

ORIGINALDecision No. 67397

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of 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
(Order Setting Hearing
dated November 26, 1963)

In the Matter of the Investigation for the purpose of considering and determining revisions in or reissues of Minimum Rate Tariff No. 14.

Case No. 7857

A. W. Hays, Alan E. Beck, E. L. Forney and Richard Cunha; for various highway carriers, respondents.
J. C. Kaspar, A. D. Poc, H. F. Kollmyer, Ralph Hubbard, F. W. Fuller, Harry E. Rockwood, Melvin A. Kasen, Eugene R. Warren, John C. Craig, Eugene A. Read, Asa Button, J. H. Anderson, Larry Binsacca, Jefferson H. Myers, and D. R. Ranche; for various shippers and organizations, interested parties.
Edward E. Tanner and E. M. Jennings, for the Commission staff.

O P I N I O N

Upon recommendation of the Commission's Transportation Division, an order was issued November 26, 1963, directing that hearings be held for the receipt of evidence concerning proposals to separate from Minimum Rate Tariff No. 2 certain rates and provisions governing the transportation of grain, grain products, rice, feed and related commodities.

Public hearing was held March 31, 1964, at San Francisco before Examiner Turpen. Evidence was presented by representatives

of the Commission's staff and of the California Trucking Association.

In July 1963, the Commission's Transportation Division mailed to interested parties a report recommending that the rates and rules governing the truckload transportation of grain and certain related commodities be transferred from Minimum Rate Tariff No. 2 to a separate new tariff. At the request of several parties the staff distributed, on August 21, 1963, an alternate proposal which would transfer the rates into Minimum Rate Tariff No. 14, instead of a new tariff.^{1/}

A rate expert from the Commission's staff introduced an exhibit showing the tariff changes necessary to establish a new tariff. He said that the staff recommends a separate tariff instead of putting the rates into Minimum Rate Tariff No. 14. Upon request of the California Trucking Association, the staff report showing the tariff changes necessary to put the grain rates into Minimum Rate Tariff No. 14 was also received as an exhibit.

The staff witness testified that the proposal is a step in the interest of tariff simplification and would separate the rates and rules pertaining to truckload transportation of grain, rice and related commodities, including animal feeds, from the more elaborate tariff provisions set forth in Minimum Rate Tariff No. 2 which are designed primarily for the transportation of merchandise and other general freight.

The Director of the Division of Transportation Economics of the California Trucking Association testified that his recommendations reflect the views not only of the carriers, but

^{1/} Minimum Rate Tariff No. 14 is presently applicable only to the transportation of hay, fodder and straw in machine-pressed bales.

also of the farming and milling interests. He recommended that the grain rates be transferred to Minimum Rate Tariff No. 14, but that at this time only the rates for the basic grain commodities shipped in bulk be transferred. This would leave the rates for sacked and packaged grain and all the related commodities in Minimum Rate Tariff No. 2.

The witness also recommended certain other minor changes in the staff proposal to fit current conditions.

It appears that the proposal of the Trucking Association to transfer only the rates involving bulk grain shipments would be most desirable at this time and would be in the best interests of all parties involved. Certain of the changes will involve minor increases to provide uniformity and to reflect the particular conditions here involved. Minimum Rate Tariff No. 2 is now subject to Distance Table No. 4, whereas Minimum Rate Tariff No. 14 is subject to Distance Table No. 5. This will result in both increases and reductions in rates between designated points. We find that these increases are justified.

In view of the extensive changes involved, Minimum Rate Tariff No. 14 will be reissued and designated as Minimum Rate Tariff No. 14-A. In order to avoid duplication of tariff distribution, the necessary changes in Minimum Rate Tariff No. 2 will be made by a separate order.

The Commission therefore finds that:

1. The rates, charges, accessorial charges, rules and regulations set forth in Minimum Rate Tariff No. 14-A, which is designated as Appendix A of the order herein, are and will be for the future the just, reasonable and nondiscriminatory minimum rates,

charges and accessorial charges to be assessed, charged and collected and just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges by any and all radial highway common carriers, highway contract carriers and city carriers for transportation and other services, including accessorial services rendered incident thereto, for which rates, charges, accessorial charges, rules and regulations are provided in said Minimum Rate Tariff No. 14-A.

