

**ORIGINAL**

Decision No. 58255

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Applications of George H. Dumas, Agent, (J.P. Hackler, successor), for approval of changes in classification provisions.

} Applications Nos. (37567  
(37662  
(37806  
(38035  
(38261  
(38516  
(38553  
(38966  
(39009  
(39233

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 any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 2).

} Case No. 5432

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of property in Los Angeles and Orange Counties (transportation for which rates are provided in Minimum Rate Tariff No. 5).

} Case No. 5435

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of property in the City and County of San Francisco and the Counties of Alameda, Contra Costa, Santa Clara and San Mateo.

} Case No. 5441

} Order Setting Hearing dated November 5, 1957

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 uncrated new furniture (commodities for which rates are provided in Minimum Rate Tariff No. 11-A).

} Case No. 5603

John MacDonald Smith, William Meinhold and J. P. Hackler, for applicant in Applications Nos. 37567, et al., and interested party in Cases Nos. 5432, et al.

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

J. Quintrall, for Western Motor Tariff Bureau, interested party.

J. J. Deuel, Bert Buzzini and Ralph Hubbard, for California Farm Bureau Federation, interested party.

Russell Bevans, for Draymen's Association of San Francisco, Inc., interested party.

John W. Mallory and Arthur M. Mooney, for the staff of the Public Utilities Commission of the State of California.

#### O P I N I O N

By the above-numbered applications J. P. Hackler, successor to George H. Dumas as publishing agent for the Western Classification, seeks authority to effect approximately 450 changes in the provisions of said classification applicable to transportation performed within California by highway common carriers, express corporations, common carriers by rail, and common carriers by water. Six of the ten applications have been heretofore partially granted by the authorization of such changes as entailed only minor, technical or routine adjustments.<sup>1</sup> Hearings on the remaining items of the six applications were held before Examiner C. S. Abernathy

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<sup>1</sup> Decision No. 52688, dated February 28, 1956, in Application No. 37567; Decision No. 52818, dated March 27, 1956, in Application No. 37662; Decision No. 52948, dated April 24, 1956, in Application No. 37806; Decision No. 53559, dated August 7, 1956, in Application No. 38035; Decision No. 53743, dated September 11, 1956, in Application No. 38261; and Decision No. 54112, dated November 19, 1956, in Application No. 38516.

in December, 1956, and an examiner's proposed report was thereafter issued. On November 5, 1957, the six matters were reopened by the Commission on its own motion, and further hearings thereon were ordered, together with hearings in Cases Nos. 5432, 5435, 5441 and 5603, in order that concurrent consideration might be given concerning the extent to which the classification changes, if authorized, should also be made applicable to the minimum rates, rules, and regulations which the Commission has prescribed for the transportation of various commodities. As proposed by applicant, the sought changes would apply only to tariffs of the carriers which are parties to the Western Classification. The minimum rate tariffs of the Commission which are subject to the provisions of the classification would not be affected by the changes unless otherwise ordered by the Commission. Those minimum rate tariffs are as follows:

City Carriers' Tariff No. 1-A - Minimum rates, general commodities,  
San Francisco.

City Carriers' Tariff No. 2-A - Minimum rates, general commodities,  
Highway Carriers' Tariff No. 1-A - Oakland, Berkeley, and adjacent cities.

Minimum Rate Tariff No. 2 - Minimum rates, general commodities,  
statewide.

Minimum Rate Tariff No. 5 - Minimum rates, general commodities,  
Los Angeles Drayage Area.

Minimum Rate Tariff No. 11-A - Minimum rates, new furniture,  
statewide.

On November 21, 1958, a further hearing was held on the six applications referred to above and an original hearing was held on Applications Nos. 38553, 38966, 39009 and 39233 and on Order Setting Hearing, dated November 5, 1957 in Cases Nos. 5432, 5435, 5441 and 5603, before Examiner C. S. Abernathy at San Francisco. The

items and rules of the classification upon which evidence was received on that date are listed in Appendix "A", attached hereto. In other respects applicant requested dismissal of the pending proposals by amendment to the applications, which was filed October 2, 1958.

Applicant's presentation at the hearing on November 21, 1958 was limited principally to various clarifying statements. He did not undertake to introduce evidence bearing on the proposals, but he asked that the matters be taken under submission on the record previously adduced and on the information set forth in the applications.

