

ORIGINAL

Decision No. 61255

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules and 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

Petition No. 148, filed April 30, 1959;

Order Setting Hearing, dated June 4, 1958

Gordon C. Lau and Norman R. Moon, for Lyons-Magnus, Inc., petitioner in Petition No. 148.
F. S. Kohles, B. E. Rowland, C. C. McAllen, and Tom Meyer, for various respondent carriers.
Arlo D. Poe, J. C. Kaspar, James Quintrall, W. G. Stone, T. H. Grinstead, James E. McJunkin, Robert M. Stoll, Carl F. Breidenstein, R. S. Crossland (in propria persona), Earl S. Williams, Louie H. Wolters, Jack P. Sanders, A. Woodman, Edward Harris, D. O. Day, R. L. Whitehead, Robert N. Lowry, Fred H. Chesnut, Phil M. Meyers, Harry Menaker, Ralph Hubbard, Eugene A. Read, Robert G. Steele, Walter H. Meryman, Grover H. Bruns, Joseph Q. Joynt, A. P. Davis, Jr., C. S. Connally, Matthew Clarke, and Doyne T. Clem, for various interested parties.
Grant L. Malquist and J. W. Mallory, for the Commission's staff.

O P I N I O N

This opinion, and the order which follows, deals with the minimum rates, rules and regulations in Minimum Rate Tariff No. 2 that apply to the transportation of "Canned Goods and Other Articles," as described in Item No. 610 series of the tariff. By Petition No. 148 Lyons-Magnus, Inc. seeks the addition of preserved fruit and fruit peel, drained, to the list of commodities

so described. With this addition lower rates would become applicable for the transportation of preserved fruit and fruit peel than those that now apply. The Order Setting Hearing, dated June 4, 1958, was issued for purpose of receiving recommendations and evidence from the Commission's staff and interested parties relative to amendment or revision of the aforesaid minimum rates in various other respects.¹

Public hearings on the several proposals which were submitted in these matters have been held before Examiner C. S. Abernathy at San Francisco on August 24 and 25, on October 19, 20 and 21, on November 19, 20, 23 and 24, and on December 16, and 17, 1959. An examiner's report thereon has been issued. Exceptions thereto and replies to the exceptions have been filed. The matters are ready for decision.

PETITION NO. 148

The addition of preserved fruit and fruit peel, drained, to the list of commodities designated as "Canned Goods and Other Articles" is sought by Lyons-Magnus, Inc., on the grounds that the transportation characteristics of fruit and fruit peel and canned goods are substantially alike, and that, as a consequence, the exclusion of fruit and fruit peel from the canned goods list is unjust and unreasonable and prejudicial to petitioner. Evidence in support of these allegations was submitted by Lyons-Magnus, Inc.,

¹ Order Setting Hearing, dated June 4, 1958, also deals with the minimum rates, rules and regulations applicable to the transportation of dried fruit. Said rates, rules and regulations have been considered separately in Decision No. 60129 dated May 17, 1960.

to show that the densities of the fruit and fruit peel are the same as those of various canned goods items; that the same services are required in the loading of fruit and fruit peel in vehicles of highway carriers as are required in the loading of canned goods; that the fruit and fruit peel is shipped in substantial volume; that very little loss or damage is incurred in the transportation of such shipments; and that in the tariffs of various rail carriers the preserved fruit and fruit peel are listed under the canned goods designation.

The change in tariff provisions which Lyons-Magnus, Inc. seeks in this petition is not limited in effect to the preserved fruit and fruit peel which petitioner produces. It would result in a reclassification of the entire group of items that would be included under the heading, "Fruit or fruit peel, drained." In the circumstances it is evident that the transportation characteristics of the fruit and fruit peel to be considered herein should be those of the fruit and fruit peel as a group. However, the record does not provide grounds for such consideration. The showing of petitioner was developed and presented on the basis of petitioner's own products only. The evidence shows that about 60 percent of the total production of fruit and fruit peel in California is produced by processors other than petitioner. In the absence of information concerning the transportation characteristics of the fruit and fruit peel of the other producers, no determination may be made of the transportation characteristics of the fruit and fruit peel items as a group. In the circumstances the record does not support the granting of the petition. The petition should be denied.

ORDER SETTING HEARING, DATED JUNE 4, 1958

The proposals which were submitted in this matter by a member of the Commission's rate staff would restrict the application of the present tariff provisions for "Canned Goods and Other Articles" to foodstuffs for human consumption which are packed in specified containers. Other items which are included in the present list of "Canned Goods and Other Articles" would be regrouped according to the nature and transportation characteristics of the items. With these revisions in the grouping of the items that are now designated as "Canned Goods and Other Articles," the rates and rules for the transportation of said items would be revised to bases that, in the opinion of the rate witness, would reasonably reflect the costs and other transportation conditions which apply in present circumstances to the transportation involved.

The limitations and revisions which the rate witness proposed in connection with the present listing of "Canned Goods and Other Articles" were opposed in various respects by American Home Foods, Kraft Foods, the Evaporated Milk Association, Carnation Company, Foremost Dairies, Inc., Pet Milk Company, the Borden Company and the American Dehydrated Onion and Garlic Association. The adoption of the rates which the rate witness recommended was opposed by the Evaporated Milk Association, Carnation Company, Foremost Dairies, Inc., Pet Milk Company, Borden Company, the H. J. Heinz Company and the Canners' League of California. The Canners' League of California, with the support of the California Trucking Associations, Inc., urged that rates be established at a lower level than that proposed by the

rate witness. Recommendations which the rate witness submitted relative to limitation of split pickup and split delivery privileges in connection with the transportation of canned goods from or to the Los Angeles Basin Territory were opposed by the California Trucking Associations, Inc., and several shippers and shipper organizations.

The proposals of the Commission rate witness and counterproposals of interested parties are detailed and discussed at length in the examiner's report which has been issued in this matter. On the basis of the aforesaid proposals and in light of the record which was developed with respect thereto, the examiner, in his report, recommends revision of the present tariff provisions for "Canned Goods and Other Articles" substantially as follows:

- a. Eliminate from the present canned goods grouping foods which are not packed for human consumption and which are not packed in specified containers.
- b. Establish separate listings and exception ratings for canned goods (not temperature controlled) and canned goods (temperature controlled).
- c. Establish separate groupings for some foodstuffs that would be removed from the present canned goods list, and include others in the present tariff group of items which are designated as "Groceries and Grocers' Supplies."
- d. Establish commodity rates for canned goods, animal feed and specified foodstuffs to apply between San Francisco Territory, Sacramento and Stockton, on the one hand, and San Joaquin Valley Territory, Sacramento Valley Territory, and Los Angeles Basin Territory, on the other hand.

- e. Establish special charges for split pickup or split delivery services provided within the Los Angeles Basin Territory in connection with the transportation of canned goods and animal feed under the commodity rates between the San Francisco Territory and the Los Angeles Basin Territory.

The exceptions which have been filed to the examiner's recommendations relate principally to

- a. The recommended regrouping of the present canned goods list to exclude foods which are not packed for human consumption or which are not packed in specified containers;
- b. The rates and carload minimum weights that would apply for the transportation of canned milk and dried milk solids;
- c. The provisions that would apply for split pickup or split delivery services provided within the Los Angeles Basin Territory under the interterritorial rates that would be established.²

These exceptions and others which have been filed in this matter are reviewed and discussed below:

Revision of Tariff List, "Canned Goods and Other Articles."

In opposing the revisions which the examiner recommends be made in the present canned goods list, exceptors assert that the revisions are unjustified both in general and with respect to specific items that would be affected. As explained in the examiner's report, principal objectives of the revisions are a refinement of the present canned goods list for rate purposes and the preservation of the favorable transportation characteristics of canned goods as a group against such erosion as may result from

² The foregoing exceptions, and some others which will be touched upon subsequently herein, were filed by the Evaporated Milk Association, Carnation Company, Foremost Dairies, Inc., Kraft Foods, the California Trucking Associations, Inc., and the Commission's staff. Replies to the exceptions were filed by American Home Foods, the Canners' League of California, the California Trucking Associations, Inc., and the Department of Finance of the State of California.

the inclusion of extraneous items. Exceptors argue, however, that the items which would be removed from the canned goods list, if the examiner's recommendations are adopted, are items which the Commission has heretofore found should be included in the list because of a similarity of transportation characteristics and other rate considerations; that for this reason the retention of those items in the canned goods list would not adversely affect the transportation characteristics of the canned goods items as a group; that the present list conforms substantially to canned goods lists governing interstate traffic; that the recommended revisions would result in unnecessary differences in tariff provisions applicable to interstate and intrastate transportation, respectively; and that the revisions would constitute a needless complication of present tariffs.

With respect to the bearing of the recommended revisions upon specific items, Foremost Dairies, Inc., the Evaporated Milk Association and Carnation Company assail the examiner's recommendations insofar as they would result in the exclusion of dry milk solids from the canned goods list. Also, Carnation Company excepts to the removal of canned animal food from the canned goods list. Kraft Foods excepts to recommendations which would transfer the items of macaroni and cheese in combined packages (Kraft dinners) and sandwich and cheese spreads in paper cartons, in boxes, from the canned goods list to the list of items which are designated in Minimum Rate Tariff No. 2 as "Groceries and Grocers' Supplies." The exceptions relating to the exclusion of dry milk solids from the canned goods list are advanced on the grounds that the dry milk solids which are

produced and sold in California are marketed in competition with like products which are produced in other states and which move into California under canned goods designations; that the dry milk solids are marketed in competition with canned evaporated or condensed milk, liquid, (items which are listed as canned goods) and that because of these competitive circumstances the canned goods designation should be retained for the California intrastate movements of dry milk solids. The removal of canned animal food from the canned goods list, to which Carnation Company excepts, would be an action which would necessarily follow from limitation of the list to foodstuffs for human consumption. As basis for its position in this regard, Carnation Company argues that the exclusion of canned animal food from the canned goods list solely because of the use to which the food is put would be contrary to accepted classification principles. Kraft Foods' exceptions to the transferal of the macaroni and cheese dinners and of sandwich and cheese spreads, in paper cartons, to the list of "Groceries and Grocers' Supplies" (and to the higher rates which would apply for the transportation of these items as a consequence) are made on the basis that these items are similar in density to items which both now and would, under the examiner's recommendations, move at the level of the rates for canned goods.

The California Trucking Associations, Inc., takes exception to the examiner's recommendation that the spaghetti

dinners, together with an item designated as pizza pie mix (a combination pack of prepared flour, yeast, cheese, and a canned sauce), be retained on the canned goods list. In this respect the examiner departs from his recommendation that the canned goods list be limited to foodstuffs for human consumption which are packed in specified containers. Neither the spaghetti dinners nor the pizza pie mix conform wholly to the packaging requirements. The position of the Associations is that the standards upon which the present canned goods list would be revised and limited are reasonable and proper, and that they should be applied without exception. Assertedly, the consistent adherence to these standards is necessary to the maintenance of the list according to the purposes for which the revised list would be established.

For the most part it appears that the effect of the revisions which the examiner would make in the present list of "Canned Goods and Other Articles" would be the limitation of the items thereon to commodities that long have been recognized as having characteristics which justify their being rated on a common basis for transportation purposes. It appears, furthermore, that the present list has evolved from such a grouping by the addition of "Other Articles" which were alleged to have the same transportation characteristics as canned goods. It may be argued with some justification that the transportation characteristics of the present

list of items are not materially different from those of the original grouping. Nevertheless, the conclusion seems inescapable that with each addition of an "Other Article," the primary identity of the group becomes less distinct, and that if such additions continue unchecked the basic characteristics of the group will be submerged or substantially altered.

Consideration being given to the volume of movement and to the nature of the services involved in the transportation of canned goods, we believe that it is essential that the character of the transportation be preserved as a distinct entity in order that minimum rates for said transportation may be maintained at the lowest levels consistent with the needs of the carriers providing the services. We believe that the time is opportune to effect the tariff adjustments which are necessary to that end. The examiner's recommendations in this connection should be adopted, except as they would apply to sandwich and cheese spreads, in paper cartons, and to spaghetti dinners and to pizza pie mix.