2. Any and all radial highway common carriers, highway contract carriers and city carriers should be required to assess, charge and collect, for the transportation and other services, including accessorial services, to which said Minimum Rate Tariff No. 14-A is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth in said tariff, and to observe rules and regulations no lower in volume or effect than those set forth therein.

3. The existing rates, charges, accessorial charges, rules and regulations maintained by common carriers, as defined in the Public Utilities Act, for transportation over the public highways within California, and for accessorial services incidental thereto, are and will for the future be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers, or by the cost of the other means of transportation, insofar as they are lower in volume or effect than those set forth in said Minimum Rate Tariff No. 14-A for the performance of the same transportation and the same accessorial services by radial highway common carriers, highway contract carriers and city carriers.

4. The rates, charges, accessorial charges, rules and regulations set forth in said Minimum Rate Tariff No. 14-A will be

just, reasonable and sufficient minimum rates, charges, accessorial charges, rules and regulations for the transportation by common carriers as defined in the Public Utilities Act.

O R D E R

IT IS ORDERED that:

1. The rates, rules and regulations set forth in Minimum Rate Tariff No. 14-A, which is designated as Appendix A of the order herein and by this reference is incorporated in and made a part of this order, are hereby established and approved, as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the rules and regulations to be observed by any and all radial highway common carriers, highway contract carriers and city carriers for the transportation and other services, including accessorial services rendered incident thereto, for which rates, charges, rules and regulations are provided in said Minimum Rate Tariff No. 14-A.

2. All radial highway common carriers, highway contract carriers and city carriers are hereby ordered and directed to cease and desist on July 25, 1964, and thereafter abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth in said Minimum Rate Tariff No. 14-A, and from observing rules or regulations lower in volume or effect than those set forth therein.

3. All common carriers, as defined in the Public Utilities Act, maintaining rates, charges, accessorial charges, rules and regulations for transportation over the public highways within California and for accessorial services incidental thereto, found by Finding No. 3 in the opinion preceding this order to be

unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, are hereby ordered and directed to cancel said rates, charges, accessorial charges, rules and regulations on not less than ten days' notice to the Commission and to the public, and to establish in their stead rates, charges, accessorial charges, rules and regulations no lower in volume or effect than those set forth in said Minimum Rate Tariff No. 14-A.

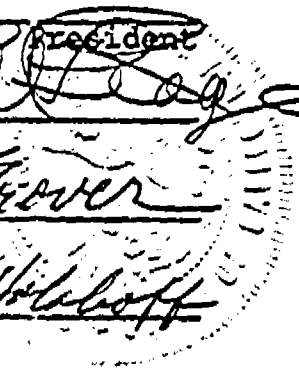
4. All common carriers referred to and described in ordering paragraph 3 are hereby ordered and directed to cease and desist from publishing or maintaining in their tariffs rates, charges, accessorial charges, rules or regulations lower in volume or effect than those set forth in Minimum Rate Tariff No. 14-A.

5. Tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than July 25, 1964; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

6. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

Dated at San Francisco, California, this 16th
day of June, 1964.



President

George A. Thayer

Frederick B. Hillhoff

Commissioners

Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A
TO
DECISION NO. 67397
IN CASE NO. 7857

ISSUED BY THE
PUBLIC UTILITIES COMMISSION
OF THE
STATE OF CALIFORNIA
CONSISTING OF A TARIFF
NAMING

MINIMUM RATES, RULES AND REGULATIONS
FOR THE
TRANSPORTATION OF HAY, GRAIN, RICE
AND
RELATED COMMODITIES

OVER THE PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA

BY
RADIAL HIGHWAY COMMON CARRIERS
AND
HIGHWAY CONTRACT CARRIERS

MINIMUM RATE TARIFF NO. 14-A
(Cancels Minimum Rate Tariff No. 14)

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF HAY, GRAIN, RICE

AND

RELATED COMMODITIES

OVER THE PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 67397 in Case No. 7857. Changes will be made by issuing revised or added pages or by issuing supplements.