The California Trucking Associations, Inc., participated in the proceedings as an interested party and presented evidence through its director of research. The evidence which was thus presented was largely in the form of a report on a study which the director of research had made of California intrastate transportation, with respect to the commodities involved herein, in order to develop the characteristics of such traffic as related to the minimum rates to which reference has been made hereinbefore. In addition, the director of research of that organization recommended that the same classification ratings be approved for application in connection with the Commission's minimum rate tariffs as those that are approved for the carriers on whose behalf the proposals are made. He also recommended procedures to be followed in the event of cancellation of carriers' participation in the Western Classification. Recommendations on these same matters

were also submitted by a rate expert of the Commission's staff.

The principles and procedures which are observed in the establishment and/or modification of ratings and other provisions of the Western Classification have been reviewed in the examiner's proposed report which has been filed in connection with Applications Nos. 37567, 37662, 37806, 38035, 38261 and 38516. Generally speaking, density, value, and competitive relationships are the principal factors that are considered in the determination of a classification rating to be assigned a specified commodity. The evidence which was submitted by applicant in support of the proposals was designed to show that, by reason of density, value, and other classification factors, the proposals are in harmony with the existing provisions of the classification.

Detailed discussion of each of the sought changes does not appear necessary. The evidence which applicant presented shows that a number of the proposed ratings are reasonable and justified with respect to the carriers for whom the changes are sought. Moreover, it appears from applicant's showing, as supplemented by that of the witness for the California Trucking Associations, Inc., that the same ratings may reasonably be applied in conjunction with the minimum rates. Examples of these ratings include, among others, increased ratings for articles of low density such as plastic swimming pools or swimming pool sections; paper or pulpboard flower pots and jardinières or vases; certain building metal work; advertising displays, i.e., rubber figures or images, hollow; and aluminum cots. Other of such ratings are those which are proposed for newly developed articles or articles for

which specific ratings have not been provided heretofore. Examples of items in this group include, among others, plastic burial cases, aluminum guttering, feathers in machine-pressed bales, tubeless tire liners, kitchen counter tops, and plastic cross arms for poles for transmission lines.

A number of applicant's proposals do not involve changes in classification ratings but are merely descriptive changes for clarification purposes or changes in packaging specifications. Among the proposed changes for clarification are those in the descriptions for benzine, blast-furnace bronzes, chemicals, car seals, coal, automobile stamping dies, and railway fusees. Among the changes in packaging specifications are those dealing with bulk shipments of sodium aluminate, coal, and citrus fruit juices. The proposals in this group appear reasonable and justified both as they would apply to the tariffs of the carrier participants in the classification and to the Commission's minimum rate tariffs which have been referred to hereinbefore.

Several of the classification changes which applicant seeks do not appear justified and should be denied. The first of these is a proposal to establish a reduced carload rating of 4th class for light-reflecting sheeting or tape. According to evidence presented in support of this proposal, the sheeting or tape has a density ranging from 23 to 28 pounds per cubic foot and a value ranging from \$3.21 to \$4.16 per pound. The witness for the California Trucking Associations, Inc., reported that his studies had disclosed that, for the movements of this commodity within California, the densities range from 17.8 to 43.2 pounds per cubic foot and

that the average density is about 25 pounds per cubic foot. He said that the representative value of the shipments within California is about \$8 per pound.

The carload rating which currently applies to light-reflecting sheeting or tape is 3d class. The 4th class rating which is proposed is the same as that which applies to woven plastic cloth and certain other plastic articles with which the light-reflecting sheeting or tape was compared. However, it appears that the value of the sheeting or tape is several times that of the woven plastic cloth and other plastic articles. The difference in value is such that effect thereto should be given through a higher rating for the sheeting or tape. In the circumstances the sought reduction in rating does not appear reasonable nor justified.