It appears that adoption of the examiner's recommendations concerning the sandwich and cheese spreads, in paper cartons, would result in the application of higher rates to these items than are warranted by the densities and other transportation characteristics of the spreads. On this record increases in the rates for such spreads have not been justified. Nevertheless, since the packaging of the spreads, namely, paper cartons, does not meet the packing requirements that would govern the canned goods items, the spreads should not be retained on the canned goods list, as revised. Instead, they should be grouped with certain other food items such as "Meats, cooked, cured or preserved, in bulk in crates or

boxes" which, under the examiner's recommendations, would be designated as "Foodstuffs for Human Consumption" and made subject to the same rates and ratings as those which would apply for canned goods.

Since neither the spaghetti dinners nor the pizza pie mix are packed according to the recommended packing specifications for canned goods, the retention of these items on the canned goods list (as the examiner proposes) would constitute an exception to the bases upon which the revised list would be established. The examiner's recommendations rest upon substantial similarities in transportation characteristics, other than in packaging, which he found in the spaghetti dinners and pizza pie mix, on the one hand, and in canned goods generally, on the other hand. Such similarities, it appears, justify the application of the same rates and ratings to the dinners and to the mix as those that would apply for the transportation of "Canned Goods." However, these circumstances should not be accepted as grounds for departure from the standards upon which the revised list for "Canned Goods" would be established. In concluding that the canned goods list should be revised, we believe that the standards upon which the revised list is based should be adhered to strictly. Where it is found that items which do not meet these standards should be rated the same as canned goods, a separate listing or grouping of said items, subject to the appropriate rates and ratings, should be preferred to inclusion of the items in the canned goods list. This course is the one which the examiner has recommended be adopted in connection with the items that would be listed under the designation

"Foodstuffs for Human Consumption". The spaghetti dinners and the pizza pie mix should likewise be so designated.

In reaching the foregoing conclusions regarding the revisions which the examiner has recommended be made in the present list of "Canned Goods and Other Articles," we have fully considered the objections which exceptors have raised that the recommended revisions would result in an unnecessary complication of present tariffs. Also, we have considered exceptors' objections concerning the removal of dry milk solids, animal feeds, and macaroni and cheese, in combined packages (Kraft dinners), and the inclusion of said items in other commodity groupings.

The objections which exceptors make on the basis of asserted tariff complexities are to the point that since certain of the recommended revisions would not affect the level of rates, but would constitute only a transferal of items from one list to another, such revisions would result in a needless addition of commodity lists to the tariff, and a division of a grouping of related commodities that traditionally have been treated on a common basis both in intrastate and in interstate transportation.³ Although simplicity of tariff construction and the harmonizing of intrastate and interstate tariff provisions governing like transportation

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The receipt of evidence which was submitted to show that dry milk solids are grouped with canned goods in tariffs of motor carriers engaged in interstate operations was opposed by the California Trucking Associations, Inc. However, the examiner received the evidence for its hearing on commercial practices pertaining to the commodity groupings. Exception to the examiner's ruling was taken by the California Trucking Associations, Inc. It appears that the evidence was properly received for the purposes stated. The examiner's ruling is affirmed.

services are both desirable objectives, it does not appear that in this matter, where the purposes of the revisions are the re-establishment of the canned goods group to a basis which is consistent with the maintenance of rates for the transportation of canned goods at the lowest reasonable level, that the objections present sufficient grounds for rejecting the recommendations and defeating the purposes for which they are made. We are not persuaded, moreover, that the asserted complexities are as great or are of such consequence as it might appear from the exceptions.

Nevertheless, we conclude that in one respect the examiner's proposals would produce unnecessary tariff complexities and should not be adopted for that reason. The examiner's recommendations relative to the establishment of a revised canned goods list are actually that two lists be established -- one for canned goods generally and another for canned goods that require protection against heat while being transported. Kraft Foods points out that the two lists are substantially alike with the exception that the list for the items requiring temperature control is more restricted. Kraft Foods urges in effect that the latter list be eliminated and that the general list be made subject to appropriate provisions to govern the furnishing of protective services against heat. This course of action was also advocated by the California Trucking Associations, Inc. It appears sound, and it should be adopted.

As previously indicated hereinbefore, exceptors' objections to the change in grouping for dry milk solids are principally on the grounds that such change would be prejudicial to the marketing of said solids in competition with canned liquid milk. These objections, however, appear to be without real foundation, inasmuch as

the change in grouping would not affect the level of rates for the dried milk items, nor subject those items to different rates than those for canned goods, nor impose a limitation or penalty upon the shipment of dry milk solids in combined lots with canned liquid milk or with other items that would be retained on the canned goods list.

The establishment of a specific grouping for animal feeds likewise would not result in any changes in rates for the feeds that would be transferred to such grouping from the canned goods list. The objections to such grouping which Carnation Company makes on the grounds that accepted classification principles would be violated thereby do not appear valid. The premise upon which the objections are based apparently is that animal food and food for human consumption are the same commodity for classification purposes, and should be rated the same and included in the same group. However, this premise ignores the fact that the Western Classification itself distinguishes between the two, and assigns animal food and food for human consumption to different groupings.

In its exceptions to the examiner's recommendations that Kraft dinners (macaroni and cheese, in combined packages) be transferred from the canned goods list to the list of items "Groceries and Grocers' Supplies," Kraft Foods assails the examiner's conclusions that the inclusion of the dinners in the grocery list is justified by a relatively-low density of the dinners. Kraft Foods points out that the density of the dinners is greater than certain packs of dry milk solids, but that notwithstanding this fact the examiner recommends that the dry milk solids be accorded lower rates.

than the dinners. Kraft's exceptions in this respect are one aspect of its position at the hearings in this matter that its Kraft dinners should be retained on the canned goods list, and that said dinners should be subject to the same rates as the item which has been referred to hereinbefore as spaghetti dinners. In his report the examiner discusses the relationship of the Kraft dinners to canned goods, and he concludes that from a packaging standpoint there is no basis upon which the Kraft dinners should be designated as canned goods. Regarding the contention that the Kraft dinners should be rated the same as spaghetti dinners, he concludes that notwithstanding asserted competition between the Kraft dinners and the spaghetti dinners the density of the former is so much less than the latter that an equality of rates between the two is not justified.

We likewise conclude that the transportation characteristics of the Kraft dinners do not justify retention of the dinners in the canned goods grouping. We conclude, furthermore, that said characteristics do not justify the application of the same rates to the Kraft dinners as to the dry milk solids and as to spaghetti dinners. The comparisons which Kraft Foods made of the densities of its dinners with the densities of the dry milk solids were directed principally to the lighter packs of the milk solids. Such comparisons do not provide a suitable basis for comparative evaluation of the rates for the dinners with the rates which are provided for the milk solids as a group.

We believe, furthermore, that the examiner concluded correctly that the Kraft dinners should be listed with other items

in the group designated "Groceries and Grocers' Supplies." A Kraft dinner consists of a package of uncooked macaroni in which is included a small package of grated cheese. Uncooked macaroni, itself, is an item that is listed as "Groceries and Grocers' Supplies." Since the Kraft dinners, by weight, consist almost wholly of uncooked macaroni and include no items in the canned goods category, whereas more than 55 percent of the weight of the ingredients of the spaghetti dinners is that of a canned sauce, it would seem that the Kraft dinners are more closely akin to macaroni as listed in the grouping for "Groceries and Grocers' Supplies." Although the Kraft dinners were added to the canned goods list in 1957 by Decision No. 55368 largely because of asserted competition with the spaghetti dinners, we now find and conclude, upon further consideration of this matter, that for the purposes of establishing and maintaining reasonable minimum rates for the future, the Kraft dinners should be grouped with the items "Groceries and Grocers' Supplies." We also find and conclude that such increases in rates as will result from the change in grouping are justified.

Carload Rates and Minimum Weights,
Canned Liquid Milk and Dry Milk Solids

Present carload rates for "Canned Goods and Other Articles" (including canned liquid milk and dry milk solids) are based upon a minimum weight of 30,000 pounds. Under the proposals of the examiner, additional carload rates would be established, subject to carload minimum weights of 36,000, 42,000, and 45,000 pounds. In general, the examiner's proposals in connection with the rates having statewide application would result in rate reductions for

shipments subject to carload minimums of 36,000 pounds or more. Interterritorial rates, such as those that would apply between the San Francisco Territory and the Los Angeles Basin Territory, would be increased; however, the level of the interterritorial rates for shipments of 45,000 pounds or more would be virtually the same as the present rates for shipments of 30,000 pounds or more.

Exceptions to these proposals were filed by the Evaporated Milk Association, Carnation Company, and Foremost Dairies, Inc. Principal points of argument which were advanced by the Evaporated Milk Association and Carnation Company for their exceptions are as follows:

- a. The record does not support the establishment of the rates which the examiner recommends for canned goods.
- b. Increases in the rates of highway common carriers in conformity with increases in the minimum rates that would result under the examiner's recommendations would be unlawful.
- c. No evidence was presented relative to the cost of transportation of canned liquid milk and of dry milk solids; hence, any changes in the present rates, rules and regulations that apply for the transportation of these commodities are not justified.
- d. The establishment of a carload rate subject to a minimum weight of 45,000 pounds would be unreasonable.

Foremost Dairies likewise argues that the record does not substantiate the proposed rates. However, Foremost Dairies, Inc., would accept as reasonable the rates which the examiner recommends for shipments of 45,000 pounds or more provided that the minimum weight would be reduced to 36,000 pounds for shipments of canned liquid milk and to 40,000 pounds for shipments of dry milk solids.

The contentions that the recommended rates are not supported by the record apparently stem from the fact that said rates are those which the Cannery League of California urged be adopted in lieu of higher rates which were advocated by a rate expert of the Commission's staff.⁴ It would seem that exceptors' view in this regard is that since the recommended rates were developed and presented as a counter rate proposal, the rates are without foundation. Such a view, however, does not comport with the evidence in this matter. The record is clear that with the exception noted below both rate proposals are based upon data representing the costs of service which had been developed by a Commission engineer from studies which he had made of the transportation of canned goods. It appears that the principal difference between the two proposals is that the rates which are advocated by the Cannery League of California and the California Trucking Associations, Inc. contain lesser allowance for profit and lesser provision for rate factors other than costs than do the rates which the rate witness proposed.⁵ In noting the support of the lower rates both by the shippers represented by the Cannery League and by the carriers

⁴ The proposals of the Cannery League of California were supported by the California Trucking Associations, Inc.

⁵ Another important difference is that the Commission rate witness would cancel present territorial rates which apply for the transportation of canned goods between the San Joaquin Valley and Sacramento Valley Territories and San Francisco Territory, Sacramento and Stockton. The Cannery League would have this basis of rates continued, but would increase the rates to about 90 to 95 percent of the rates which it proposes for corresponding distances for statewide application. The relationship of the interterritorial rates, as so increased, to the costs of the services involved is not of record, inasmuch as the cost figures which were submitted by the Commission engineer were not limited in their development to said services but were based in part upon services in other areas of the state also.

represented by the California Trucking Associations, Inc., the examiner concluded that said rates "reflect evaluations of the record which, from the shippers' point of view, measure the value of the service to the shippers, and which, from the carriers' point of view measure the adequacy of the rates to return reasonable compensation for the transportation of canned goods and to provide a basis upon which the carriers can develop their operations in the future." We believe that this appraisal of the rates, particularly as directed to the margin between the rates and the costs of service is correct, and that notwithstanding exceptors' contentions to the contrary, the rates would be just and reasonable minimum rates for the transportation to which they would apply.

These conclusions are applicable also to the territorial rates which would apply under the proposals of the Cannery League to the transportation of canned goods to and from the San Joaquin and Sacramento Valley Territories. In their objections to these proposals the Evaporated Milk Association and Carnation Company assail the increases that would be made over the present rates. They submitted figures to show, by way of example, that the increases in the present 30,000 pound carload rates from Gustine, a principal shipping point for milk and milk products, would be in amounts ranging from about 15 to 25 percent. In this connection it should be pointed out, however, that the proposed territorial rates are not only lower than the rates which would apply statewide, but are amongst the lowest rates which Minimum Rate Tariff No. 2 provides. The establishment of reasonable and non-discriminatory minimum rates necessarily entails consideration of the relationship of the proposed rates to other rates in the tariff. In the light of such considerations we find and conclude that the increases should be effected in order to avoid unduly discriminatory results.