EFFECTIVE JULY 25, 1964

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco 2, California

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

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SECTION NO. 1

RULES AND REGULATIONS
OF
GENERAL APPLICATION

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

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION	Item No.
<p data-bbox="462 502 1240 573">DEFINITION OF TECHNICAL TERMS NOT DEFINED IN INDIVIDUAL ITEMS</p> <p data-bbox="637 600 1048 639">(Items Nos. 10 and 11)</p> <p data-bbox="215 665 1376 736">CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act.</p> <p data-bbox="215 763 1393 871">CARRIER'S EQUIPMENT means any motor truck, motor trailer, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.</p> <p data-bbox="312 902 807 936">COMMON CARRIER RATE means:</p> <ol data-bbox="372 963 1419 1600" style="list-style-type: none"> 1. Any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; 2. Any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; 3. Any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or 203(b)(8) of Part II of the Interstate Commerce Act. <p data-bbox="227 1626 1388 1731">CONSIGNEE means the person, firm or corporation shown on the shipping document as the party to whom the property is physically delivered by the carrier.</p> <p data-bbox="227 1758 1405 1863">CONSIGNOR means the person, firm or corporation shown on the shipping document as the party who physically delivers the property to the carrier for transportation.</p> <p data-bbox="227 1889 1405 1995">DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee, or other party.</p> <p data-bbox="321 2021 1123 2060">DISTANCE TABLE means Distance Table No. 5.</p> <p data-bbox="227 2087 1405 2166">IN BULK means not in bags, sacks, packages, or other containers, except bins.</p>	<p data-bbox="1456 1218 1499 1258">10</p>

INDEPENDENT - CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.

POINT OF DESTINATION means the location at which property is delivered to the consignee or his agent. All points within a single storage yard or structure, or within a single plant or receiving area of one consignee shall be considered as one point of destination. A plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the location at which property is delivered by the consignor or his agent to the carrier for transportation. All locations at a single field or roadside stack, or within a single storage yard or storage structure, or within a single plant or shipping area of one consignor shall be considered as one point of origin. A plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare. The point of origin of a field pickup shipment (see Item No. 180) shall be the point in a single field or farm site nearest the point of destination.

POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift truck equipment.

(Continued in Item No. 11)

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SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS NOT DEFINED IN INDIVIDUAL ITEMS (Items Nos. 10 and 11)</p> <p>RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of property transported for one debtor and tendered by one consignor at one point of origin at one time for one consignee at one point of destination, for which a single shipping document has been issued.</p> <ol style="list-style-type: none"> 1. A shipment may be transported in two or more lots as provided in Items Nos. 140 and 141 (Multiple Lot Shipments). 2. A shipment may be picked up from more than one point of origin as provided in Item No. 150 (Split Pickup) or delivered to more than one point of destination as provided in Item No. 160 (Split Delivery). <p>TEAM TRACK means a point at which property may be loaded into or unloaded from rail cars by the public generally.</p>	11
<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <ol style="list-style-type: none"> 1. Rates provided in this tariff are minimum rates for transportation by carriers as defined in Item No. 10. 2. When property in continuous through movement is transported by two or more such carriers, the rates provided herein shall be the minimum rates for the combined transportation. 3. This tariff does not apply to transportation services performed by independent-contractor subhaulers as defined in Item No. 10 when such transportation is performed for other carriers defined in the Public Utilities Act. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent-contractor subhaulers are performing transportation service. 	20
<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>The rates in this tariff apply for the transportation of shipments between all points within the State of California, except shipments between the Port of Sacramento on the one hand and adjacent plants of Farmer's Rice Growers Cooperative and Rice Growers Association of California on the other hand.</p>	30

APPLICATION OF TARIFF - COMMODITIES

Rates in this tariff apply for the transportation of the following commodities:

- (a) Hay, Fodder (bean, cane, corn or pea), Straw, in machine pressed bales, and
- (b) Grain and related commodities named in Item No. 500, in bulk.

