

# ORIGINAL

Decision No. 50725

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 Minimum Rate Tariff No. 2).

Case No. 5432  
Order Setting Hearing  
Dated July 2, 1957

Norman Haley and Grant Malquist, for the staff of the Public Utilities Commission of the State of California.

Arlo D. Poe, James Quintrall and J. C. Kaspar, for the California Trucking Associations, Inc., interested parties.

J. J. Deuel, for the California Farm Bureau Federation, Imperial Hay Growers Association, and Kern County Hay Growers, protestants.

## O P I N I O N

This phase of Case No. 5432 deals with the minimum rates, rules and regulations that are prescribed in Minimum Rate Tariff No. 2 for the transportation of hay and related articles by for-hire highway carriers.

On February 6, 1953, a public hearing was held before Examiner C. S. Abernathy at Los Angeles to receive evidence on proposals of the Commission's staff to revise said rates for hay. Evidence explaining the proposed revisions and the bases thereof was presented by a transportation engineer and a rate expert of the Commission's staff. Evidence in opposition to the proposals was

presented by witnesses for the California Farm Bureau Federation, the Imperial Hay Growers Association and the Kern County Hay Growers. Representatives of the California Trucking Associations, Inc., and of certain hay dealers also participated in the development of the record.

The minimum rates which currently apply for the transportation of hay are specific commodity rates. Territorial rates are provided for movements between the principal areas of hay production and hay consumption. Otherwise, distance rates apply. The most recent comprehensive adjustment in the minimum rates for hay occurred in 1948, although the level of the rates has been increased from time to time since then in order to reflect increases which have taken place in the carriers' costs of operations.

The stated purpose of the staff proposals is to adjust the rates where necessary to make them conform more nearly to present conditions as reflected in studies which the staff witnesses made of the costs and other factors applicable to the transportation performed. The proposals involve increases in rates in some instances, and decreases or no change in the volume of the rates in other instances. Generally speaking, the principal increases which are proposed are in the rates for less-truckload shipments. The rates for truckload shipments would remain approximately the same as at present. However, present minimum weight provisions, whereby the truckload rates are subject to minimum weights of 20,000, 26,000 and 36,000 pounds, depending upon whether shipment is by truck, tractor and semi-trailer, truck and trailer, would be canceled. Instead, the lowest available rate would be made subject

to a minimum weight of 40,000 pounds with a somewhat higher rate applying for shipments subject to a minimum weight of 30,000 pounds. The form of the rates would be modified in that the class rates in Minimum Rate Tariff No. 2 would be made to apply in lieu of the commodity distance rates, which would be canceled. According to the Commission rate witness, the proposed rates are designed to return revenues which are slightly above full costs; also, their level is such that the carriers will be reasonably competitive with hay dealers who transport hay by means of their own facilities.<sup>1/</sup> The record indicates that the latter factor has an important bearing upon the rates that may be assessed inasmuch as the larger portion of the hay that moves from hay-producing to hay-consuming areas is transported via dealer - operated vehicles.<sup>2/</sup>

Other changes in the minimum rate provisions for hay which are advocated in the staff proposals are (a) enlargement of the North Kern Territory to include the Rosedale-Greeley area in order to eliminate competitive disparities between hay producers in the present North Kern Territory and producers in the Rosedale-Greeley area; (b) establishment of a sub-territory to be comprised of the western portion of the Los Angeles-Hynes Territory in order that

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<sup>1/</sup> In Appendices "A" and "B" attached hereto are shown examples of the present and proposed rates. Also are shown examples of the costs which the Commission engineer determined to be applicable to the transportation of representative shipments of hay.

<sup>2/</sup> The transportation of hay by dealers as a proprietary operation is not subject to minimum rate regulation. The fact that a preponderance of the movements has in the past been thus unregulated as to rates has resulted in difficult problems in the application of minimum rates to movements subject to regulation. For detailed discussion of the problems involved, see the report of Examiner C. Ray Bryant issued June 5, 1950, in C. 4808.

said territory may be served from the near-by Lancaster Territory at rates more commensurate with the costs of the service; (c) re-designation of the Los Angeles-Hynes Territory to Los Angeles-Artesia Territory to reflect present area designations; (d) elimination of a virtually unused minimum charge in connection with transportation performed at rail-competitive rates; and (e) extension of transit provisions which now apply in connection with deliveries in the Los Angeles-Hynes Territory to apply also to deliveries in the San Diego Territory.<sup>3/</sup>

The opposition of the California Farm Bureau Federation, the Imperial Hay Growers Association, and the Kern County Hay Growers to the staff proposal dealt with the recommendations that the lowest available rate for truckload shipments be made subject to a minimum weight of 40,000 pounds. Evidence was submitted on behalf of these organizations to show that a considerable volume of hay is transported by tractor-semi-trailer combinations and that the average weights of the shipments so transported range from 29,300 pounds to 39,500 pounds. Argument was presented to the effect that unless the truckload rates are made subject to a lesser weight than 40,000 pounds, shippers would not use carriers' operating equipment of lesser capacity than 40,000 pounds; that carriers now transporting hay by tractors and semi-trailers would be forced into the unregulated transportation of hay as itinerant merchants; and that the result would be that present difficulties in maintaining a stable rate structure for the transportation of hay would be accentuated.

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<sup>3/</sup> The rate expert also recommended changes in the tariff provisions relating to tailgate and other-than-tailgate loading and unloading services performed in connection with transportation performed at rail-competitive rates. This matter has been disposed of separately. See Decision No. 56461, dated April 1, 1958, in Case No. 5432.