The examiner's report includes a scale of rates which he recommends be adopted as rates to be established to and from the San Joaquin Valley and Sacramento Valley Territories. Also it lists specific rates for application to and from the Los Angeles Basin Territory. Official notice is taken of the fact that since the examiner's report was released, the rates in Minimum Rate Tariff No. 2 upon which his recommended rates were developed have been increased pursuant to Decision No. 60621 dated August 23, 1960. With the adoption of the examiner's recommended rates, increases should be made therein corresponding to those prescribed by Decision No. 60621.

The arguments of the Evaporated Milk Association and of Carnation Company that highway common carriers would not be able lawfully to increase their rates to correspond to the increases which would be made in the minimum rates apparently are derived from a belief that because of prohibitions contained in Article XII, Section 20, of the State Constitution and in Section 454 of the Public Utilities Code no increases may be made in the rates of highway common carriers except after a showing by the carriers, and a finding by the Commission, that the increases are justified.⁶

⁶ "No railroad or other transportation company shall raise any rate of charge for the transportation of freight or passengers or any charge connected therewith or incidental thereto, under any circumstances whatsoever, except upon a showing before the railroad commission provided for in this Constitution, that such increase is justified, . . ."

Article XII, Section 20, State Constitution

"No public utility shall raise any rate or so alter any classification, contract, practice or rule as to result in any increase in any rate except upon a showing before the commission and a finding by the commission that such increase is justified."

Section 454, Public Utilities Code

These arguments are without merit in that they disregard the provisions of Section 731 of the Public Utilities Code which specifically empower the Commission to prescribe increases in the rates of highway common carriers when it finds that "any rate or toll (of said carriers) for the transportation of property is lower than a reasonable or sufficient rate, and that the rate is not justified by actual competitive transportation rates of competing carriers, or the cost of other means of transportation." This phase of Case No. 5432 deals with the rates of highway common carriers as well as of various other carriers for the transportation of canned goods and related articles. The record which has been developed provides basis for determination of the minimum reasonable rates for the transportation involved. Such rate increases as would be prescribed for highway common carriers are designed to adjust the rates of said carriers to the minimum level deemed reasonable and sufficient in the light of the circumstances in which the transportation is performed.

In their arguments that since no studies were made of the costs of transporting canned liquid milk and dry milk solids, no changes should be made in the rates that now apply to said transportation, the Evaporated Milk Association, Carnation Company and Foremost Dairies do not take into consideration the fact that the present rates are not rates which have been established as reasonable minimum rates for the transportation of canned liquid milk and dry milk solids specifically, but are rates which heretofore have been prescribed for the commodities "Canned Goods and Other Articles" as a group. Hence, the propriety of the changes which the examiner recommends be made in the rates and carload minimum

weights for the commodities involved should be appraised in the light of the showing of transportation circumstances applicable to the commodities as a group, rather than as to any particular item or items. The absence in the showing of cost and other data relative to specific items does not bar revisions in the rates and carload minimum weights for the group as a whole (inclusive of said items) where, as in the instant matter, it appears that the showing is that of a representative cross section of the transportation circumstances applicable to the group. The proposals of Foremost Dairies, Inc., relative to the establishment of lesser carload minimums for canned liquid milk and dry milk solids than those that would apply to the same rates for canned goods, would have the result, if adopted, of establishing specific commodity rates for said milk items. On this record it does not appear that there is basis for a finding that such rates would be reasonable and non-discriminatory minimum rates.⁷

The objections which the Evaporated Milk Association and Carnation Company raise against the establishment of a rate scale on a minimum weight of 45,000 pounds are made on two bases:

- a. A minimum weight of 45,000 pounds is in excess of the legal carrying capacities of vehicles of a number of for-hire carriers; the establishment of a rate scale based on such a minimum weight would unreasonably limit the opportunities of those carriers to engage in the transportation of canned goods and related articles.
- b. Canned liquid milk is ordinarily marketed in sales units of 36,000 pounds; a carload minimum of 45,000 pounds would be excessive in relation to present marketing practices.

Whether specific commodity rates should be established for canned liquid milk and dry milk solids, and what rates would be reasonable, if established, appear to be matters that should be considered in the light of evidence bearing directly upon those questions.

Considered in the light of the record herein, it does not appear that either of these contentions support a conclusion that 45,000 pounds would be an unreasonably high minimum weight for a scale of rates for canned goods. It may be conceded that a weight of 45,000 pounds exceeds the legal capacities of the vehicles of various highway carriers. However, the record shows that vehicles of other for-hire carriers could well accommodate such loads. The evidence is clear that the larger vehicles permit the attainment of lower costs, per unit of service, than the costs attained in the operation of the smaller vehicles. We do not believe that it would be equitable to withhold the establishment of rates reasonably consistent with said lower costs. To do so would be to preclude shippers and the public generally from realizing the benefits of efficiencies obtained in the usage of the larger vehicles. To do so, furthermore, would tend to limit the ability of for-hire carriers to compete effectively with private carriers that could or would engage in like transportation services by means of the larger vehicles.

The circumstance that 45,000 pounds would be high in relation to the weight of the sales unit for canned liquid milk is not of itself sufficient reason for not establishing a rate scale based on said weight for canned goods generally. Inasmuch as the record shows that there are, and would be, numerous movements of canned goods items in quantities of approximately 45,000 pounds, it appears that such a weight would not be an excessive minimum weight for these movements.⁸

⁸ It should be remembered, in connection with this discussion of the proposed minimum weight of 45,000 pounds, that the examiner's recommendations contemplate that carload rate scales based on minimum weights of 30,000, 36,000 and 42,000 pounds will also be established.

Split Pickup or Split Delivery Service,
Los Angeles Basin Territory

The question of what tariff provisions should govern split pickup or split delivery services which are provided in connection with the transportation of carload shipments of canned goods from or to the Los Angeles Basin Territory is discussed extensively in the examiner's report. Briefly, the principal problem that is involved is the establishment of provisions for said transportation which would be equitable in relation to those that would apply for transportation of a carload shipment of canned goods from a single point of origin or to a single point of destination in the Los Angeles Basin Territory.

Proposals dealing with this problem were submitted by the Commission's staff, by the Canners' League of California, by the Department of Finance of the State of California, and by the California Trucking Associations, Inc. The Commission's rate witness and the Canners' League both proposed that no change be made in present tariff provisions which permit carriers to provide split pickup or split delivery services within the Basin Territory at the applicable carload rate without further charge for the traversing of such additional distances that may be involved in the performance of said services as compared with the distances involved in the pickup or delivery of shipments moving from a single point of pickup or to a single point of destination. However, the Commission's rate witness proposed that the number of split pickups or of split deliveries to be made on this basis be limited to four per shipment. The Canners' League proposed that this number be limited to eight per shipment. The Department of Finance

for the State urged that the present provisions be continued in effect without any limitations as to the number of split pickups or split deliveries per shipment. On the other hand, the California Trucking Associations, Inc., proposed that no split pickup or split delivery service be permitted under the territorial rate that would be established in this matter. The Associations proposed, instead, that charges for the transportation of split pickup or split delivery shipments from or to the Basin Territory be subject to other, and higher, rate provisions which are set forth in Minimum Rate Tariff No. 2 for split pickup and split delivery shipments generally. The examiner's recommendations on this question are that the recommended territorial rate apply for the transportation of split pickup shipments from the last point of pickup or, in the case of split delivery shipments, to the first point of delivery, and that for the distances traversed in making the several pickups or several deliveries an additional charge of 1 cent per 100 pounds for each 5 miles of distance (or fraction thereof) apply.

Exceptions to the examiner's recommendations were filed by the Commission's staff, by the Cannerymen's League, and by the California Trucking Associations, Inc. The Commission's staff asserts that the examiner's recommendations have no foundation on the record; that they are utterly lacking in the practicalities of application for the reason that the distances for which the additional charges would apply cannot be readily determined; and that there is no necessary correlation between said distances and either the costs or the value of the services performed. The Commission's staff urges as a preferable alternative to the

examiner's recommendations either the adoption of its proposals, or those of the Cannery League, or those of the California Trucking Associations, Inc. The Cannery League declares in its exceptions that there is no basis for the prescription of additional charges to apply for additional miles traveled in making split pickups or split deliveries inasmuch as the record indicates merely the possibility of additional distances, and does not actually establish that additional distances are actually involved. The exceptions of California Trucking Associations, Inc., are on the grounds that basis of the examiner's recommended charges is unsound for reasons which will be touched upon below. A reply to the several exceptions was filed by the Department of Finance of the State of California. In its reply the Department of Finance alleges that adoption of any of the proposals of exceptors would be seriously detrimental to the movement of the State's canned goods traffic to or from its various agencies. It asserts, furthermore, that no additional charge should be established for the distances traversed in the performance of the services involved.

In the determination of what, if any, distance charges should be assessed in connection with the transportation of the split pickup and split delivery shipments involved, a principal consideration is whether the territorial rate that would be established for the transportation of carload shipments of canned goods and certain other articles to and from the Los Angeles Basin Territory is sufficient to compensate the carriers reasonably for additional mileages traversed in the pickup or delivery of the split

pickup or split delivery shipments. It is noted that on this point the examiner concludes that,

" . . . the interterritorial rate which the Cannery League and the California Trucking Associations, Inc., have recommended be established for the transportation of carload shipments of canned goods to and from the Los Angeles Basin Territory is the lowest rate that may be found reasonable on this record when the transportation is between one point of origin and one point of destination. From this conclusion it follows that the rate would be insufficient and unreasonably low for the transportation of shipments involving multiple pickups or multiple deliveries."

These conclusions are not challenged by exceptors. It appears that they are supported by the record, and that they should be adopted as a basis for our findings with respect to the action to be taken relative to the establishment of appropriate tariff provisions to govern the aforesaid split pickup and split delivery services.

In their proposals that four, eight, or an unlimited number of split pickups or of split deliveries be permitted without charge for the distances traversed in making said pickups or deliveries, exceptors obviously do not meet the problem of arriving at a reasonable basis of compensation for the services involved. None of their proposals may be adopted for that reason. Further discussion thereof is not necessary.

It is evident that the exceptions of the Commission's staff relative to the examiner's recommendations stem largely from a misunderstanding of the recommendations. On the one hand the staff exceptions assail the recommendations as unfounded and impracticable. On the other hand they support proposals which were advocated by the California Trucking Associations, Inc. Analysis of

the respective proposals shows that they are constructed along the same lines -- that, in fact, the examiner's proposals are a modification of those of the California Trucking Associations, Inc. The main difference is that the proposed charges of the California Trucking Associations, Inc., include an allowance for terminal services whereas those of the examiner do not. The staff's exceptions are particularly directed to the manner in which distances would be computed under the examiner's proposals. Allegedly, said distances cannot be readily determined. However, the distances would be computed under essentially the same method as that which would apply to the proposals of the California Trucking Associations, Inc., and which applies as a basis for virtually all of the distance rates which the Commission has prescribed as reasonable minimum rates for transportation within California. The remaining exception of the staff, namely, that the distances upon which the examiner's proposed charges would be based have no necessary correlation to either the cost or of the value of the service performed, deals with a matter which is pointed up in the examiner's report itself. In describing the services performed, the examiner notes that the carriers differ in their practices -- that some of the carriers transport the split pickup or split delivery shipments in through service whereas other carriers bring the shipments to their terminals where the shipments are unloaded and reloaded into line-haul or local route trucks respectively. The examiner's recommendations were developed on the basis that the shipments are picked up and delivered by the same cargo vehicles that are utilized in the line-haul transportation. In this respect the examiner's recommended rates correspond to those which apply as reasonable minimum rates

for split pickup and split delivery services generally, including the services of handling split pickup or split delivery shipments through a carrier's terminals by the method described above. In the circumstances it does not appear that the examiner's proposals should be found unreasonable on the basis of the foregoing reasons advanced in the staff's exceptions.