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EXCEPTION:

This tariff is not applicable to:

Transportation of property of the United States, or property transported under an agreement whereby the United States contracted for the carrier's services.

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SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. Shipments may be picked up in multiple lots in accordance with the provisions of Items Nos. 140 and 141. Component parts of split pickup or split delivery shipments may be combined under the provisions of Items Nos. 150 and 160.</p>	50
<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment, except as provided in Item No. 70.</p>	60
<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges computed upon the actual weight of a shipment exceed the charges computed upon a greater minimum weight for which a lower rate is provided, the latter shall apply.</p>	70
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	80
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Mileage to be used in determining distance rates shall be the shortest mileage via any public highway route, computed as provided in the Distance Table.</p> <p>When stopping in transit service is performed, distances shall be computed via the transit point. (See Item No. 190)</p>	90
<p style="text-align: center;">APPLICATION OF RATES</p> <p>1. Rates in Section No. 3 and Section No. 4 include the services of the driver and one helper.</p> <p>2. Rates in Section No. 5 include the services of the driver for loading or unloading the carrier's equipment, subject to the provisions of Item No. 110, Charges for Accessorial Services.</p>	100

CHARGES FOR ACCESSORIAL SERVICES

1. When, at the request of the debtor, consignor, or consignee, the carrier performs any accessorial service which is not authorized to be performed under rates provided in this tariff, and for which a charge is not otherwise provided, additional charges provided in Item No. 130 shall be assessed. The charge provided for unit of equipment shall apply whenever the accessorial service requires its use or whenever the unit of equipment is inactivated by reason of the driver or other carrier employee being engaged in such service.

2. The provisions of this item shall not apply when accessorial service is provided for any reason other than debtor's, consignor's or consignee's request or order. The accessorial service performed and the reason for providing such service shall be recorded on shipping and accessorial service documents.

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SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.												
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>1. Except as provided in paragraph 2, a period of two hours for loading and two hours for unloading shall be allowed for each unit of equipment.</p> <p>2. A period of four hours for loading and four hours for unloading shipments of whole grain shall be allowed for each unit of equipment.</p> <p>3. "Unit of Equipment" means a motor truck, and/or trailer or semitrailer, exclusive of motor tractor.</p> <p>4. Charges for loading and/or unloading time in excess of free time authorized in paragraph 1 of this item are provided in Item No. 130.</p> <p>5. A charge of 2¢ per 100 pounds will be made by the carrier on all shipments of whole grain on all equipment unloaded or loaded after free time has elapsed.</p>	120												
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES AND FOR EQUIPMENT HELD AFTER FREE TIME HAS ELAPSED</p> <p>The charges provided in this item apply for accessorial services, as provided in Item No. 110, and for time in excess of the free time specified in Items Nos. 120 and 190.</p> <p style="text-align: center;"><u>Charges in Cents</u></p> <table border="0" style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 50%;"></th> <th style="text-align: center; width: 20%;"><u>For First 30 Minutes or Fraction</u></th> <th style="text-align: center; width: 20%;"><u>For Each Additional 15 Minutes or Fraction</u></th> <th style="width: 10%;"></th> </tr> </thead> <tbody> <tr> <td>(a) For driver or other carrier employee, per man -----</td> <td style="text-align: center;">300</td> <td style="text-align: center;">130</td> <td></td> </tr> <tr> <td>(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors -----)</td> <td style="text-align: center;">65</td> <td style="text-align: center;">33</td> <td></td> </tr> </tbody> </table>		<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>		(a) For driver or other carrier employee, per man -----	300	130		(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors -----)	65	33		130
	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>											
(a) For driver or other carrier employee, per man -----	300	130											
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors -----)	65	33											