On the other hand, the California Trucking Associations, Inc., supported the proposed minimum weight of 40,000 pounds. Their position in this regard was that rates should reflect the costs of the service; that shippers should have the benefit of lower rates which are based on a high minimum weight; and that such rates promote the maximum usage of carriers' equipment operated over the public highways.

The evidence in this matter is clear that the present minimum rate provisions for hay should be revised in order that they may more nearly reflect current operating conditions. Generally speaking, it appears that the revisions which the rate witness for the Commission's staff proposed would give reasonable effect to present circumstances and that, except as hereinafter provided, the proposed revisions, including the recommended minimum weight of 40,000 pounds for truckloads, should be adopted. Although the California Farm Bureau Federation, et al., urged the establishment of truckload rates on the lesser minimum of 36,000 pounds, the evidence is persuasive that the predominant movements which are involved exceed 40,000 pounds. Accordingly it appears that such movements should be considered as the rate-making movements and that the rates therefor should reflect the costs applicable thereto. In this connection it should be pointed out that adoption of the 36,000-pound minimum recommended by the California Farm Bureau Federation, et al., would necessarily result in higher rates than those which would apply for shipments subject to a minimum of 40,000 pounds. Although establishment of a minimum of 36,000 pounds might maintain competitive equality between carriers operating the large and

smaller units of equipment respectively, the gains would be at the expense of higher rates for the bulk of the traffic and at the expense of carriers operating the larger equipment whose ability to compete with non-regulated hay dealers and itinerant merchants would be impaired.

In one respect the revisions recommended by the Commission rate witness will not be adopted. As has been previously indicated, the proposals include the substitution of class rates for specific commodity rates except in connection with shipments of 40,000 pounds or more moving into designated territories. It appears that the recommended class rates for shipments of 30,000 pounds or more provide a convenient basis of stating rates that would be reasonable in light of the applicable costs. With respect to the proposed application of 3d class rates to shipments of lesser weights, however, it appears that such rates would return revenues in excess of those indicated by Sections 726 and 3661 of the Public Utilities Code.<sup>4/</sup> On the other hand it appears that application of the 4th class rates to shipments of less than 30,000 pounds would be more consistent with the rates that would otherwise apply for the transportation of

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<sup>4/</sup> "It is the policy of the State in rate making to be pursued by the commission to establish such rates as will promote the freedom of movement by carriers of agricultural commodities, including livestock, at the lowest lawful rates compatible with the maintenance of adequate transportation service . . ."

Section 726, Public Utilities Code.

"It is the policy of the State to be pursued by the commission to establish such rates as will promote the freedom of movement of the products of agriculture, including livestock, at the lowest lawful rates compatible with the maintenance of adequate transportation service."

Section 3661, Public Utilities Code.

hay and would be reasonable for the services involved. Accordingly the 4th class rates will be prescribed.

Upon consideration of the record herein, the Commission is of the opinion and finds that the above-indicated modifications in the minimum rates prescribed in Minimum Rate Tariff No. 2 are justified and that said rates, rules and regulations as modified are and will be just, reasonable and non-discriminatory minimum rates for the transportation of hay. Minimum Rate Tariff No. 2 will be revised accordingly.

O R D E R

An adjourned public hearing having been held in the above-entitled proceeding and based upon the evidence received therein and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective June 15, 1958, the revised pages attached hereto and listed in Appendix "C" also attached hereto, which pages and appendix by this reference are made a part hereof.
2. That tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than June 15, 1958; and that tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff changes herein involved.

3. That common carriers, in establishing and maintaining the rates and charges authorized hereinabove, be and they are 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; that such outstanding authorizations be and they are hereby modified only to the extent necessary to comply with this order; and that common carriers, in publishing rates under the authority conferred in this ordering paragraph, shall make reference in their schedules to the prior orders authorizing the long- and short-haul departures and to this order.

The effective date of this order shall be twenty days after the date hereof.

Dated at Los Angeles, California,  
this 20<sup>th</sup> day of May, 1958.

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

Commissioner C. Lyn Fox, being necessarily absent, did not participate in the disposition of this proceeding.



APPENDIX "A"

Examples of Present and Proposed Distance Rates and Costs

(Rates and Costs in Cents per 100 pounds)

<u>Present Rates</u>	<u>Length of Haul - One Way - Constructive Miles</u>				
	<u>: 15</u>	<u>: 30</u>	<u>: 75</u>	<u>: 150</u>	<u>: 250</u>
Any quantity . . . . .	51.7	57.2	72.6	88	102.3
Minimum weight 20,000 pounds . . . . .	10.7	12.3	21.4	31.57	34.78
 <u>Proposed Rates</u>					
Any quantity . . . . .	130	135	150	164	182
Minimum weight 2,000 pounds . . . . .	78	84	104	132	172
" " 4,000 " . . . . .	58	63	77	92	110
" " 10,000 " . . . . .	34	37	48	62	81
" " 20,000 " . . . . .	18	22	36	54	70
" " 30,000 " . . . . .	12	15	22	29	44
" " 40,000 " . . . . .	11	14	21	28	39
 <u>Costs(Exclusive of Allowance for Profit)</u>					
Average load, 13,000 pounds . . . . .	18.1	23.0			
" " 34,000 " . . . . .		15.4	21.5	31.7	44.8
" " 44,000 " . . . . .		14.1	19.5	27.5	38.7

(End of Appendix "A")

APPENDIX "B"