The allegations of the California Trucking Associations, Inc., that the examiner's recommended charges for the split pickup or delivery services are unsound are based on the fact that said charges do not include an allowance for certain terminal services.⁹ The position of the Associations is that the charges for the transportation of the split pickup or split delivery shipments should be computed on (a) the interterritorial rate for the transportation from or to the Los Angeles Basin Territory, plus (b) the distance rates that would apply were the shipments transported as separate shipments in split pickup or split delivery service between points within the Basin Territory.¹⁰ The examiner discusses this basis of charges in his report. He points out that both the interterritorial rate and the distance rates include provision for the costs of terminal services, and he concludes that since on a through

⁹ As herein used, the term "terminal services" means the movement of carrier's equipment to point of pickup of a shipment, the loading of the shipment, the unloading of the equipment at point of destination, and the return of the equipment to a base of the carrier's operations.

¹⁰ In addition to the charges under rates indicated, certain charges which are based on the weights of the components of the split pickup or split delivery shipments would be applicable. These charges now apply under current provisions of Minimum Rate Tariff No. 2, and would apply under either the proposals of the examiner or of the California Trucking Associations, Inc.

movement the same shipment is neither picked up twice at point or points of origin nor delivered twice at point or points of destination, the basis of charges proposed by the California Trucking Associations, Inc., would result in an unjustified duplication of charges for terminal services. In its exceptions the California Trucking Associations, Inc., concedes that its proposed charges include charges for terminal services which are not provided. Nevertheless, it declares that, "The Commission has never found, and never should find, that in making a combination rate provision must be made for the theoretical saving resulting from the elimination of pickup and delivery at the combination point."

The position of the California Trucking Associations, Inc., obviously is that a combination of rates is the only reasonable basis of rates for the services involved. We believe that such a viewpoint is incorrect for the reason that it ignores the fact the fundamental character of the transportation is that of through movements between points within the Los Angeles Basin Territory, on the one hand, and points within San Francisco Territory, Sacramento and Stockton, on the other hand. The nature of the transportation justifies the establishment of appropriate through rates therefor. In the circumstances it appears that the examiner concluded rightly that the duplicate charge for terminal services should be excluded from the rates. It appears, and we so find and conclude, that the charges which the examiner recommended be assessed for the split pickup and delivery services in question are, and will be, reasonable and nondiscriminatory charges for said services. In the adoption of the examiner's proposals a minor modification for purposes of clarity will be made in the rules in conformity with a suggestion of the California Trucking Associations, Inc.

Other Exceptions

Other exceptions to the examiner's report which have not been mentioned heretofore relate to his recommendations dealing with the services of temperature control provided in connection with the transportation of canned goods and other items; to the territorial rates which he proposes for the movement of certain foodstuffs for human consumption and animal feed to and from the Los Angeles Basin Territory; to asserted implications of the report, and to the establishment of routings to govern the interterritorial rates between the Sacramento and San Joaquin Valley Territories and San Francisco Territory, Sacramento and Stockton. These exceptions need be discussed only briefly.

Kraft Foods asserts that the examiner's recommendations concerning the services of temperature control embrace matters not of record in the instant phase of this proceeding. Kraft points out that the proposals of record deal with charges to be assessed for refrigeration provided with the transportation of certain canned foods, frozen, whereas the examiner's recommendations are on a broader scale, dealing both with refrigeration for canned goods, frozen, and refrigeration for canned goods, cooled or chilled, but not frozen. Although it would thus seem that the examiner's recommendations are partly unfounded, the examiner's report on this point is clear that said recommendations merely reflect the order of the Commission in Decision No. 59703, which was issued February 23, 1960, after the close of the record in this matter. Inasmuch as the examiner was undertaking to set forth the minimum rate provisions that would govern the transportation of

canned goods in the future, it appears that he properly took notice of the Commission's decision pertaining to the same subject.¹¹

The California Trucking Associations, Inc., excepts to a proposal of the examiner that certain foodstuffs for human consumption and animal feeds be accorded the same rates as those that would apply for the transportation of canned goods between the San Joaquin Valley and Sacramento Valley Territories and San Francisco Territory, Sacramento and Stockton. Assertedly, the economic conditions which justify the rates for canned goods have not been shown to exist with respect to the movement of any other commodity. This argument would indicate that in connection with the rates that were proposed for the movement of canned goods to and from the San Joaquin Valley and Sacramento Valley Territories a showing was made that such movements are subject to economic considerations that are distinct from like movements of the foodstuffs for human consumption and the animal feeds involved. Such does not appear to be the case, however. We perceive no valid basis on this record from departing from our general conclusions that the foodstuffs for human consumption and the animal feed should be subject to the same level of rates as for canned goods.

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As pointed out in the examiner's report, Decision No. 59708 was stayed by the timely filing of a petition for rehearing on certain of the matters involved in said decision. Rehearings on said matters have been held and decision thereon has been issued (Decision No. 61177, dated December 13, 1960). Insofar as the points in issue in the exceptions to the examiner's report are concerned, the latter decision affirmed the provisions of Decision No. 59708.

Exceptions are taken by the Commission's staff to asserted implications of the examiner's report concerning the processes by which rates should be developed. Whether there are the implications as alleged,¹² and what conclusions should be drawn with respect thereto, need not be decided in the instant phase of this proceeding. Discussion herein of said matters is not necessary.

In an exception relating to the territorial rates which the examiner recommends for application to and from the San Joaquin Valley and the Sacramento Valley Territories, the Commission's staff urges that the routes over which the rates would apply be specified in order that the rates not be applied over unduly circuitous and uneconomical routes. This proposal is sound. Appropriate routings will be provided.

FINDINGS AND CONCLUSIONS

Upon consideration of the record adduced in these above-numbered phases of Case No. 5432, the examiner's report thereon, the exceptions to the examiner's report, and the replies to the exceptions, the Commission finds and concludes that:

1. The proposals of Lyons-Magnus, Inc., that preserved fruit and fruit peel, drained, be included in the list of commodities designated in Item No. 610 series of Minimum Rate Tariff No. 2 as "Canned Goods and Other Articles" have not been justified, and that the petition of Lyons-Magnus, Inc., setting forth said proposals (Petition No. 148, Case No. 5432) should be denied.

¹²"Whether the Examiner implies that there should be some precise mathematical formula for the determination of rates is not entirely clear. We doubt that such an inference is properly drawn from the Report."

From the reply of California Trucking Associations, Inc., to exceptions of the Commission's staff.

2. Present provisions in Minimum Rate No. 2 governing the transportation of the commodities listed as "Canned Goods and Other Articles" in Item No. 610-0 of said tariff should be revised to the extent reflected in the revised tariff pages attached to and made a part of the Order which follows below, and that, as revised, said tariff provisions are, and will be, just, reasonable, and nondiscriminatory minimum rates, rules and regulations for the transportation of the aforesaid commodities.

Common carriers (as defined in the Public Utilities Act) that have heretofore been required to publish and maintain rates, rules and regulations no lower in volume or effect than those provided by Minimum Rate Tariff No. 2 will also be required to publish and maintain rates, rules and regulations no lower in volume or effect than those hereinafter prescribed for the commodities which are listed as "Canned Goods and Other Articles" in Item No. 610-0 of Minimum Rate Tariff No. 2. To the extent that the existing rates, rules and regulations of said common carriers are less in volume or effect than the rates, rules and regulations in Minimum Rate Tariff No. 2 for the commodities "Canned Goods and Other Articles" (as amended in conformity with the order below), said rates, rules and regulations of said common carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation.

O R D E R

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

IT IS HEREBY ORDERED:


1. That the petition of Lyons-Magnus, Inc., which was filed April 30, 1959, in this proceeding, said petition being Petition No. 148, be and it hereby is, denied.

2. That 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 February 11, 1961, the revised pages attached hereto and listed in Appendix "A", also attached hereto, which pages and appendix are made a part hereof by this reference.
3. 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 February 11, 1961; 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.
4. 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.

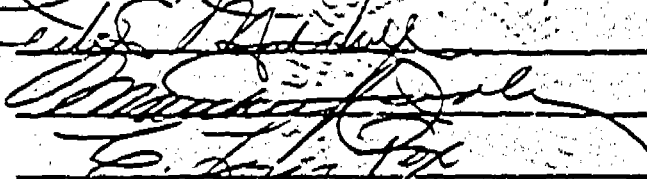
In all other respects the aforesaid Decision No. 31606, as amended, shall remain in full force and effect.

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

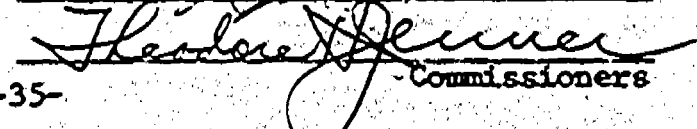
Dated at San Francisco, California, this 28th day of DECEMBER, 1960.



President



E. J. Fox



Theodore J. Jenner
Commissioners

APPENDIX "A" TO DECISION NO. 61258

Revised Pages to Minimum Rate Tariff No. 2

Authorized by said Decision

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Fifteenth Revised Page 4

Thirtieth Revised Page 5

Nineteenth Revised Page 6

Twenty-second Revised Page 7

Nineteenth Revised Page 8

Seventeenth Revised Page 9

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(End of Appendix "A")

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# Addition) Decision No. 51256	
** Eliminated)	
EFFECTIVE FEBRUARY 11, 1961.	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 1099	

INDEX OF COMMODITIES

Only those articles which are named in commodity items or in Exceptions to the Western Classification and Exception Sheet are shown in the following list.

COMMODITY	Item Number	COMMODITY	Item Number
Acid, Boracic	730	Borax	730
Adaptors, Casing	365	Boxes, Well Derrick or Stuffing	365
Adjusters and Boards	365	Bran	652-654½
Air Compressors (M)	365	Bran, cottonseed	652-654½
Ale	310,360	Bran, Flaked	652-654½
Alfalfa	652-654½	Bran, Rico	652-654½
Alfalfa, ground or pressed	652-654½	*Breads	320
*Animal Feed	338,620-630	Brewers' Flakes	652-654½
Anvils (M)	365	Brewers' Grains	652-654½
Arms, Cross, wooden	690,710	Brick, Fire	365
Arms, wooden	365	*Brine	320
Asphalt	377.5,723-726	Brushes, tooth	395
Atmospheric Water Cooling Towers (M)	365	Bronzing Liquids	377
Bakery Goods	360	*Broths	320
Barley	652-654½	Buckwheat	652-654½
Barley, Pearled	652-654½	Butter, Dairy (M)	315,605
Barrels, Pump Working	365	*Butter, Fruit	320
Bars, Grate	365	*Butter, Peanut	320
Bath Salts or Crystals	395	*Buttermilk	320,315
Batteries, dry cell	305	Buttermilk, condensed, dried or in paste form	652-654½
Bay Rum	395	*Buttermilk, not pow- dered or flaked	320
Beans, Castor	652-654½	Cake, Babassu Nut	652-654½
Beans, Mesquite	652-654½	Cake, Coconut	652-654½
*Beans and Pork	320	Cake, Copra	652-654½
Beer	310,360	Cake, Corn Germ	652-654½
Beet Pulp	652-654½	Cake, Corn Oil (M)	652-654½
Bolts (M)	365	Cake, Cottonseed	652-654½
Beverage Containers	330	Cake, dried fruit seed	652-654½
Beverage Preparations	311,360,375	Cake, Flaxseed	652-654½
*Beverages	310,360	Cake, (Grain)	652-654½
Bits, Drilling	365	Cake, Hemp Seed	652-654½
Blacksmith's Rotary Blowers (M)	365	Cake, Kapok Seed	652-654½
Blocks, Casing, Crown or Underreamer Dressing	365	Cake, Linseed	652-654½
Blowers, Blacksmith's Rotary (M)	365	Cake, Mesquite (M)	652-654½
Boards	690,710	Cake, Oil	652-654½
		Cake, Palm	652-654½
		Cake, Palm Kernel	652-654½
		Cake, Peanut	652-654½
		Cake, Perilla	654
		Cake, Perilla Seed	652-654½