One of the sought changes that should not be authorized (except in part) is that which would revise the classification provisions for plaster grounds. Applicant's principal proposal in this respect is to establish a specific provision for plaster grounds of aluminum or aluminum and paper combined. The less-carload rating which is proposed is 2d class, which rating is the same as that which is now being applied by analogy to these articles, and is the same, moreover, as that which applies to plaster grounds of copper. However, the sought carload rating is 50 percent of 1st class, minimum weight 30,000 pounds. As applied to the tariffs of most of the California carriers that would be affected thereby, this carload rating is substantially lower than the 5th class ratings (minimum weight 36,000 pounds) which apply to plaster grounds of steel or zinc or the 4th class carload rating,

minimum weight, 30,000 pounds, which applies for plaster grounds of copper. There appears to be no justification for such a low rating for aluminum plaster grounds. Instead it appears that a carload rating no lower than that which applies for plaster grounds of copper may be reasonably authorized on this record. Subject to this modification, the proposed revisions in the classification for plaster grounds appear reasonable and should be authorized.

Another of the sought changes which should not be authorized except in part is one which would establish specific ratings for iron or steel television tables or stands. According to the application these tables or stands are a new type and are now rated as furniture tables or stands not otherwise indexed by name. Assertedly, the proposed revision is one in description only. However, the proposal would have the effect of increasing the carload rating also. No justification was submitted for an increase of this nature. The proposed revision should be authorized subject to retention of the carload rating of 70 percent of 1st class, minimum weight 12,000 pounds, Rule 34, which is being applied to the stands.

A proposed rule change which should not be authorized is one which would establish an increased minimum charge for the transportation of less-carload shipments within California. The present minimum charge is \$1.80 per shipment. Applicant proposes that this charge be increased to \$3.00 per shipment. Applicant states that the sought charge is needed to offset increases in the carriers' operating costs which have resulted from increases in wages, in the costs of material, and in other costs. Assertedly, the



\$3.00 charge is a reasonable charge and has been generally so accepted by shippers throughout most of the United States.

It may be, as applicant states, that the carriers have experienced increases in their operating costs which would justify an increase in the present minimum charge. Nevertheless, the generalities as to the cost increases upon which applicant relies provide little if any basis for a finding, within the requirements of Section 454 of the Public Utilities Code and of Article XII, Section 20, of the State Constitution, that the specific amount which is sought, or any lesser or greater specific amount, is justified. Accordingly, the sought increase must be denied.

One further increase which should be denied is an incidental increase both in less-carload and in carload ratings for cots other than aluminum. In proposing the establishment of specific ratings for aluminum-frame cots. (which proposal has been referred to hereinbefore) applicant also incidentally proposed the cancellation of a less-carload rating of 2d class and of a carload rating of 50 percent of 1st class, minimum weight 30,000 pounds, Rule 34, for canvas cots, completely collapsed and folded or rolled solid. With the cancellation of these ratings, a less-carload rating of 1st class and a carload rating of 70 percent of 1st class, minimum weight, 12,000 pounds, Rule 34, would apply. These increases in ratings were proposed without justification therefor. In the circumstances it does not appear that basis has been provided upon which these increases should be authorized.

In connection with proposals of applicant involving carload ratings expressed as a percentage of 1st class, the California Trucking Associations, Inc., took exception, through its director of research, to authorization of such ratings and urged the authorization of consistent carload ratings of the same designation (class 5 or class A, B, C, D or E) as used in the Commission's minimum rate tariffs. The witness declared that the class rate structure which applies within California is not designed to be used with percentage ratings and that the use of such ratings results in lower charges than those intended when the ratings were established.

The classification contains a number of percentage ratings. It appears that to adopt the procedure which the witness for the California Trucking Associations, Inc., advocated would tend to create unreasonable differences within the classification. Since the procedure would result in modification of the percentage ratings only as revisions in the individual items are proposed, different ratings for similar articles which should be similarly rated would be maintained for an indefinite period in the future, insofar as California intrastate traffic would be concerned. If, as the witness alleges, the application of percentage ratings to California intrastate traffic is productive of inequities, it would seem that the matter should be brought before the Commission in an appropriate proceeding in order that it may be dealt with in its over-all aspects, rather than by what in effect are piecemeal adjustments, to the end that a suitable remedy may be devised

and provided for such problems as may exist in these respects.