Examples of Present and Proposed Territorial Rates and Costs

(Rates and Costs in Cents per 100 Pounds)

TO	FROM	: TERRITORY :						
		: Barstow :	Coachella Valley	: Fresno :	Imperial Valley	: Merced :	South Kern	: Tulare :
<u>Present Rates</u> <sup>(a)</sup>								
Los Angeles - Hynes Territory		34.78	32.64	44.94	40.66	47.08	34.78	40.66
San Diego Territory			26.75		23.54			
<u>Proposed Rates</u> <sup>(b)</sup>								
Los Angeles - Hynes Territory		30.0	28.0	44.0	36.0	51.0	30.0	38.0
San Diego Territory			31.0		28.0			
<u>Costs (Exclusive of Allowance for Profit)</u> <sup>(c)</sup>								
Los Angeles - Hynes Territory		28.3	26.7	43.2	34.5	51.3	28.6	36.3
San Diego Territory			30.2		26.2			

(a) Minimum Weight for Shipments moving by  
 Truck - 20,000 pounds  
 Tractor and Semi-Trailer - 26,000 pounds  
 Truck and Trailer - 36,000 pounds

(b) Minimum Weight Shipment -  
 40,000 pounds

(c) Average Load One way  
 44,000 pounds

(End of Appendix "B")

APPENDIX "C" TO DECISION NO. 56725

Revised Pages to Minimum Rate Tariff No. 2

Authorized by Said Decision

Seventeenth Revised Page 2

Thirteenth Revised Page 6

Thirteenth Revised Page 9

Thirty-sixth Revised Page 14

Twenty-fifth Revised Page 15

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Seventh Revised Page 24

Fourth Revised Page 35-A

Second Revised Page 37-A

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Tenth Revised Page 51-I

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\* Change, Decision No. 56725

EFFECTIVE JUNE 15, 1958

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San Francisco, California.

Correction No. 818

INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Feed, Clover	652½, 654	Gable Ornaments	660, 690
Feed, Gluten	652, 652½, 654	Garlic Chips	(1)
Feed, Mill	652, 652½, 654	Garlic Powder	(1)
Feed, Poultry	652, 652½, 654	Gas, petroleum liquefied	723-726
Feed, Sorghum (M)	652½, 654	Gauges, Bit	365
Feterita	652, 652½, 654	Gelatine	360
Fig Paste	350	Generators, Electric (M)	365
Fig Pulp	350	Germ	652, 652½, 654
Figs, dried	350, 640	Ginger Ale	600
Fire Brick (M)	365	Glucose	360
Fire Clay (M)	365	Glycerine, unmedicated	395
Fish, cooked, pickled or preserved	(1)	Grain Products, as described	652, 652½, 654
Fish, other than fresh or frozen	360	Grain	652, 652½, 654
Fish Roe	(1)	Grains, Brewers'	652, 652½, 654
Fittings, Iron or Steel Pipe	365, 378	Grains, Distillers'	652, 652½, 654
Fittings, Closet and Pantry	660, 690	Grate Bars	365
Fixtures, Built-in	660, 690	Grille Work	660, 690
Flakes, Brewers'	652, 652½, 654	Crips	365
Flakes, Hominy	652, 652½, 654	Grit	652½, 654
Flavoring Compounds	360	Grits	652, 652½, 654
Flaxseed	652, 654	Groats	652, 652½, 654
Flour, Bean	653, 654	Guides, Wire Line	365
Flour, Grain	652, 652½, 654	Gum, Chewing	360
Flour, Potato	653, 654	Gutters	660, 690
Flour, Prepared	653, 654, 655, 656	Handles, wooden	365
Flour, Rice	653, 654	Hand Rails	660, 690
Flowers, fresh cut	340	*Hay	355, 658
Flues, Boiler	365	Heading	660, 690
*Fodder, bean, cane, corn or pea	355	Heads, Control Casing, Drive Pipe or Casing	365
Fondant, Candy	360	Hegari	652, 652½, 654
Food, Cereal	360	Higera	652, 652½, 654
Food, baby	(1)	Hominy	(1), 652, 652½, 654
Food, Infants' or Invalids'	360	Hominy Flakes	652, 652½, 654
Food Preparations, Cereal	360, 655, 656	Honey	360, 610
Forges	365	Honey Box Lumber	660, 690
Frames (Slid, screen and door)	660, 690	Hooks, Casing, Sucker Rod, Throwoff or Tubing	365
Frames, Window	660, 690	Horseradish	360
Fruit, candied, crystallized, glazed or stuffed	360 (1)	Horseradish, prepared	(1)
Fruit, crushed	350, 640	Hulls	652, 652½, 654
Fruit, dried	(1)	Hulls, cottonseed	652½, 654
Fruit Drink	(1)	Hulls, rice	652½, 654
Fruit (not dried, evaporated nor fresh)	(1)	Ice	659
Fruit Juice	600	Ice Cream	370
Fruit Juice Powders or Crystals, Citrus	360	Icings	360
Fruit Peel, Candied, Crystallized, Glaced or Stuffed	360	Insecticides (M)	723-726
Fruit Syrup	360	Ironing Boards	660, 690
		Iron, Plate or Sheet	365
		Jacks, Oil Well Pumping	365
		Jacks, Well Tool	365
		Jam	(1)
		Jambs, Door	660, 690
		Jelly	(1)

Joists, Rotary Tool and Sucker Rod	365	Kelp	652 <sup>1</sup> / <sub>2</sub> , 654
Juice, Clam	(1)	Kitchen Cabinets	660, 690
Juice, Fruit	(1)	Lacquers	377
Juice, Tomato	(1)	Lard	360, 730
Juice, Vegetable	(1)	Lard Compounds	360
Kaffir Corn	652, 652 <sup>1</sup> / <sub>2</sub> , 654	Lard Substitutes	360, 730
Kaoliang	652, 652 <sup>1</sup> / <sub>2</sub> , 654	Lath	660, 690
		*Leaves, cactus	355
		Lentils (M)	653, 654

\* Change, Decision No. 50725

(1) See "Canned Goods and Other Articles as described in Item No. 610."

