5 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. When both point of origin and point of destination are carrier's established depots, rates shall be 10 cents per 100 pounds (or 10 cents per shipment when shipment weighs less than 100 pounds) less than those named herein. In no case shall the net transportation rate be less than 14 cents per 100 pounds when applying the provisions of this paragraph.

\*110-G  
Cancels  
110-F

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

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

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

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

\* Change, Decision No. 49078

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Correction No. 300

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)						
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET						
	RULES						
	*Rates in this tariff are not subject to the provisions of the following rules of the Western Classification:						
	1	7	13	26	31	39	44
	3	8	14	27	32	40	47
	4	9	15	28	34	41	49
*280-A Cancels 280	5	10	16	29	35	42	50
	6	11	24	30	38	43	
	*Rates in this tariff are not subject to the provisions of the following rules of the Exception Sheet:						
	5	40	75	110	160	200	235
	10	45	80	115	165	205	240
	15	50	85	120	170	210	245
	20	55	90	125	175	215	250
	25	60	95	130	185	220	255
	30	65	100	140	190	225	260
	35	70	105	145	195	230	
	RATINGS						
290	Except as otherwise provided in this Section, class rates contained in Section No. 2 are subject to any quantity, less-carload and carload ratings (including minimum weights) as shown in the Western Classification and Exception Sheet. (See Exception.)						
	EXCEPTION.-When the carload minimum weight provided in connection with ratings in the Western Classification or Exception Sheet exceeds 36,000 pounds, the minimum weight shall be considered as being 36,000 pounds for the purpose of applying rates in Section No. 2 of this tariff.						
* Change, Decision No. <b>49075</b>							
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Correction No. 601							
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