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SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p data-bbox="449 476 1171 542">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Items Nos. 140 and 141)</p> <p data-bbox="449 573 1214 708">(Will not apply in connection with field pickup shipments of Grain, Rice, Grain Products and Related Commodities as described in Item No. 500.)</p> <p data-bbox="245 773 1270 908">1. A shipment (including a split pickup shipment or a split delivery shipment) may be picked up at different times and transported in two or more lots, provided the following provisions are observed:</p> <ul style="list-style-type: none"><li data-bbox="406 936 1291 1042">(a) The entire shipment shall be available for immediate transportation at the time of the first pickup.<li data-bbox="406 1071 1291 1297">(b) Except as provided in paragraph 2 of this item, at the time of or prior to the first pickup, the carrier shall issue to the debtor a single multiple lot document for the entire shipment. The single multiple lot document shall show the following information:<ul style="list-style-type: none"><li data-bbox="505 1331 1291 1437">(1) Name of debtor, name of consignor (or consignors) and name of consignee (or consignees).<li data-bbox="505 1437 1257 1502">(2) Point or points of origin and point or points of destination.<li data-bbox="505 1502 992 1537">(3) Date of first pickup.<li data-bbox="505 1537 1274 1602">(4) The kind and quantity of property in the multiple lot shipment. <p data-bbox="252 1629 1240 1763">2. When written information as required in subparagraph 1(b) of this item has not been received by the carrier prior to or at the time of the first pickup, the following provisions shall apply:</p> <ul style="list-style-type: none"><li data-bbox="413 1792 1299 2121">(a) Written shipping instructions shall be furnished by the debtor to the carrier within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which the first lot is picked up. The written instructions shall confirm oral shipping instructions and shall describe the kind and quantity of property in the multiple lot shipment.	140

- (b) Within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which it receives the written shipping instructions, the carrier shall issue to the debtor the single multiple lot document for the entire shipment as required by subparagraph 1(b) of this item.

(Continued in Item No. 141)

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San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Concluded) (Items Nos. 140 and 141)</p> <p>3. In addition to the single multiple lot document, a shipping document shall be issued to the debtor by the carrier for each pickup, including the first. Each such shipping document shall show the date and number of the single multiple lot document and such other information necessary to a clear identification of the single multiple lot document.</p> <p>4. Except as provided in paragraph 5 of this item, the entire shipment shall be picked up by the carrier within a period of two calendar days computed from 12:01 a.m. of the date on which the first lot is picked up, excluding Saturdays, Sundays and legal holidays.</p> <p>5. A split pickup shipment must be picked up during one calendar day.</p> <p>6. The rate for a multiple lot shipment shall be the rate in effect on the date of the first pickup for the transportation of a shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles.</p> <p>7. If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment. The property picked up in accordance with the provisions of paragraph 1 or paragraph 2 shall constitute the multiple lot shipment.</p>	141
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Issued by the Public Utilities Commission of the State of California, San Francisco, California.	

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p>SPLIT PICKUP SHIPMENT</p> <p>1. (a) A split pickup shipment is a shipment consisting of two or more component parts, transported under one shipping document for one debtor, picked up at more than one point of origin, and delivered to one consignee at one point of destination.</p> <p>(b) All parts of a split pickup shipment shall be picked up during one calendar day.</p> <p>(c) The shipment shall weigh, or the transportation charges shall be computed upon a weight of, not less than 4,000 pounds.</p> <p>2. (a) Subject to the alternative provided in subparagraph 2(b) of this item, the rate for the transportation of a split pickup shipment shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin.</p> <p>(b) In determining the charge for a split pickup shipment, component parts may be rated as separate shipments from point or points of origin of such component parts to any point on the split pickup route provided that the written instructions furnished to the carrier under paragraph 4 of this item show the following information:</p> <p>(1) The component parts to be treated as separate shipments; and</p> <p>(2) The points between which the separate shipment rates are to be applied.</p> <p>(c) Territorial rates shall be applied only when all points of origin are within the same territory.</p> <p>3. In addition to the charge for transportation, the additional charges provided in Item No. 170 shall be assessed on each component part of the split pickup shipment.</p> <p>4. At the time of or prior to the first pickup, the carrier shall be furnished with written shipping instructions showing the name of each consignor, the points of origin and the kind and quantity of property in each component part. Preparation by the debtor of the required single split pickup document referred to in paragraph 5 of this item, for execution by the debtor and carrier at the time of or prior to the first pickup, will constitute compliance with this paragraph.</p> <p>5. At the time of or prior to the first pickup, the carrier shall issue to the debtor a single split pickup document for the entire shipment which shall show the following information:</p> <p>(a) The name of each consignor and name of the consignee;</p> <p>(b) Points of origin and point of destination;</p> <p>(c) Date of pickup;</p> <p>(d) The kind and quantity of property in the entire shipment.</p>	<p>150</p>