(M) Denotes articles on which application of rates is limited to mixed shipments.

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Correction No. 619

INDEX OF COMMODITIES (Concluded)			
COMMODITY	Item Number	COMMODITY	Item Number
Shoes, Casing	365	Tank Steel (M)	365
Shock, box or crate	660, 690	Tapioca	360
Shortening	360	Tapioca (M)	653, 654
Shorts	652, 652 $\frac{1}{2}$ , 654	Tea	360
Shrock Kaffir	652, 652 $\frac{1}{2}$ , 654	Telephone Cabinets	660, 690
Sideboards	660, 690	Temper Screws	365
Silo Material, wooden	660, 690	Templates, Box and Pin	365
Sinkboards	660, 690	Thief Hole Covers	365
Sink Sots	660, 690	Ties, railroad	660, 690
Skimmings	652, 652 $\frac{1}{2}$ , 654	Timbers	700
Slips	365	Timbers, mining	660, 690
Smokestacks (M)	365	Timbers, rough	660, 690
Soap	730	Toilet Preparations	395
Soap, liquid	723-726, 730	Tongs, pipe	365
Soap Powder	730	Tonics	600
Soda (Beverage)	600	Tools, Drilling or Fishing	365
Soda, Washing	730	Tools, Mechanics (M)	365
Solvent (M)	723-726	Tooth Brushes	395
Solvent, Drain pipe	730	Towers, Atmospheric Water Cooling	(1) 365, 660 690
Soups	(1)	Traveling toilet kits	395
Spaghetti (M)	653, 654	Trucks, Steam Boiler (M)	365
Spaghetti, except canned	360	Tubes, Boiler	365
Spaghetti (prepared)	(1)	Tubing, iron or steel, Plate or Sheet, Cast or Wrought	365
Spaghotti and Cheese	(1)	Tubs, Cooling	365
Spolt	652, 652 $\frac{1}{2}$ , 654	Underreamers	365
Spices	360	Valves (M)	365
Spiders	365	Valves, Pump Working Barrel	365
Spindles	660, 690	Varnish	377
Spreads, sandwich	(1)	Vegetable Oil Shortening	730
Sprouts, Malt	652, 652 $\frac{1}{2}$ , 654	Vegetables (not dehydrated, dried, evaporated nor fresh)	(1)
Spudding Shoes and Rings	365	Veneering	600, 690, 700
Stain, wood (M)	723-726	Vermicelli (M)	653, 654
Stair Work	660, 690	Vermicelli, except canned	360
Stakes	660, 690	Vermicelli (prepared)	(1)
Starch, liquid	730	Vinegar	(1)
Staves	660, 690	Wagons, Casing or Bit	365
Steam Boiler Trucks (M)	365	Wainscoting	660, 690
Steel, plate or sheet (M)	365	Washing Powders	730
Steps, pole, wooden	660, 690	Washing soda	730
Stirrups, Disconnecting	365	Water as described	600
Stock, battery separator	660, 690	Wax, automobile, boat, floor or furniture (M)	723-726
Stools, Window	660, 690	Wedges	365, 660, 690
Stout	310, 360, 600	Wedges, mine	660, 690
Straw	355	Welsh Rarebit	(1)
Sugar	360, 390, 740 750	Wheat	652, 652 $\frac{1}{2}$ , 654
Swabs	365	Wheat, Egyptian	652, 652 $\frac{1}{2}$ , 654
Swivels, Hydraulic Rotary	365	Wheels, Band, Bull or Calf	365
Syrup	(1)	Whcy, condensed or powdered	(1)
Syrup, Fruit	360	Witch hazel extract	395
Syrup, grape juice	600	Window Seats	660, 690
Syrup, Malt	360, 600	Wine	400
Tank Material, wooden	660, 690	Wire Rope (M)	365
Tanks, Iron or Steel (M)	365	Wobblers	365
Tanks, oil and gas separating (M)	365	Wrenches	365
		Yeast	360

\* Change, Decision No. 50725

- (1) See "Canned Goods and Other Articles as described in Item No. 610."
- (2) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE JUNE 15, 1958

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San Francisco, California.