Boiler Flues	365	Cake, Rape Seed	652-654 $\frac{1}{2}$
Boiler Fronts (M)	365	Cake, Safflower Seed	652-654 $\frac{1}{2}$
Boiler Parts (M)	365	Cake, Sesame Seed	652-654 $\frac{1}{2}$
Boiler (M)	365	Cake, Soya Bean	652-654 $\frac{1}{2}$
Boiler Tubes	365	Cake, Sunflower Seed	652-654 $\frac{1}{2}$
Bone, ground and molasses mixed	652-654 $\frac{1}{2}$	Cake, Tucum Nut	652-654 $\frac{1}{2}$
		Cake, Velvet Bean	652-654 $\frac{1}{2}$

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

* Change, Decision No. 61256

EFFECTIVE FEBRUARY 11, 1961

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San Francisco, California.
Correction No. 1100

INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Candles (M)	377.5, 723-726	Compounds, carbon, green or sludge removing (M)	377.5, 723-726
Candy	360	Compounds, Flavoring	360
Candy coating, other than chocolate	334-3/4	Compounds, floor hardening (M)	377.5, 723-726
Canned Goods	320, 620, 630	Compounds, Food Curing Preserving or Seasoning	360
Cants, wooden	365	Compounds, Lard	360
Caps, Sand Line	365	Compounds, Oil Well	
Carriers (used packages)	330	Drilling Mud	365
Casing Shoes	365	Compounds, paint, lacquer or varnish reducing, removing or thinning	377
Castings, Swing Post	365	Concentrate, Flavin	652-654½
Catchers, Tubing	365	Confectionery	334-3/4, 360
*Catsup	320	Containers, Aluminum Bulk Shipping	330
Cement, pipe fitting (M)	377.5, 723-726	Containers, Beverage	330
General and Nuts combined	360	*Corn	320, 652-654½
Cereal Food	360	Corn Cobs	652-654½
Chaff	652-654½	Corn, Kaffir	652-654½
Chap Sticks	395	Corn Steep Water	652-654½
Charcoal (M)	652-654½	Countershafts, Oil Well	365
Cheese (including cottage and pot cheese) (M)	315, 605	Covers, cotton cloth	335
*Cheese and Macaroni	360	Covers, Thief Hole	365
*Chili, ground	320	Cow Peas	652-654½
Chloride of Lime Bleach	730	Cranes, Derrick	365
Chocolate	360	Cross Arms, wooden	690, 710
Chocolate Coating	360	Crystals, Citrus Fruit Juice	360
Chops	652-654½	Cylinders, Well Pump	365
*Chowders	320		
Citrus Fruit Juice		Darso	652-654½
Powders or Crystals	360	Derrick Cranes	365
Clamps	365	Derricks	365
Clamps Disconnecting, Drilling, Drive or Gas Packing	365	Dessert Preparations	360
Clay, Fire (M)	365	Disinfectants	730
Clippings	652-654½	Distillers' Grains	652-654½
Clothing, staple work	333	Drain Pipe Solvent	730
Clover	652-654½	Dressing, Automobile Top (M)	377.5, 723-726
Coating, candy, other than chocolate	334-3/4	Dressing, rubber (M)	377.5, 723-726
Coating, Chocolate	360	*Dressing, Salad	320
Cocoa	360	Dressing, shoe (M)	377.5, 723-726
*Coconut, prepared	333.5	Drill Bitheads	365
Coffee	360	*Drink, fruit	320
Coffee, extract of (Condensed coffee), dry	334, 360	Drugs	395
Coffee Substitutes	360	*Dry Milk Solids	320
		Durra	652-654½

Coloring, Confectioners'	360	Dust, Elevator	652-654½
Compound, cleaning (M)	377.5, 723-726	Earths, Infusorial or Diatomaceous	650
Compound, electrical insulating (M)	377.5, 723-726	*Egg Yolk	320
Compound, malt, milk and cocoa	360-375	Eggs, Shelled	360
Compound, metal cutting, drawing or drilling (M)	377.5, 723-726	Egyptian Wheat	652-654½
Compound, paint thinning (M)	377.5, 723-726	Elevator Dust	652-654½
Compound, radiator or cleaning (M)	377.5, 723-726	Elevators, Pipe or Sucker Rod	365
Compound, rust prevent- ing or removing (M)	377.5, 723-726	Emmer	652-654½
Compound, type cleaning (M)	377.5, 723-726	Engines (M)	365
Compound, water- proofing (M)	377.5, 723-726	Ether (M)	377.5, 723-726
Compounds, anti-freeze (M)	377.5, 723-726	Explosives	337
Compounds, Bleaching, Cleaning, Scouring, Washing	334½, 730	Exterminators, vermin (M)	377.5, 723-726
Compounds, buffing or polishing	334½	Extracts	360
		Extracts, doffee (con- densed coffee), dry	334, 360
		Farina	652-654½
		Farina and Wheat Germ	652-654½
		*Feed, Animal	338, 620-630, 652-654½
		Feed, Barley Hay	652-654½
		Feed, Bean Straw (M)	652-654½

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

* Change, Decision No. 61256

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INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Feed, Clover	652-654 $\frac{1}{2}$	Glucose	360
Feed, Gluten	652-654 $\frac{1}{2}$	Glycerine, unmedicated	395
Feed, Mill	652-654 $\frac{1}{2}$	Grain Products, as described	652-654 $\frac{1}{2}$
Feed, Poultry	652-654 $\frac{1}{2}$	Grain	652-654 $\frac{1}{2}$
Feed, Sorghum (M)	652-654 $\frac{1}{2}$	Grains, Brewers'	652-654 $\frac{1}{2}$
Feed, Soybean Mill	652-654 $\frac{1}{2}$	Grains, Distillers'	652-654 $\frac{1}{2}$
Feterita	652-654 $\frac{1}{2}$	Grass, Sudan	652-654 $\frac{1}{2}$
Fire Brick (M)	365	Grass, Water	652-654 $\frac{1}{2}$
Fire Clay (M)	365	Grate Bars	365
*Fish, cooked, pickled or preserved	320, 345	Grips	365
Fish, other than fresh or frozen	360	Grit	652-654 $\frac{1}{2}$
*Fish Roe	320	Grits	652-654 $\frac{1}{2}$
Fittings, Iron or Steel Pipe	365, 378	Groats	652-654 $\frac{1}{2}$
Flakes, Brewers'	652-654 $\frac{1}{2}$	Guides, Wire Line	365
Flakes, Hominy	652-654 $\frac{1}{2}$	Gum, Chewing	360
Flavoring Compounds	360	Handles, wooden	365
Flaxseed	652-654 $\frac{1}{2}$	Hay	355, 658
Flour, Bean	339, 652-654 $\frac{1}{2}$	Heads, Control Casing, Drive Pipe or Casing	365
Flour, Blood	652-654 $\frac{1}{2}$	Hegari	652-654 $\frac{1}{2}$
Flour, Grain	339, 652-654 $\frac{1}{2}$	Higera	652-654 $\frac{1}{2}$
Flour, Potato	339, 652-654 $\frac{1}{2}$	*Hominy	320, 652-654 $\frac{1}{2}$
Flour, Prepared	339, 652-654 $\frac{1}{2}$	Hominy Flakes	652-654 $\frac{1}{2}$
Flour, Rice	339, 652-654 $\frac{1}{2}$	*Honey	320-360
Flowers, fresh cut	340	Hooks, Casing, Sucker Rod, Throwoff, or Tubing	365
Flues, Boiler	365	Horseradish	360
Podder, bean, cane corn or pea	355	*Horseradish, prepared	320
Fondant, Candy	360	Hulls	652-654 $\frac{1}{2}$
*Food, Baby	320	Hulls, cottonseed	652-654 $\frac{1}{2}$
Food, Cereal	360	Hulls, Rice	652-654 $\frac{1}{2}$
Food, Infants' or Invalids'	360	Hulls, safflower seed	652-654 $\frac{1}{2}$
Food Preparations, Cereal	360	Hulls, sunflower seed	652-654 $\frac{1}{2}$
*Foodstuffs for human consumption	345, 620-630	Ice Cream	370
Forges	365	Icings	360
*Fruit (not dried, evaporated nor fresh)	320	Insecticides (M)	377.5, 723-726
Fruit, candied, crystallized, glazed or stuffed	360	Iron, Plate or Sheet	365
*Fruit, crushed	320	Jacks, Oil Well Pumping	365
Fruit, dehydrated, dried or evaporated	350	Jacks, Well Tool	365
Fruit Drink		*Jam	320
Fruit Juice Powders or Crystals, Citrus	360	*Jelly	320
		Joints, Rotary Tool and Sucker Rod	365
		*Juice, Clam	320
		*Juice, Fruit	320

Fruit Peel, candied crystallized, glazed or stuffed	360	Kaffir Corn	652-654½
Fruit Syrup	360	Kaoliang	652-654½
*Garlic Chips	320	Kelp	652-654½
*Garlic Powder	320	Lacquers	377
Gas, petroleum liquefied	377.5, 723-726	Lard	360, 730
Gauges, Bit	365	Lard Compounds	360
Gelatine	360	Lard Substitutes	360, 730
Generators, Electric(M)	365	Leaves, cactus	355
Germ	652-654½	Lentils (M)	652-654½

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

*Change, Decision No. 61256

EFFECTIVE FEBRUARY 11, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1102

INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Lime, Chlorinated	730	Meal, Velvet Bean	652-654½
Liners	365	Meat, other than fresh	360
Liners, Polished Rod	365	Meat Substitutes	360
Lines, Measuring	365	*Meats, -cooked, cured or preserved	320, 345
Links	365	Meats, fresh	376
Lipsticks, medicated (chap sticks)	395	Mechanics' Tools (M)	365
Liquid, cigar or cigarette lighter (M)	377.5, 723-726	Medicines	395
Liquors, Malt	360	Middlings	652-654½
Liquors, Vinous	360	Military toilet kits	395
Lubricant, Grease Binder	377.5, 723-726	*Milk (condensed, evaporated or sterilized) liquid	320
Lubricant, metal cutting, drawing or drilling (M)	377.5, 723-726	Milk and cocoa compound	375
Lumber	690, 700, 710	*Milk, dried	345, 652-654½
Lye, Concentrated	730	Milk, Malted	360, 375
Macaroni (M)	652-654½	*Milk Solids, dry	345
Macaroni, except canned	360	Milk, sour skim	652-654½
*Macaroni (prepared)	320	Milk Food, other than liquid, other than malted milk	375
*Macaroni and Cheese	360	Milo Maize	652-654½
Machines, Oil Well Pulling	365	*Mince Meat	320
Machines, Rotary Drilling	365	*Mix, Pizza Pie	345
Maize	652-654½	Mixtures, Mineral	652-654½
Malt	652-654½	*Molasses	320, 652-654½
Malt, milk and cocoa compound	360, 375	Molasses, Blackstrap	652-654½
Malt Sprouts	652-654½	Molasses, Beet Sugar Final	652-654½
Malted milk	360, 375	Molasses, Corn Sugar Final, (Hydrol)	652-654½
Margarine (M)	315, 605	Mud Mixer Parts	365
Mash	652-654½	Mustard	360
Meal, Alfalfa	652-654½	Mustard (prepared)	320
Meal, Babassu Nut	652-654½	Noodles	360
Meal, Bean Straw	652-654½	Noodles (M)	652-654½
Meal, Bone	652-654½	Nuts, edible, shelled	360
Meal, Blood	652-654½	Oats	652-654½
Meal, Clover	652-654½	Oats, rolled	652-654½
Meal, Clover, ground	652-654½	Offal	652-654½
Meal, Coconut	652-654½	Offal, Wheat Cereal	652-654½
Meal, Copra	652-654½	*Oil, cooking	320, 730
Meal, Corn Germ	652-654½	Oil, Fish (M)	652-654½
Meal, Corn Oil (M)	652-654½	*Oil, Olive	320
Meal, dried Fruit Seed	652-654½	Oil, (other than medicinal) (M)	377.5, 723-726
Meal, Fish	652-654½	Oil, petroleum medicinal (M)	377.5, 723-726
Meal, Flaxseed	652-654½	*Oil, Salad	320
Meal, Fruit pomace	652-654½	*Olives	320
Meal, Grass dehydrated	652-654½	*Onion Chips	320
Meal, Gluten	652-654½	*Onion Powdered	320
Meal, (Grain)	652-654½	Outfits, insect destroying (M)	377.5, 723-726
Meal, Hemp Seed	652-654½	Outfits, Oil, Water or Gas Well	365
Meal, Hull or Shell, Nut	652-654½	Outfits, Wire Line Pumping	365
Meal, Kapok Seed	652-654½		
Meal, Linseed	652-654½		
Meal, Meat	652-654½		
Meal, Mesquite (M)	652-654½		
Meal, Molasses	652-654½		
Meal, Oil Cake	652-654½		
Meal, Palm	652-654½		
Meal, Palm Kernel	652-654½		
Meal, Peanut	652-654½		