At the hearing on the above-numbered applications and cases on November 21, 1958, it was developed that the revised classification provisions which are proposed for California intrastate traffic differ in certain minor respects from provisions involving the same items which applicant has heretofore published for interstate traffic. Applicant, the representatives of the California Trucking Associations, Inc., and members of the Commission's rate staff who participated in the proceedings were in accord that wherever possible the classification provisions for intrastate traffic should be the same as for interstate traffic. Applicant asked leave to amend his proposals so that they would be the same as the interstate provisions. The amendments are set forth in Appendix "B" attached hereto. They appear reasonable and should be authorized in conjunction with authorization of the items to which they apply.

As another matter dealing with the establishment of the revised provisions, applicant requests that authority be granted to depart from the long-and-short-haul prohibitions of Section 460 of the Public Utilities Code and of Article XII, Section 21, of the State Constitution. The requested authority is to apply as a modification of corresponding authority heretofore granted to the carriers represented by applicant and is to apply only to the extent necessary to the establishment and maintenance of said revised provisions. Granting of this request appears justified. To this extent the departures should be authorized. In this same connection radial highway common carriers should be likewise authorized to depart from the aforesaid prohibitions of the State Constitution

to the extent necessary to comply with the provisions of the order in these matters as applied in connection with the minimum rates published in the Commission's minimum rate tariffs Nos. 1-A, 2-A, 2, 5 and 11-A.

One further request contained in the applications involved herein is that for authority to cancel the participation of seventeen California carriers in the classification. Applicant states that two of the carriers have asked that their participation in the classification be cancelled, and that cancellation of the participation of the other carriers is requested because of failure of those carriers to pay their share of the applicable costs. Granting of this request was supported by the witness for the California Trucking Associations, Inc., on the grounds that neither applicant nor any other tariff agency should be required to provide services for carriers without compensation. The witness recommended that the cancellations be permitted after appropriate prior notice to the Commission.

On the other hand this request was opposed by representatives of the Commission's staff on the grounds that by their participation in the classification carriers meet requirements of Section 486 of the Public Utilities Code concerning the filing and maintaining of proper classifications. The staff representatives pointed out that in the event the participation of a carrier in the classification were cancelled and the carrier were subsequently unable to file a substitute classification to become effective concurrently with the cancellation, such carrier would be confronted with the dilemma of either suspending operations (for which suspension prior Commission authority would be required) or operating

in contravention of Sections 486 and 493 of the Public Utilities Code.<sup>2</sup> They argued that it is the responsibility of a tariff (or classification) publishing agent to comply with all statutory and administrative requirements pertaining to the publication and filing of tariffs. Therefore, he must continue a carrier's participation in his tariff (or classification) until the Commission authorizes the revocation or cancellation of the authority from the carrier under which he is empowered to act.

The question to be resolved is whether an agent that files and maintains a classification on behalf of common carrier principals may renounce his agency without the express approval of the Commission. Insofar as the agent himself is concerned, it appears that he is not subject to the direct control of the Commission. Under the Public Utilities Code the primary responsibility of filing and maintaining appropriate tariffs is charged to the common carriers involved, and the Commission's jurisdiction, insofar as obtaining compliance with the classification requirements is concerned, is directed toward the carriers. The carriers may discharge their responsibility in this respect either directly or through agents. Where they elect to utilize agents, the onus of maintaining the operating arrangements necessary for them to meet

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<sup>2</sup> Section 493 of the Code provides that:

"No common carrier subject to the provisions of this part shall engage or participate in the transportation of persons or property, between points within this State, until its schedules of rates, fares, charges and classifications have been filed and published in accordance with the provisions of this part."

the statutory requirements remains with the carriers. In the event that they fail to compensate an agent in order to continue in effect suitable agency relationships, there does not appear to be basis under the Public Utilities Code whereby the Commission may require the agent to continue agency functions without compensation. Nor do there appear grounds for holding that the agent may be required by the Commission to continue his services when either he or his carrier principals may otherwise desire to terminate the agency relationship. Accordingly, it is concluded that subject to appropriate notification to the parties involved, applicant is not required to obtain the express approval of the Commission as a prerequisite to the cancellation of carriers' participation in the classification.