Correction No. 820



Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	<p style="text-align: center;">APPLICATION OF TARIFF-COMMODITIES (Items Nos. 40 and 41)</p> <p>Rates in this tariff apply for the transportation of all commodities, except the following:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p>Accessories, motion picture, Automobiles, set up, Automobile parts, accessories, and related articles in secondary movement by Truckaway Service when subject to the rates, rules and regulations set forth in Minimum Rate Tariff No. 12, Baggage, Butter, dairy (Subject to Note 8), Buttermilk, liquid (Subject to Note 2), Carriers (used packages, as described in Item No. 300 of Exception Sheet, empty returning or forwarded for return loads (Subject to Note 1), Cement, hydraulic, masonry, natural or Portland--also lime, common (including magnesium lime, hydrated or hydraulic lime, quick or slaked), cement flue dust, and/or limestone, powdered, shipped in mixed shipments with cement--when transported in shipments of 40,000 pounds or more, or when transported in shipments of lesser weights subject to the rates, rules and regulations, including the minimum charge computed on a minimum weight of 40,000 pounds, which are set forth in Minimum Rate Tariff No. 10, Cement Clinker, Cheese (including cottage cheese and pot cheese) (Subject to Note 8), Commodities transported under the vehicle unit rates, rules and regulations of Minimum Rate Tariff No. 5, applicable within Los Angeles and Orange Counties, Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low-bed trailers, Commodities when transported in dump trucks, for which rates are provided in Minimum Rate Tariff No. 7,</p> </td> <td style="vertical-align: top; width: 50%;"> <p>Directories, telephone, Eggs (other than shelled, desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 of the Exception Sheet, Film, motion picture, *** Fruit, dried, unmanufactured and unprocessed (Subject to Note 4), Fruit, fresh or green (not cold pack nor frozen), Fungicides, agricultural, Furniture, household appliances and other home furnishings which have been sold at retail by a retail merchant, transported from retail stores or retail store warehouses, or transported from retail customers to retail stores or retail store warehouses (Subject to Note 3), Furniture, uncrated, new, as described in and for which rates are provided in Minimum Rate Tariff No. 11-A, and furniture, uncrated, new, for the United States, state, county or municipal governments, Hops, House Trailers, set up, Ice Cream Mix, unflavored, Insecticides, agricultural, Jewelry transported from or to wholesale houses in packages weighing 10 pounds or less, *** Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles, Livestock, Logs (wood) Margarine (Subject to Note 8), Milk, liquid (Subject to Note 2), Newspapers; newspaper supplements, sections or inserts; (not scrap or waste),</p> </td> </tr> </table>	<p>Accessories, motion picture, Automobiles, set up, Automobile parts, accessories, and related articles in secondary movement by Truckaway Service when subject to the rates, rules and regulations set forth in Minimum Rate Tariff No. 12, Baggage, Butter, dairy (Subject to Note 8), Buttermilk, liquid (Subject to Note 2), Carriers (used packages, as described in Item No. 300 of Exception Sheet, empty returning or forwarded for return loads (Subject to Note 1), Cement, hydraulic, masonry, natural or Portland--also lime, common (including magnesium lime, hydrated or hydraulic lime, quick or slaked), cement flue dust, and/or limestone, powdered, shipped in mixed shipments with cement--when transported in shipments of 40,000 pounds or more, or when transported in shipments of lesser weights subject to the rates, rules and regulations, including the minimum charge computed on a minimum weight of 40,000 pounds, which are set forth in Minimum Rate Tariff No. 10, Cement Clinker, Cheese (including cottage cheese and pot cheese) (Subject to Note 8), Commodities transported under the vehicle unit rates, rules and regulations of Minimum Rate Tariff No. 5, applicable within Los Angeles and Orange Counties, Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low-bed trailers, Commodities when transported in dump trucks, for which rates are provided in Minimum Rate Tariff No. 7,</p>	<p>Directories, telephone, Eggs (other than shelled, desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 of the Exception Sheet, Film, motion picture, *** Fruit, dried, unmanufactured and unprocessed (Subject to Note 4), Fruit, fresh or green (not cold pack nor frozen), Fungicides, agricultural, Furniture, household appliances and other home furnishings which have been sold at retail by a retail merchant, transported from retail stores or retail store warehouses, or transported from retail customers to retail stores or retail store warehouses (Subject to Note 3), Furniture, uncrated, new, as described in and for which rates are provided in Minimum Rate Tariff No. 11-A, and furniture, uncrated, new, for the United States, state, county or municipal governments, Hops, House Trailers, set up, Ice Cream Mix, unflavored, Insecticides, agricultural, Jewelry transported from or to wholesale houses in packages weighing 10 pounds or less, *** Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles, Livestock, Logs (wood) Margarine (Subject to Note 8), Milk, liquid (Subject to Note 2), Newspapers; newspaper supplements, sections or inserts; (not scrap or waste),</p>
<p>Accessories, motion picture, Automobiles, set up, Automobile parts, accessories, and related articles in secondary movement by Truckaway Service when subject to the rates, rules and regulations set forth in Minimum Rate Tariff No. 12, Baggage, Butter, dairy (Subject to Note 8), Buttermilk, liquid (Subject to Note 2), Carriers (used packages, as described in Item No. 300 of Exception Sheet, empty returning or forwarded for return loads (Subject to Note 1), Cement, hydraulic, masonry, natural or Portland--also lime, common (including magnesium lime, hydrated or hydraulic lime, quick or slaked), cement flue dust, and/or limestone, powdered, shipped in mixed shipments with cement--when transported in shipments of 40,000 pounds or more, or when transported in shipments of lesser weights subject to the rates, rules and regulations, including the minimum charge computed on a minimum weight of 40,000 pounds, which are set forth in Minimum Rate Tariff No. 10, Cement Clinker, Cheese (including cottage cheese and pot cheese) (Subject to Note 8), Commodities transported under the vehicle unit rates, rules and regulations of Minimum Rate Tariff No. 5, applicable within Los Angeles and Orange Counties, Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low-bed trailers, Commodities when transported in dump trucks, for which rates are provided in Minimum Rate Tariff No. 7,</p>	<p>Directories, telephone, Eggs (other than shelled, desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 of the Exception Sheet, Film, motion picture, *** Fruit, dried, unmanufactured and unprocessed (Subject to Note 4), Fruit, fresh or green (not cold pack nor frozen), Fungicides, agricultural, Furniture, household appliances and other home furnishings which have been sold at retail by a retail merchant, transported from retail stores or retail store warehouses, or transported from retail customers to retail stores or retail store warehouses (Subject to Note 3), Furniture, uncrated, new, as described in and for which rates are provided in Minimum Rate Tariff No. 11-A, and furniture, uncrated, new, for the United States, state, county or municipal governments, Hops, House Trailers, set up, Ice Cream Mix, unflavored, Insecticides, agricultural, Jewelry transported from or to wholesale houses in packages weighing 10 pounds or less, *** Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles, Livestock, Logs (wood) Margarine (Subject to Note 8), Milk, liquid (Subject to Note 2), Newspapers; newspaper supplements, sections or inserts; (not scrap or waste),</p>		