Meal, Perilla	652-654 ^{1/2}	Packers	365
Meal, Perilla Seed	652-654 ^{1/2}	Paint, asphaltic (M)	377.5, 723-726
Meal, Rape Seed	652-654 ^{1/2}	Paint, liquid (M)	377.5, 723-726
Meal, Rice	652-654 ^{1/2}	Paint, liquid or paste	377
Meal, Safflower Seed	652-654 ^{1/2}	Parts, Boiler (M)	365
Meal, Sesame Seed	652-654 ^{1/2}	Parts, Mud Mixer	360
Meal, Soya Bean	652-654 ^{1/2}	Paste, Alimentary	360
Meal, Sunflower Seed	652-654 ^{1/2}	Paste, Confectioners'	360
Meal, Tomato Pomace	652-654 ^{1/2}	*Paste, Tomato	320
Meal, Tucum Nut	652-654 ^{1/2}	*Peanut Butter	320
Meal, Vegetable	652-654 ^{1/2}		

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

* Change, Decision No. 61256

EFFECTIVE FEBRUARY 11, 1961

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

Correction No. 1103

INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Peas, cow	652-654 $\frac{1}{2}$	Refuse, Fruit, dried	652-654 $\frac{1}{2}$
Peas, dried	652-654 $\frac{1}{2}$	Refuse, Potato Pulp	652-654 $\frac{1}{2}$
Peas, split or whole (M)	652-654 $\frac{1}{2}$	Repellents, insect (M)	377.5, 723-726
Peat Moss	652-654 $\frac{1}{2}$	Residuum, Distillery, Molasses, dry	652-654 $\frac{1}{2}$
*Pectin, Fruit or Vegetable	320	Residuum, Fish Oil	652-654 $\frac{1}{2}$
Peel, Fruit, citrus, dried, flaked or granulated	652-654 $\frac{1}{2}$	Residuum, fruit or vegetable	652-654 $\frac{1}{2}$
Pellets, beet pulp, dry	652-654 $\frac{1}{2}$	*Rice-and-Milk	320
Perfumery	395	Rice, Brewers'	652-654 $\frac{1}{2}$
Permanent hair-waving sets	395	Rice, Cleaned	652-654 $\frac{1}{2}$
Petroleum and Petroleum Products as described in Western Classification	377.5, 723-726	Rice, Paddy	652-654 $\frac{1}{2}$
Petroleum Jelly	395	Rig Irons	365
Phosphate, Dicalcium	652-654 $\frac{1}{2}$	Rings and Wedges	365
*Pickles	320	Rods, Polished or Valve	365
*Pie Mix, Pizza	345	Rods, Pull (M)	365
*Pie Preparations	320	Rods, Sucker	365
Pies, not baked, frozen	377.6	Rope (M)	365
Piling	690, 710	Rope, Wire	365
*Pimentos	320	Rose Water	395
Pins, wooden	365	Running Gears, steam boiler (M)	365
Pipe, cast or wrought iron or steel	365	Ryo	652-654 $\frac{1}{2}$
Pipe, cast iron pressure	378	Saddles, Jack	365
Pipe, cast iron soil	378	Sago	360
Pipe, plate or sheet iron or steel	365	Sago (M)	652-654 $\frac{1}{2}$
*Pizza Pie Mix	345	Salads, Fish, Macaroni, Meat or Vegetable	360
Plugs, Cementing	365	Salt	360, 380
Plugs, Dry Hole	365	Sand Rools	365
Plywood	690, 710	*Sandwich Spreads	320, 345
Foles	690, 710	*Sauce, pepper	320
Polish, floor (M)	377.5, 723-726	*Sauces, table	320
Polish, furniture (M)	377.5, 723-726	*Sausage	320
Polish, metal (M)	377.5, 723-726	*Sausage casings	320
Polish, Rice	652-654 $\frac{1}{2}$	Savors, Oil	365
Polish, vehicle (M)	377.5, 723-726	Schivos, Flax, cut or ground	652-654 $\frac{1}{2}$
Pomace, Fruit	652-654 $\frac{1}{2}$	Scourings	652-654 $\frac{1}{2}$
Pomace, Grape	652-654 $\frac{1}{2}$	Scrap, Fish	652-654 $\frac{1}{2}$
Popcorn	360	Scraps, dried meat	652-654 $\frac{1}{2}$
Porter	310, 360	Screenings, Alfalfa Seed	652-654 $\frac{1}{2}$
Posts	690, 710	Screenings, Bean or Pea	652-654 $\frac{1}{2}$
Potato Chips	360	Screenings, Flaxseed	652-654 $\frac{1}{2}$
Poultry Litter	652-654 $\frac{1}{2}$	Screenings, Grain, ground	652-654 $\frac{1}{2}$
Powder, Baking or Yeast	360	Screenings, Grain unground	652-654 $\frac{1}{2}$
Powder, Icing	334 $\frac{1}{2}$	Screenings, Millet	652-654 $\frac{1}{2}$
Powder, Sachet or Toilet	395	Screenings, Paddy Rice	652-654 $\frac{1}{2}$
Powders, Citrus Fruit Juico	360	Screenings, Pea	652-654 $\frac{1}{2}$
Power Pumps (M)	365	Seed, Broom Corn	652-654 $\frac{1}{2}$
Powers, Pumping	365	Seed, Flaxseed	652-654 $\frac{1}{2}$
		Seed, Hemp	652-654 $\frac{1}{2}$
		Seed, Melilotus	652-654 $\frac{1}{2}$
		Seed, Millet	652-654 $\frac{1}{2}$
		Seed, Rape	652-654 $\frac{1}{2}$

Preservatives, wood (M)	377-5,723-726	Seed, Sorghum	652-654 $\frac{1}{2}$
Protectors, Box and Pin	365	Seed, Sunflower	652-654 $\frac{1}{2}$
*Puddings	320	Seed, Sweet Clover	652-654 $\frac{1}{2}$
Pulleys, Tug	365		
Pull Rod Blocks, wooden	365		
Pulp, Beet	652-654 $\frac{1}{2}$		
Pulp, Dried Fruit	652-654 $\frac{1}{2}$		
Pulp, Fruit, citrus, dried, flaked or granulated	652-654 $\frac{1}{2}$		
*Pulp, Fruit or Vegetable	320		
Pummies	652-654 $\frac{1}{2}$		
Pumps, Power (M)	365		
*Puree, Tomato	320		
Rams, Bit	365		
*Ravioli (prepared)	320		
Red Dog	652-654 $\frac{1}{2}$		
Redwood Bark	652-654 $\frac{1}{2}$		
Reels, Measuring	365		
Reels, Sand	365		
Refuse, Bean or Pea	652-654 $\frac{1}{2}$		

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

* Change, Decision No. 61256

EFFECTIVE FEBRUARY 11, 1961

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

Correction No. 1104

INDEX OF COMMODITIES (Concluded)

COMMODITY	Item Number	COMMODITY	Item Number
Seed, Vetch	652-654½	Tank Steel (M)	365
Seed, Wild Mustard	652-654½	Tapioca	360
Seeds, dried fruit	652-654½	Tapioca	652-654½
Seeds, refuse or screening	652-654½	Tea	360
Semolina	652-654½	Temper Screws	365
Semolina and Grain Flour	652-654½	Templates, Box and Pin	365
Shakes	690, 710	Thief Hole Covers	365
Shampoo	395	Ties, railroad	690, 710
Shallu	652-654½	Timbers	690, 700, 710
Sheets	690, 710	Toilet Preparations	395
Shellacs	377	Tongs, pipe	365
Shells (M)	652-654½	Tools, Drilling or Fishing	365
Shingles	690, 710	Tools, Mechanics (M)	365
Shoes, Casing	365	Tooth Brushes	395
Shook, box or crate	690, 710	Towers, Atmospheric Water Cooling (M)	365
Shortening	360	Traveling toilet kits	395
Shorts	652-654½	Trucks, Steam Boiler (M)	365
Shrock Kaffir	652-654½	Tubes, Boiler	365
Sidmings	652-654½	Tubing, iron or steel, Plate or Sheet, Cast or Wrought	365
Slips	365	Tubs, Cooling	365
Smokestacks (M)	365		
Soap	730	Underreamers	365
Soap, liquid	377.5, 723-726, 730		
Soap, Powder	730	Valves (M)	365
Soda, Washing	730	Valves, Pump Working Barrel	365
Solvent (M)	377.5, 723-726	Varnish	377
Solvent, Drain pipe	730	Vegetable Oil Shortening	730
Sorghum	652-654½	*Vegetables (not dehydrated, dried, evaporated nor fresh)	320
*Soups	320	Veneering	690, 700, 710
Spaghetti (M)	652-654½	Vermicelli (M)	652-654½
Spaghetti, except canned	360	Vermicelli, except canned	360
*Spaghetti (prepared)	320	*Vermicelli (Prepared)	320
*Spaghetti and Cheese	345	*Vinegar	320
Spelt	652-654½		
Spices	360	Wagons, Casing or Bit	365
Spiders	365	Washing Powders	730
*Spreads, sandwich	320	Washing soda	730
Sprouts, Malt	652-654½	Waste Cotton Gin	652-654½
Spudding Shoes and Rings	365	Wax, automobile, boat, floor or furniture (M)	377.5, 723-726
Stain, wood (M)	377.5, 723-726	Wedges	365
Starch, liquid	730	*Welsh Rarebit	320
Steam Boiler Trucks (M)	365	Wheat	652-654½
Steel, plate or sheet (M)	365	Wheat, Egyptian	652-654½
Stirrups, Disconnecting	365	Wheels, Band, Bull or Calf	365
Stout	310, 360		
Straw	355		
Sugar	390, 740, 745, 755		
Swabs	365		

Swivels, Hydraulic		*Whey, condensed, dried or powdered	345, 652-654 $\frac{1}{2}$
Rotary	365	Witch hazel extract	395
*Syrup	320	Wine	400
Syrup, Fruit	360	Wire Rope (M)	365
Syrup, Malt	360	Wobblers	365
		Wood Preservatives (M)	377.5, 723-726
		Wrenches	365
*Table Sauces	320		
Tailings, rice mill	652-654 $\frac{1}{2}$	Yeast	360
Tankage, rendered, dry	652-654 $\frac{1}{2}$	Yeast, residual or dried	652-654 $\frac{1}{2}$
Tanks, Iron or Steel (M)	365		
Tanks, oil and gas separating (M)	365		

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

* Change, Decision No.