The question that remains to be considered in this connection is what period of time should be deemed as constituting appropriate prior notice. The Commission's General Orders Nos. 100A, 101 and 102A, which deal with the matter of carriers' maintaining in effect insurance and surety protection required by statute, specify a period of 30 days as the minimum period of notice before an insurance or surety agent may cancel insurance policies or surety bonds issued in favor of carriers. Under the provisions of Section 491 of the Public Utilities Code a period of 30 days is specified as the minimum period before a common carrier may effect a change in classification without the Commission's express approval. Although the 30-day period specified in the Commission's general orders and in the Public Utilities Code may be taken as indicative of a reasonable period of notice with respect to the question in issue, it appears that a somewhat longer period

is required by the circumstances. Since the minimum period of notice from a common carrier to the Commission and to the public is 30 days, it is obvious that in the event of cancellation of an agency relationship, the carrier should have a reasonable period after notice of cancellation is received from the agent in order to formulate and to take within the time allowed such consequent action as may be required. In view of this fact, and in view of the extent of difficulties that may confront a carrier which is seeking to establish and publish classification provisions separate from those provided by applicant, it is hereby found and concluded that the period of notice to be required of applicant for cancellation of a carrier's participation from the classification should be not less than ninety days from the date that said notice is filed in written form with the carrier affected and with the Commission at its office in San Francisco.

Upon consideration of the applications in these matters and of the record adduced at the hearing or hearings thereon it is found and concluded that the establishment of the revised ratings and other classification provisions has been shown to be justified for the carriers represented by applicant and for application in connection with the minimum rates to the extent that said ratings and provisions are approved in the order which follows. In all other respects said applications should be denied or dismissed as the case may be to the extent that said applications have not been acted on heretofore.

O R D E R

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

IT IS HEREBY ORDERED

1. That except as is otherwise provided hereinbelow, J. P. Hackler, successor to George H. Dumas, be and he is hereby authorized to amend Western Classification No. 75 or No. 76, as the case may be, to establish the revised ratings, rules, regulations or other provisions which are proposed in the above-entitled applications with respect to the items and rules identified in Appendix "A" attached hereto and by this reference made a part hereof; and that in the exercise of the authority herein granted, J. P. Hackler be and he is hereby also authorized to make such modifications in said revised ratings, rules, regulations or other provisions as necessary to give effect to the amendments set forth in Appendix "B" which is also attached hereto and by this reference is made a part hereof.

2. That the authority granted by paragraph '1' above does not apply to applicant's proposals insofar as they would

- a. Establish a reduced carload rating for sheeting or tape, light reflecting (Proposed Item 40491-A);
- b. Cancel the present carload rating, based on a minimum weight of 30,000 pounds, and the corresponding less carload rating, for cots, canvas, other than aluminum frame, completely collapsed and folded or rolled solid (Proposed Item 43360-A);



- c. Establish a charge of \$3.00 per shipment as the minimum charge to be assessed for the transportation of less-carload shipments  
(Proposed Rule 13, Section 1);
- d. Establish a higher carload rating than 70 percent of 1st class, minimum weight 12000 pounds, Rule 34, for tables or stands, television, iron or steel, knocked down or taken apart, bases nested or interlaced  
(Proposed Item 43986);
- e. Establish a lower carload rating than 4th class, minimum weight 30,000 pounds, for plaster grounds, aluminum or aluminum and paper combined;  
(Proposed Items 77605, 77606);

3. That applicant be and he hereby is authorized to establish the carload ratings which are stated in subparagraphs (c) and (d) of paragraph 2, above, for the television stands and plaster grounds, respectively, and that in all other respects the proposed changes which are referred to in said paragraph be, and they hereby are, denied.

4. That except as otherwise provided by this order, or by prior orders of the Commission with respect thereto, the above-entitled applications be, and they hereby are, dismissed.

5. That to the extent that amendments in the classification ratings, rules and regulations are hereinabove approved to govern tariffs of the carriers represented in the above-numbered applications, said amended ratings, rules and regulations are also approved to govern minimum rates, rules and regulations promulgated by the Commission in City Carriers' Tariff No. 1-A, City Carriers' Tariff No. 2-A--Highway Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 2, Minimum Rate Tariff No. 5, and Minimum Rate Tariff No. 11-A.

6. That supplements issued by J. P. Hackler to incorporate in Western Classification No. 75 and/or No. 76 the changes herein authorized shall bear a notation that they are issued under the authority of this decision.