\*40-JJ  
Cancels  
40-II

Commodities which consist of or contain materials essential to National Defense and which have been donated to and are transported for the United States Government, governmental agencies, or nonprofit organizations acting for or in behalf of said government in the collection, assembly or transportation of said commodities in connection with the recovery of said essential materials from the commodities transported,

Concrete transported in motor vehicles equipped for mechanical mixing in transit,

Cotton,

Cream (Subject to Note 2),

Nuts, edible, in the shell,  
Optical goods transported from or to wholesale houses in packages weighing 10 pounds or less,

Pits, fruit,

Poultry, live or dressed,

Property shipped to or from producers of motion pictures or television shows when transported subject to the rates, rules and regulations provided by Decision No. 33226, in Cases Nos. 4246 and 4434, as amended,

Property transported to a United States Post Office for mailing and United States mail transported from a post office to the addressee thereof (Subject to Note 11),

(Continued in Item No. 41)

\* Change )  
\*\* Eliminated ) Decision No. 56725

EFFECTIVE JUNE 15, 1958

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

Correction No. 821

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	<p style="text-align: center;">APPLICATION OF TARIFF-COMMODITIES                      (Concluded)</p> <p style="text-align: center;">(Items Nos. 40 and 41)</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5),                              Seeds, cotton,                              Seeds, field, as described in Note 6,                              Shell Marl, crushed, ground, or powdered,                              (1) Shells, walnut,                              Shipments weighing 100 pounds or less when delivered from retail stores or retail warehouses where the property has been sold at retail by a retail merchant, or when returned to the original retail store shipper via the carrier which handled the outbound movement (Subject to Note 3),                              **                              Sulphur,                              United States mail transported for the Post Office Department under contract,</p> </td> <td style="vertical-align: top; width: 50%;"> <p>Used Property, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Minimum Rate Tariff No. 4-A, and used property as described therein transported for the United States, state, county or municipal governments,                              Vegetables, fresh or green (not cold pack nor frozen),                              Vegetables, dried, viz.:                              Beans (except Mesquite),                              Lentils,                              Onions,                              Peas (except Cow Peas),                              Pepper Pods,                              Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p> </td> </tr> </table> <p>*41- V                      Cancels                      41- U</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>NOTE 5.-Exemption does not apply to sea shells as described in Item No. 652<math>\frac{1}{2}</math>.</p> <p>NOTE 6.-Exemption applies only to field seeds, viz.:</p>	<p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5),                              Seeds, cotton,                              Seeds, field, as described in Note 6,                              Shell Marl, crushed, ground, or powdered,                              (1) Shells, walnut,                              Shipments weighing 100 pounds or less when delivered from retail stores or retail warehouses where the property has been sold at retail by a retail merchant, or when returned to the original retail store shipper via the carrier which handled the outbound movement (Subject to Note 3),                              **                              Sulphur,                              United States mail transported for the Post Office Department under contract,</p>	<p>Used Property, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Minimum Rate Tariff No. 4-A, and used property as described therein transported for the United States, state, county or municipal governments,                              Vegetables, fresh or green (not cold pack nor frozen),                              Vegetables, dried, viz.:                              Beans (except Mesquite),                              Lentils,                              Onions,                              Peas (except Cow Peas),                              Pepper Pods,                              Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p>
<p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5),                              Seeds, cotton,                              Seeds, field, as described in Note 6,                              Shell Marl, crushed, ground, or powdered,                              (1) Shells, walnut,                              Shipments weighing 100 pounds or less when delivered from retail stores or retail warehouses where the property has been sold at retail by a retail merchant, or when returned to the original retail store shipper via the carrier which handled the outbound movement (Subject to Note 3),                              **                              Sulphur,                              United States mail transported for the Post Office Department under contract,</p>	<p>Used Property, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Minimum Rate Tariff No. 4-A, and used property as described therein transported for the United States, state, county or municipal governments,                              Vegetables, fresh or green (not cold pack nor frozen),                              Vegetables, dried, viz.:                              Beans (except Mesquite),                              Lentils,                              Onions,                              Peas (except Cow Peas),                              Pepper Pods,                              Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p>		

Adzuki,  
 Alfalfa,  
 Bahia grass,  
 Bean, field, horse, lima,  
 mat or mung,  
 Beet, field or sugar,  
 Bentgrass,  
 Bermuda grass,  
 Bluegrass,  
 Bluestem,  
 Bronc, bunch or  
 smooth,  
 Carpet grass,  
 Chick pea (garbanzo),  
 Clover (except sweet  
 clover),  
 Creeping bent,  
 Dallis grass,  
 Dog's-tail, crested,  
 Doliches,