61256

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Correction No. 1105

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)		
PACKING REQUIREMENTS		
300	<p>Except on articles described in the Western Classification under the heading "Furniture" and except as otherwise provided, articles will not be subject to packing requirements of the Western Classification of Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>Except on articles described in the Western Classification under the heading "Furniture", if two or more ratings which are subject to different packing requirements are provided for an article in the form in which it is shipped, the lowest of such ratings will apply.</p> <p>The term "Form in which it is shipped" means the form of the article itself as prepared for shipment or for the trade (exclusive of packing requirements), such as set up, knocked down, nested, not nested, compressed, not compressed, folded flat, not folded flat, in metal can inner containers, in glass bottle inner containers, in carton inner containers, in bulk (not in inner containers), dry, liquid, paste, solid, powdered, granulated, in carboys. The term "packing requirements" means (1) the outer shipping containers such as boxes, barrels, crates, bags, and (2) the shipping forms such as bundles, bales, rolls, loose, on skids (other than lift truck or platform), which are provided in the Western Classification or Exception Sheet.</p>	
305	Batteries, dry cell, electric, Less carload -----	Class Rating 4
310	Beverages, malt, viz.: Ale, Beer, Porter, Stout, Less carload ----- Carload: Minimum Weight 40,000 pounds -----	4 D
311	Beverage Preparations, not otherwise indexed by name in the Western Classification, dry, Less carload -----	4
315	Butter, dairy Cheese (including cottage cheese and pot cheese) Margarine. (1) Applies only when one or more of the commodities listed in this item move in mixed shipments with other commodities for which rates are provided in this tariff.	(1)4
<p>(2) Change, Items Nos. 320, 330 and 333 formerly shown on this page transferred to Eighth Revised Page 37-A and Original Page 37-B.) Decision No. 61256</p>		
EFFECTIVE FEBRUARY 11, 1961		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1106</p>		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	Class Rating
*o 6 320	<p>CANNED GOODS in inner containers of earthenware, glass, or metal cans, in outer containers, viz.: boxes, fibreboard boxes or crates; or in metal cans in metal strapped bundles; or in bulk in the following containers: barrels, hogsheads, pipes, puncheons, tierces, casks, drums, half-barrels, quarter-barrels, sixth-barrels, eighth-barrels or kegs; not subject to Item No. 300, viz.:</p> <p>Beans and Pork, Breads, Brine, Broths, Butter, fruit, Butter, peanut (peanut paste), Buttermilk (not Casein), not powdered or flaked, Chili, ground, Chowders, Corn, Egg Yolk, Fish, cooked, pickled or preserved, with or without fruit or vegetable ingredients, Fish, Roe, cooked, pickled or preserved, Food, baby, consisting only of strained and chopped foods, Fruit (not fresh), crushed, Fruit (not dried, evaporated nor fresh), in liquid other than alcoholic liquor, Fruit Drink, consisting of concentrated fruit juice, water and fruit derivatives, not carbonated, Garlic, powdered, or garlic chips, Hominy, Honey, Jam, Jelly, Juice, clam, Juice (not syrup) fruit, unfermented, artificial or natural, sweetened or unsweetened, Juice, tomato, Juice, vegetable, Macaroni (prepared), with or without cheese, meat or vegetable ingredients, Meats, cooked, cured or preserved, with or without cereal or vegetable ingredients, Milk, condensed, evaporated or sterilized, liquid, flavored or not flavored, Mince Meat, Molasses or Syrups, as described under the heading "Foodstuffs, Beverages or Beverage Preparations, Not Named in Other More Specific Groups" in the Western Classification, Oil, cooking, olive or salad, Olives, Onion, powdered, or onion chips, Paste, tomato, Pectin, fruit or vegetable,</p>	

Pickles (Cauliflower, Cucumber, Dill Weed, Kraut, Mangoes, Onions and Tomato),
 Pie Preparations (fruit in syrup or in paste form compounded with flour or sugar and flavored),
 Pimentos (canned peppers),
 Puddings,
 Pulp, fruit or vegetable,
 Puree, tomato,
 Ravioli (prepared), with or without cheese, meat or vegetable ingredients,
 Rice-and-milk, cooked,
 Sandwich Spreads, including cheese spreads,
 Sausage,
 Sausage Casings, pickled or salted,
 Soups,
 Spaghetti (prepared), with or without cheese, meat or vegetable ingredients,
 Table Sauces, including Catsup, Prepared Horseradish, Prepared Mustard, Pepper Sauce or Salad Dressing,
 Vegetables (not dehydrated, dried, evaporated nor fresh),
 Vermicelli (prepared), with or without cheese, meat or vegetable ingredients,
 Vinegar,
 Welsh Rarebit,

Less than carload		90% of 4
Carload,		
Minimum weight 30,000 pounds		5
" " 36,000 "		B
" " 42,000 "		C
" " 45,000 "		(1)D

(1) Not applicable to shipments which are subject to charges for temperature control service.

* Change, Item transferred from)	
Twentieth Revised Page 37)	
o Increase)	
o Reduction)	Decision No. 61256
(2) Items formerly shown on)	
this page transferred to)	
Original Pages 37-C and 37-D)	

EFFECTIVE FEBRUARY 11, 1961

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 San Francisco, California.
 Correction No. 1107

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)																	
		Class Rating																
330	<p>Carriers (used packages), second hand, empty, as described in and subject to the provisions of Item No. 300 of the Exception Sheet, and</p> <p>Containers, aluminum bulk commodity shipping, nested, subject to Note 1 of Item No. 300 of the Exception Sheet.</p> <p>Less carload -----</p> <p>Carload:</p> <p>Minimum Weight 12,000 pounds -----</p> <p>Minimum Weight 30,000 pounds -----</p> <p>Carriers, malt beverage, viz.: Barrels, half barrels, casks, drums, hogsheads, kegs, puncheons, tierces, bottles, bottle carriers, pallets, subject to the provisions of Item No. 300 of the Exception Sheet.</p> <p>Less carload -----</p> <p>Carload:</p> <p>Minimum Weight 20,000 pounds -----</p> <p>(1) Does not apply to Carriers, malt beverage.</p> <p>(2) Subject to minimum rate of 28 cents per hundred pounds or actual 4th class rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement.</p> <p>(3) Not to exceed less carload rate.</p>	<p>(1)(2)$\frac{1}{2}$ of 4</p> <p>(1)(3)B</p> <p>(1)(3)E</p> <p>Western Classification Ratings apply</p> <p>D</p>																
333	<p>Clothing, staple work viz.: Dungarees, coveralls, overalls, breeches, pants, shirts or jackets (see Note 1) made of any one or any combination of the following fabrics made wholly of cotton:</p> <table border="0"> <tr> <td>Denim</td> <td>Drills</td> <td>Flannels</td> <td>Corduroys</td> </tr> <tr> <td>Jeans</td> <td>Chambrays</td> <td>Coverts</td> <td>Duck</td> </tr> <tr> <td>Twills</td> <td>Cottonades</td> <td>Poplins</td> <td>Moleskins</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Whipcords</td> </tr> </table> <p>Note 1.--Includes work jackets with blanket lining made of cotton and not to exceed 50% of wool shoddy.</p>	Denim	Drills	Flannels	Corduroys	Jeans	Chambrays	Coverts	Duck	Twills	Cottonades	Poplins	Moleskins				Whipcords	<p>3</p>
Denim	Drills	Flannels	Corduroys															
Jeans	Chambrays	Coverts	Duck															
Twills	Cottonades	Poplins	Moleskins															
			Whipcords															
<p>(4) Items shown on this page transferred from Twentieth Revised Page 37 } Decision No. 61256</p>																		
<p>EFFECTIVE FEBRUARY 11, 1961</p>																		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																		
<p>Correction No. 1108</p>																		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	Class Rating
#333-5	Coconut, prepared, Less carload ----- Carload: Minimum Weight 30,000 pounds -----	4 5
334	Coffee, extract of (condensed coffee), dry, Less carload -----	4
334½	Compounds, buffing or polishing, not otherwise indexed by name in the Western Classification, including boat, floor, furniture or vehicle polish or wax. Less carload -----	4
334½	Compounds, cleaning, scouring or washing, not otherwise indexed by name in the Western Classification, Less carload -----	4
334¾	Confectionery, viz.: Candy coating, other than chocolate, 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
#06 338	Feed, animal, containing meat or fish or a mixture of meat or fish and cereals or vegetables, in metal cans in boxes, or in metal cans in metal strapped bundles or in crates, not subject to Item No. 300. Less carload ----- Carload: Minimum Weight 30,000 pounds ----- " " 36,000 " ----- " " 42,000 " ----- " " 45,000 " ----- (1) Not applicable to shipments which are subject to charges for temperature control service.	90% of 4 5 B C (1)D
339	Flour, prepared, edible, manufactured from one or more of the articles included in List 1 (Grain), Item No. 652, or Rice Flour, Bean Flour, or Potato Flour, with more than 40% but no more than 80% of other ingredients. Minimum Weight 10,000 pounds ----- " " 40,000 " -----	90% of 4 B
340	Flowers, fresh, cut, Less carload -----	1

(2) Items shown on this page transferred)
from Seventh Revised Page 37-A)
Addition)
◊ Increase)
◊ Reduction)

Decision No. 61256

EFFECTIVE FEBRUARY 11, 1961

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Correction No. 1109

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)													
	EXCEPTION TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	Class Rating												
<p>#05 345</p>	<p>FOODSTUFFS FOR HUMAN CONSUMPTION, VIZ.:</p> <p>Fish, cooked, pickled or preserved, with or without fruit or vegetable ingredients, in bulk in boxes,</p> <p>Meats, cooked, cured or preserved, with or without cereal or vegetable ingredients, in bulk in crates or boxes,</p> <p>Milk (not malted), Buttermilk (not casein), Dry Milk Solids, powdered or flaked, or Whey, condensed or powdered, in inner containers of earthenware, glass, metal cans, or packages, in outer containers of boxes; or in bulk in barrels, fibre cans, boxes, double bags or multiple-wall paper bags,</p> <p>Pizza Pie Mix, consisting of flour, yeast and sauce with or without cheese, in combined packages in boxes (not less than 55 percent of the gross weight of the combined packages shall be that of the ingredients named, in metal cans),</p> <p>Sandwich Spreads, including cheese spreads, in paper cartons in boxes,</p> <p>Spaghetti and Cheese, with sauce, in combined packages in boxes (not less than 55 percent of the gross weight of the combined packages shall be that of the ingredients named, in metal cans),</p> <p>Less carload _____</p> <p>Carload:</p> <table border="0"> <tr> <td>Minimum Weight</td> <td>30,000 Pounds</td> <td>_____</td> </tr> <tr> <td>"</td> <td>" 36,000 "</td> <td>_____</td> </tr> <tr> <td>"</td> <td>" 42,000 "</td> <td>_____</td> </tr> <tr> <td>"</td> <td>" 45,000 "</td> <td>_____</td> </tr> </table> <p>(1) Not applicable to shipments which are subject to charges for temperature control service.</p> <p>Not subject to Item No. 300, see Note 1.</p> <p>NOTE 1.--(a) Rates or ratings applicable on shipments in boxes will apply also to such shipments in fibreboard boxes in metal strapped bundles or crates.</p> <p>(b) Rates or ratings applicable to shipments in barrels will apply also to such shipments in hogsheads, pipes, puncheons, tierces, casks, drums, half-barrels, quarter-barrels, sixth-barrels, eighth-barrels or kegs.</p>	Minimum Weight	30,000 Pounds	_____	"	" 36,000 "	_____	"	" 42,000 "	_____	"	" 45,000 "	_____	<p>90% of 4</p> <p>5 B C (1)D</p>
Minimum Weight	30,000 Pounds	_____												
"	" 36,000 "	_____												
"	" 42,000 "	_____												
"	" 45,000 "	_____												