7. That in connection with the establishment and maintenance of the revised classification provisions herein authorized, those common carriers which are subject to the provisions of the Public Utilities Act be and they are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Act and of Article XII, Section 21, of the Constitution of the State of California, to the extent necessary to adjust long-and-short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are modified only to the extent necessary to comply with this order; that J. P. Hackler, in publishing the classification provisions authorized herein, shall make reference in his supplements to the prior orders authorizing the long-and-short-haul departures and to this order; that in connection with the application of the revised classification provisions herein authorized, radial highway 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, to the

extent necessary to carry out the effect of the order as it applies to the minimum rates, rules and regulations provided by the minimum rate tariffs identified in paragraph 3, above.

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

Dated at San Francisco, California, this 14<sup>th</sup> day of April, 1959.

E. J. Fox  
President

W. E. Mitchell

Walter J. ...

Theodore ...

...  
Commissioners

Appendix "A" to Decision No. 58265

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Application No. 37567

Western Classification No. 75-- Item No. 40491-A

Application No. 37662

Western Classification No. 75-- Items Nos. 8563  
8564

Application No. 37806

Western Classification No. 75-- Item No. 37220-A

Application No. 38035

Western Classification No. 75-- Items Nos. 2716  
7572

Application No. 38516

Western Classification No. 76-- Items Nos. 76430  
76540

Application No. 38553

Western Classification No. 76

Items Nos. 37830-A, 76430-A, 76540-A, 77240-A, 77590, 77605,  
77606, 77610-A, 77620-A, 77630-A, 82440, 84695.

Application No. 38966

Western Classification No. 76

Rule No. 13, Section 1

Items Nos. 8375, 8670-A, 12810-A, 12820-A, 15180-A, 25340-A,  
37820-A, 39780-A, 56815.

Application No. 39009

Western Classification No. 76

Rules Nos. 38, 42.

Items Nos. 2660-A, 5920-A, 7130-A, 14773, 28640-A, 38140-A,  
43355, 43360-A, 43986, 46290-A, 46291-A, 53730-A,  
55475, 55476, 58960-A, 60860-A, 60861, 73895,  
77825-A, 78945, 79075, 92170-A.

Application No. 39233

Western Classification No. 76

Items Nos. 4350-A, 4360-A, 8600-A, 8940-A, 17340-A, 25310-A,  
30970-A, 37000-A, 38450-A, 40180-A, 44665, 47010-A,  
47013, 73490-A, 73492-A.

(End of Appendix "A")

Appendix "B" to Decision No. 58265

AMENDMENTS

Application No. 38516

Items 76430 and 76540 - Paper Articles, viz., flower pots, flower pot covers, jardinières, center-pieces, or vases, nested, in boxes or crates: Change less-carload rating to 1½ in lieu of 1-3/4.

Note: This same change is incorporated in Application No. 38553.

Application No. 38553

Item 37830-A - Fibre, chemically hardened, indurated or vulcanized, flexible or hard: Amend to show reference to Item 37840-A fibre, sheets, as being canceled, in lieu of Item 17425 of Western Classification No. 75.

Application No. 38966

Items 12810-A and 12820-A - Boilers, furnaces, radiators, stoves, related articles, or parts named: Include reference to package 771.

Item 25340-A - Arsenite solution

The reference in this item should be to Item 96465 instead of to Item 92220.

Item 39780-A - Dough, prepared: Remove reference "R" from carload minimum weight.

Application No. 39009

Item 2660-A - Displays, figures or images: Amend description to read:

Displays, figures or images, rubber, other than cellular, expanded foam, sponge or hollow outdoor, prepaid in boxes or crates.

Item 43355 - Furniture, cots: Add reference to package 45-F.

Item 43986 - Furniture, tables or stands, television: Amend portion of item relating to SU to read:

SU, or folded, in Package 25-F

Application No. 39233

Item 30970 (30970-A) - Cork, shoe bottom filler: Cancel and substitute Item 30935 reading as follows:

	<u>Less</u> <u>Carload</u> <u>Rating</u>	<u>Carload</u> <u>Minimum</u> <u>(Pounds)</u>	<u>Carload</u> <u>Rating</u>
CORK: Filler, leather or leather substitute, in plastic form, in barrels, boxes or pails	3	30,000	5

(End of Appendix "B")