Fenugreek,  
 Fescue grass,  
 Foxtail, meadow,  
 Guar,  
 Guinea grass,  
 Harding grass,  
 Kudzu,  
 Lespedeza,  
 Lupine,  
 Medic, black,  
 Molasses grass,  
 Mustard (except  
 wild mustard),  
 Napier grass,  
 Oatgrass, tall,  
 Orchard grass,  
 Pea, Austrian win-  
 ter, Canadian  
 field, Tangier or  
 wedge,

Popcorn,  
 Proso,  
 Redtop,  
 Reed canary grass,  
 Rescue grass,  
 Rhodes grass,  
 Ryegrass,  
 Safflower,  
 Sainfein,  
 Sand dropseed,  
 Sesbania,  
 Soybean,  
 Sudan grass,  
 Sweet vernalgrass,  
 Timothy,  
 Velvet bean,  
 Velvet bent,  
 Velvet grass,  
 Wheatgrass, crested  
 or slender.

NOTE 7. \*\*

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

NOTE 11.-Exemption applies only to transportation between points within a radius of 25 miles of the intersection of 1st and Main Streets, Los Angeles, said mileage to be computed in accordance with the provisions of Item No. 100.

(1) Exemption expires with June 30, 1959.

\* Change )  
 \*\* Eliminated ) Decision No. 301225

EFFECTIVE JUNE 15, 1958

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

Correction No. 322

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
190-D Cancels 190-C and 190-B	<p style="text-align: center;">ALTERNATIVE APPLICATION OF RATES NAMED IN THIS TARIFF</p> <p>In the event two or more rates are named in this tariff for the same transportation, the lower rate shall apply. In the event a combination of rates makes a lower aggregate through rate or charge than a single rate, such lower combination of rates shall apply.</p>
*200-H Cancels 200-G	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates, except rates of coastwise common carriers by vessel, may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Notes 1, 2, 3 and 4.)</p> <p>(b) Team track-to-team track rates of common carriers by railroad or of common carriers by vessel operating over inland waters may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. (See Notes 1, 2, 3 and 4.)</p> <p>NOTE 1.-When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>*NOTE 2.-In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 355, there shall be added to the rail rate 37 cents per ton for shrinkage.</p> <p>NOTE 3.-In determining the aggregate charge by railroad for the transportation of shipments of commodities classified "cold pack" or "frozen" in the Western Classification or Exception Sheet, the charge for refrigeration service shall be the charge for Mechanical Refrigeration Service named in the applicable rail tariff or tariffs.</p> <p>NOTE 4.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>

\* Change, Decision No. 50725

EFFECTIVE JUNE 15, 1958.

Issued by the Public Utilities Commission of the State of California, San Francisco, California.  
Correction No. 823

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="541 402 1219 468" style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="353 499 1433 626">When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates, except rates of coastwise common carriers by vessel, for the same transportation as follows:</p> <p data-bbox="353 657 1400 886">(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate applies. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="353 912 1443 1141">(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="353 1166 1450 1421">(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="416 1452 1328 1961">NOTE 1.-If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act, whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be; except that if the route from team track or established depot is within the limits of the Los Angeles Drayage Area (see Item No. 30 for reference), rates no lower than those established for transportation therein shall apply in connection with shipments of alcoholic liquors originating in San Francisco Territory.</p> <p data-bbox="416 1992 1321 2145">NOTE 2.-When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>

\*210-G  
Cancels  
210-F

\*NOTE 3.-In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 355, there shall be added to the rail rate (or the combined rail and highway carrier rate) 37 cents per ton for shrinkage.

NOTE 4.-In applying the common carrier rate or charge under this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

\* Change, Decision No.

561725

EFFECTIVE JUNE 15, 1958

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 824

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued) (Items Nos. 270 and 271)</p> <p>5. LANCASTER TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of Mojave on U.S. Highway No. 466; thence southerly along an imaginary line paralleling State Highway No. 7, passing through Redman to Littlerock; northwesterly along State Highway No. 138 from Littlerock through Palmdale and Elizabeth Lake to its intersection with the Los Angeles Aqueduct; northeasterly along the Los Angeles Aqueduct to its intersection with U.S. Highway No. 466; thence southeasterly along U.S. Highway No. 466 to point of beginning.</p> <p>*6. LOS ANGELES-ARTESIA TERRITORY includes that area embraced by the following: Commencing at the point where State Highway No. 27 (Topanga Canyon Road) meets the Pacific Ocean; thence northerly along said highway through Girard until it intersects Los Angeles City Boundary Line approximately two miles north of Chatsworth; northeasterly following said boundary line until it meets the southern boundary of the Angeles National Forest at a point approximately two miles west of Olive View Sanitarium; easterly following said Angeles National Forest boundary until it intersects State Highway No. 39 (San Gabriel Forest Highway) north of Azusa; southerly on said Highway No. 39 (variously called Azusa Avenue, Glondora Avenue, La Habra Road, and Huntington Beach Boulevard) and passing through Puente to U.S. Highway No. 101; easterly and southerly on U.S. Highway No. 101 to its junction with Los Angeles Street in Anaheim; southerly on Los Angeles Street to Center Street; easterly on Center Street to Olive Boulevard; easterly on Olive Boulevard to State Highway No. 55 at the town of Olive; southerly and westerly on State Highway No. 55 and its prolongation to the shoreline of the Pacific Ocean at Newport Beach; northwesterly following the coast line to point of beginning.</p> <p>(1)6<math>\frac{1}{2}</math>. LOS ANGELES-ARTESIA (SAN FERNANDO) INTRA-TERRITORY includes that area embraced by the following boundaries: Commencing at the intersection of Sunland Boulevard and State Highway No. 118; thence northwesterly and southwesterly along State Highway No. 118 to its junction with State Highway No. 7; southerly along State Highway No. 7 to its junction with Victory Boulevard; easterly on Victory Boulevard to Vineland Avenue; northerly on Vineland Avenue to its junction with Sunland Boulevard at Sun Valley; thence northerly along Sunland Boulevard to point of beginning.</p> <p>7. MERCED TERRITORY includes that area lying wholly within the County of Merced.</p> <p>*7<math>\frac{1}{2}</math>. NORTH KERN TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of U.S. Highway No. 99 on the Kern County-Tulare County Boundary Line; thence southeasterly along an imaginary line paralleling U.S. Highway No. 99 to State Highway No. 178; westerly on State Highway No. 178 to its junction with Shafter Highway; southerly on Shafter Highway to its intersection with the Kern River; westerly and southwesterly along an imaginary straight line through Tupman to its intersection with State Highway No. 33 at a point approximately 5 miles south of McKittrick; northerly and westerly on State Highway No. 33 to the Kern County-Kings County Boundary Line; easterly along the Kern County Boundary Line to point of beginning.</p>
*271-2 (2)	