350	<p>Fruit, Dehydrated, Dried or Evaporated, as described under that heading in the Western Classification. (See Item No. 40)</p> <p>Less carload _____</p> <p>Carload:</p> <p>Minimum Weight 30,000 pounds _____</p> <p>Minimum Weight 42,000 pounds _____</p>	<p>90% of 4</p> <p>5</p> <p>C</p>
355	<p>Hay, Fodder, bean, cane, corn or pea, Leaves, cactus, dried, Straw, In Machine Pressed Bales:</p> <p>Less carload _____</p> <p>Carload:</p> <p>Minimum Weight 30,000 pounds _____</p> <p>Minimum Weight 40,000 pounds _____</p> <p>(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.</p> <p>NOTE-Except as provided in paragraphs (d) and (c) of Note 1 of Item No. 658, one stop in transit for inspection and/or receipt of delivery instructions will be permitted in connection with each shipment, subject to a free time allowance of one hour for the stop. Charges for time in excess of one hour for the stop shall be assessed in accordance with the provisions of Items Nos. 140 and 145. Distances shall be computed via the transit point.</p>	<p>(1)4</p> <p>(1)C</p> <p>(1)(2)D</p>
<p>(3) Items Nos. 350 and 355 shown on) this page transferred from) Seventh Revised Page 37-A)</p> <p># Addition) Decision No. 61256 o Increase) o Reduction)</p>		
EFFECTIVE FEBRUARY 11, 1961		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1110</p>		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	Class Rating
*360	<p>GROCERIES AND GROCERS' SUPPLIES, viz.:</p> <p>Bakery Goods, as described under that heading in the Western Classification,</p> <p>Beverages, or Beverage preparations, as described in Items Nos. 39480, 39490, 39491, 40295, 40296, 40310, 40410 and 40420 of the Western Classification,</p> <p>Candy or Confectionery, as described in Items Nos. 20110, 20111 and 20112 of the Western Classification,</p> <p>Cereal and Nuts combined (Meat Substitutes),</p> <p>Cereal Food Preparations, as described under that heading in the Western Classification (Subject to Notes 1 and 2),</p> <p>Chocolate,</p> <p>Chocolate Coating,</p> <p>Cocoa,</p> <p>Coffee,</p> <p>Coffee, extract of (condensed coffee), dry,</p> <p>Coffee Substitutes, Cereal, Fruit or Vegetables, including Chicory,</p> <p>Coloring, confectioners',</p> <p>Compounds, Food Curing, Preserving or Seasoning,</p> <p>Dessert Preparations, as described in Items Nos. 39760 and 39761 of the Western Classification,</p> <p>Eggs, Shelled (Egg Albumen, white or yolks), desiccated or frozen,</p> <p>Extracts or Flavoring Compounds, not otherwise indexed by name in the Western Classification,</p> <p>Fish, other than fresh or frozen,</p> <p>Fondant, candy (candy filler),</p> <p>Food, Infants' or Invalids' cereal, or Food, Prepared, not otherwise indexed by name in the Western Classification,</p> <p>Fruit, or Fruit Peel, candied, crystallized, glazed or stuffed,</p> <p>Fruit Juice Powders or Crystals, Citrus,</p> <p>Fruit Syrups,</p> <p>Gelatine,</p> <p>Glucose,</p> <p>Gum, Chewing</p> <p>Honey,</p> <p>Horseradish,</p> <p>Lard, Lard Compounds or Lard Substitutes, as described in Items Nos. 33460 and 67840 of the Western Classification,</p> <p>Liquors, malt, viz.:</p> <p>Ale,</p> <p>Beer,</p> <p>Porter,</p> <p>Stout,</p> <p>Liquors, vinous,</p> <p>Macaroni, except Canned, #0Macaroni and Cheese, in combined packages,</p> <p>Malt Syrup,</p> <p>Meat, other than fresh,</p> <p>Milk, malted,</p> <p>Mustard,</p> <p>Noodles,</p> <p>Nuts, edible, shelled, plain, salted or sweetened,</p> <p>Paste, alimentary,</p> <p>Paste, confectioners' or icing</p> <p>Popcorn, not popped,</p> <p>Popped Corn (subject to Notes 1 and 2),</p> <p>Potato Chips (subject to Notes 1 and 2)</p> <p>Powder, Baking or Yeast,</p> <p>Sago,</p> <p>Salads, Fish, Macaroni, Meat or Vegetable,</p> <p>Salt (subject to Note 1),</p> <p>Shortening,</p> <p>Spaghetti, except Canned,</p> <p>Spices,</p> <p>Tapioca,</p> <p>Tea,</p> <p>Vermicelli, except Canned,</p> <p>Yeast</p>	

Minimum Weight 20,000 pounds
Minimum Weight 30,000 pounds

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5

NOTE 1. - Ratings shown apply only when commodities subject to this note are shipped in mixed shipment with one or more other commodities named in this item.

NOTE 2. - Ratings shown apply only when the weight of the commodities subject to this note does not exceed 5 percent of the total weight of the shipment.

Addition
o Increase

}

Decision No.

61256

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Correction No. 1111

Thirteenth Revised Page 46

Twelfth Revised Page 46

Cancels

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES In Cents per 100 Pounds
600		*Item Canceled (See Item No. 320)
* Change, Decision No. 61256		
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Sixteenth Revised Page 47
Cancels
Fifteenth Revised Page 47

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds
610	* Item Canceled (See Item No. 320)	
* Change, Decision No. <u>51256</u>		
EFFECTIVE FEBRUARY 11, 1961		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1113		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds				
COMMODITIES						
Canned Goods, as described in and subject to the provisions of Item No. 320. #Feed, animal, as described in and subject to the provisions of Item No. 338. #Foodstuffs for Human Consumption, as described in and subject to the provisions of Item No. 345.						
BETWEEN			AND			
SAN FRANCISCO TERRITORY as described in Item No. 270-3. SACRAMENTO (See Item No. 260-7) STOCKTON (See Item No. 260-9)			SAN JOAQUIN VALLEY TERRITORY and SACRAMENTO VALLEY TERRITORY as described in Item No. 270-2.			
MILES (See Item No. 100)			RATES (See Note)			
Over		But Not Over	Minimum Weight (in pounds)			
			30,000	36,000	42,000	(1)45,000
	0	5	12	11	10	8½
	5	10	13	12	11	9
	10	15	14	13	12	10
	15	20	15	14	13	11
	20	25	16	15	14	12
	25	30	17	16	15	13
	30	35	18	17	16	14
	35	40	19	18	17	15
	40	45	20	19	18	16
	45	50	21	20	19	17
	50	60	23	21	20	18
	60	70	24	23	21	19
	70	80	25	24	23	20
	80	90	26	25	24	21
	90	100	27	26	25	23
	100	110	29	27	26	24
	110	120	31	28	27	25
	120	130	34	30	28	26
	130	140	38	33	29	27
	140	150	41	36	31	29
	150		Class rates apply for distances over 150 miles			

*60
620

NOTE: Rates in this item are subject to the provisions of Item No. 900 only via Routes Nos. 14, 15, 16 and 17 of Item No. 900-1.

(1) Rates subject to a minimum weight of 45,000 pounds do not apply to shipments which are subject to charges for temperature control service.

* Change	}	Decision No.	61256
◇ Increase			
◊ Reduction			
# Addition			

EFFECTIVE FEBRUARY 11, 1961

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San Francisco, California.
Correction No. 1114

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds
COMMODITIES		
Canned Goods, as described in and subject to the provisions of Item No. 320. #Feed, animal, as described in and subject to the provisions of Item No. 338. #Foodstuffs for Human Consumption, as described in and subject to the provisions of Item No. 345.		
BETWEEN		AND
SAN FRANCISCO TERRITORY, as described in Item No. 270-3 SACRAMENTO (See Item No. 260-7) STOCKTON (See Item No. 260-9)		LOS ANGELES BASIN TERRITORY, as described in Item No. 270
RATES (See Notes 1 and 2)		
Minimum Weight 42,000 Pounds		Minimum Weight 45,000 Pounds
(1)56		(2)50
<p>Note 1 (a): The rates named in this item do not include the transportation involved in picking up, within the Los Angeles Basin Territory, components of a split pickup shipment, or in delivering, within the Los Angeles Basin Territory, components of a split delivery shipment. For such transportation an additional charge shall be assessed at the rate of 1 cent per 100 pounds (based on the combined weight of the components picked up or delivered within said Basin Territory) for each 5 miles, or fraction thereof, of a distance computed as follows:</p> <p style="padding-left: 40px;">Split pickup shipments: One half of the shortest round trip distance from first point of pickup within said Los Angeles Basin Territory and return thereto via the other points of pickup.</p> <p style="padding-left: 40px;">Split delivery shipments: One half of the shortest round trip distance from first point of delivery within said Los Angeles Basin Territory and return thereto via the other points of delivery</p>		

* o
630

(b) In addition to the foregoing transportation charges, the charges which are provided for split pickup service in Note 1, sub-paragraph 2, of Item No. 160 and for split delivery service in Note 1, sub-paragraph 2, of Item No. 170, shall also be assessed, depending upon the type of service provided.

NOTE 2: The rates named in this item are subject to the provisions of Items Nos. 900 and 900-1.

- (1) Applies only to shipments which are transported under temperature control service.
- (2) Not applicable to shipments which are subject to temperature control service.

* Change)		
◊ Increase)	Decision No.	61256
# Addition)		
◊ Reduction)		

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Correction No. 1115

Item No.	SECTION NO. 4 ROUTING (Concluded)
* 900-1	<p>Route No. 4: From San Francisco Territory via U. S. Highway No. 101 to Gilroy; State Highway No. 152 through Los Banos to its junction with U. S. Highway No. 99 north of Madera; via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p>
	<p>Route No. 5: From Sacramento via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p>
	<p>Route No. 6: From San Francisco Territory via U.S. Highway No. 101 to its junction with State Highway No. 118, 4.0 miles southeast of Ventura; via (a) State Highway No. 118 through Chatsworth, or (b) U.S. Highway No. 101 through Girard, or (c) U.S. Highway No. 101 to its junction with U.S. Highway No. 101, Alternate, at El Rio, thence via U.S. Highway No. 101, Alternate, through Oxnard to Los Angeles Territory or to Los Angeles Basin Territory.</p>
	<p>Route No. 7: From San Francisco Territory via Route 1, 2 or 3 to the junction of U.S. Highway No. 50 and State Highway No. 33, 3.0 miles east of Tracy; via State Highway No. 33 to Los Banos; via State Highway No. 152 to its junction with U.S. Highway No. 99 north of Madera; via Route 1, 2 or 3 beyond.</p>
	<p>(1) Route No. 8: From San Francisco via U.S. Highway No. 101 to Santa Clara and San Jose</p>
	<p>(1) Route No. 9: From Oakland via State Highway No. 17 to its junction with Trimble Road; southwesterly via Trimble Road to the San Jose-Alviso Road; southerly along San Jose-Alviso Road to Brokaw Road; southwesterly along Brokaw Road to Santa Clara.</p>
	<p>(1) Route No. 10: From Oakland via State Highway No. 17 to San Jose</p>
	<p>(2) Route No. 11: From Los Angeles Zone 1 as described in the Distance Table via Anaheim Telegraph Road to its junction with Norwalk Boulevard; via Norwalk Boulevard to its junction with Firestone Boulevard; and via Firestone Boulevard to Santa Ana.</p>
	<p>(3) Route No. 12: From White Hills via unnumbered highway to Lompoc; (a) northerly via State Highway No. 1 to Orcutt; via unnumbered highway to its junction with U.S. Highway No. 101, 2.6 miles south of Santa Maria; via U.S. Highway 101 to San Francisco Territory; or (b) easterly via State Highway No. 150 to its junction with U.S. Highway No. 101 at Buellton; via U.S. Highway 101 to San Francisco Territory</p>

- (4) Route No. 13: From Spreckels via unnumbered highway (Spreckels Road and Harris Road) to its junction with U. S. Highway 101 approximately 5.3 miles north of Chualar, thence via Route No. 6 to Los Angeles Territory.
- #(5) Route No. 14: From San Francisco Territory via (a) U. S. Highway No. 40, or (b) State Highway No. 24 to Sacramento Valley Territory.
- #(5) Route No. 15: From San Francisco Territory via (a) U. S. Highway No. 50, or (b) U. S. Highway No. 101 to Gilroy, thence via State Highway No. 152 to San Joaquin Valley Territory.
- #(5) Route No. 16: From Sacramento via U. S. Highway No. 99 to San Joaquin Valley Territory.
- #(5) Route No. 17: From Sacramento via U. S. Highway No. 99 to Sacramento Valley Territory.

- (1) Applies only in connection with rates named in Item No. 509.
- (2) Applies only in connection with rates named in Item No. 515.
- (3) Applies only in connection with rates named in Item No. 650.
- (4) Applies only in connection with rates named in Item No. 740.
- (5) Applies only in connection with rates named in Item No. 620.

* Change

Addition

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