\* Change  
(1) New Territory ) Decision No. 80725

(2) Cancels that portion of Item.271-C appearing on Third Revised  
Page 35-i.

EFFECTIVE JUNE 15, 1958

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 825

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)		
		Class Rating
334	Coffee, extract of (condensed coffee), dry, less carload ...	4
334 <sup>2</sup>	Compounds, cleaning, scouring or washing, not otherwise indexed by name in the Western Classification, less carload .....	4
334 <sup>2</sup>	Confectionery, viz.: Powder, Icing, less carload .....	4
335	Covers, hood, radiator, seat, spring, steering wheel, tire or top, cotton cloth, not fitted or formed, less carload ..	3
337	Explosives, as described in and subject to the provisions of Item No. 520 of the Exception Sheet. Minimum weight 20,000 pounds .....	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
#355	Hay, Fodder, bean, cane, corn or pea, Leaves, cactus, dried, Straw, In Machine Pressed Bales Less than carload .....	(1)4
	Carload:	
	Minimum Weight 30,000 Pounds .....	(1)C
	Minimum Weight 40,000 Pounds .....	(1)(2)D
	(1) Subject to Note 1 of Item No. 658.	
	(2) Not applicable to the transportation of hay between points for which rates are provided in Item No. 658.	
# Addition ) o Increase )	Decision No. 50725	
EFFECTIVE JUNE 15, 1958		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 826		

SECTION NO. 2

\_\_\_\_\_

CLASS RATES

\_\_\_\_\_

If the charge accruing under Section No. 3 of this tariff is lower than the charge accruing under this section on the same shipment between the same points, the charge accruing under Section No. 3 will apply.

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\*\* Eliminated, Decision No. 56725

EFFECTIVE JUNE 15, 1958

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 827

Seventh Revised Page .... 51-H  
 Cancels  
 Sixth Revised Page ..... 51-H

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds
*657-G Cancels 657-F	◊ ITEM CANCELED. CLASS RATES WILL APPLY.	
* Change ) ◊ Increase )	Decision No.	56725
EFFECTIVE JUNE 15, 1958		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 828		

RATES ON THIS PAGE ARE NOT SUBJECT TO PROVISIONS OF SUPPLEMENT NO. 41

Tenth Revised Page .... 51-I

Cancels

Ninth Revised Page .... 51-I

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds
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HAY, IN MACHINE PRESSED BALES

Column A - Rates apply to the Los Angeles-Artesia Territory.

Column B - Rates apply to the Los Angeles-Artesia (San Fernando Intra-Territory).

Column C - Rates apply to the San Diego Territory.

See Item No. 271 for description of territories.

FROM	RATES (See Note 1)		
	Minimum Weight 40,000 Pounds		
	Column		
	A	B	C
Barstow Territory	30	-	-
Coachella Valley Territory	28	-	31
Fresno Territory	44	-	-
Imperial Valley Territory	36	-	28
Lancaster Territory	25	19	-
Merced Territory	51	-	-
North Kern Territory	34	-	-
Palo Verde	37	-	-
Salton Sea Territory	32	-	31
South Kern Territory	30	-	-
Tulare Territory	38	-	-

\*658-I  
Cancels  
658-H

NOTE 1.-(a) Rates include services of driver and one helper to perform loading, unloading or other accessorial services.

(b) Rates are not subject to the provisions of Items Nos. 110, 150, 160, 170, 220 or 230.

(c) When baled hay or any other commodity subject to 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 3 cents per 100 pounds shall be assessed for picking up and loading baled hay from scattered points in the field.

(d) Shipments into either the Los Angeles-Artesia or San Diego Territory, for which transportation charges are assessed upon a basis of a minimum weight of 30,000 pounds or more, may, upon order of consignee or consignor, be stopped once within either the Los Angeles-Artesia or San Diego Territory and, under the rates set forth above, be held in transit without being unloaded from carrier's equipment pending subsequent delivery.

(e) When upon order of consignee or consignor, a shipment is stopped within either the Los Angeles-Artesia or San Diego Territory and held in transit 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. The free-time period will be 96 hours, if the point of destination is located outside the territory within which the shipment was initially held in transit. A charge of \$26.00 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.

\* Change )  
o Increase ) Decision No. 50725

EFFECTIVE JUNE 15, 1958

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Correction No. 829

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