6. In addition to the single split pickup document, a shipping document shall be issued by the carrier for each component part of the split pickup shipment, including the first pickup, which shall give reference to the single split pickup document covering the entire shipment, by showing its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single split pickup document.

7. If split delivery is performed on a split pickup shipment or a component part thereof, or if written information does not conform with the requirements of paragraph 4 hereof, or if all of the component parts are not picked up by the carrier during one calendar day, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff, except that those component parts which do conform with the requirements of this item shall constitute a separate split pickup shipment or shipments.

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

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
SPLIT DELIVERY SHIPMENT	
<p>1. (a) A split delivery shipment is a shipment consisting of two or more parts, transported under one shipping document for one debtor, picked up from one consignor at one point of origin and delivered to one or more consignees at one or more points of destination.</p> <p>(b) Except as provided in Items Nos. 140 and 141, Shipments Transported in Multiple Lots, all parts of a split delivery shipment shall be picked up during one calendar day.</p> <p>(c) The shipment shall weigh, or the transportation charges shall be computed upon a weight of, not less than 4,000 pounds.</p> <p>(d) Charges for a split delivery shipment shall be prepaid when there is more than one consignee.</p> <p>2. (a) Subject to the alternative provided in subparagraph 2(b) of this item, the rate for the transportation of a split delivery shipment shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination.</p> <p>(b) In determining the charge for a split delivery shipment, component parts may be rated as separate shipments from any point or points on the split delivery route to point or points of destination of such component parts providing that the written instructions furnished to the carrier under paragraph 4 of this item show the following information:</p> <p>(1) The component parts to be treated as separate shipments; and</p> <p>(2) The points between which the separate shipment rates are to be applied.</p> <p>(c) Territorial rates shall be applied only when all points of destination are within the same territory.</p> <p>3. In addition to the charge for transportation, the additional charges provided in Item No. 170 shall be assessed on each component part of the split delivery shipment.</p> <p>4. At the time of or prior to the pickup of the shipment, the carrier shall be furnished with written delivery instructions showing the name of each consignee, the points of destination and the kind and quantity of property in each component part. Preparation by the debtor of the required single split delivery bill of lading or comparable document referred to in paragraph 5 of this item, for execution by the debtor and carrier at the time of or prior to the pickup of the shipment, will constitute compliance with this paragraph.</p>	160

5. At the time of or prior to the pickup of the shipment the carrier shall issue to the debtor a single split delivery bill of lading or comparable shipping order for the entire shipment which shall show the following information:

- (a) The name of the consignor and the name of each consignee;
- (b) Point of origin and point or points of destination;
- (c) Date of pickup;
- (d) The kind and quantity of property in each component part of such shipment or the single split delivery bill of lading or comparable shipping order shall refer to specifically designated documents attached thereto and forming a part thereof which show the component part of delivery information.

6. If split pickup is performed on a split delivery shipment or if written information does not conform with the requirements of paragraph 4 hereof, or if all of the shipment is not picked up by the carrier during one calendar day (see exception in Items Nos. 110 and 111, Shipments Transported in Multiple Lots, each component part of the split delivery shipment shall be rated as a separate shipment.

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

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)			Item No.																		
<p>ADDITIONAL CHARGES FOR SPLIT PICKUP OR SPLIT DELIVERY SHIPMENT</p> <table border="0"> <thead> <tr> <th style="text-align: left;">Weight of Component Part (Pounds)</th> <th></th> <th style="text-align: right;">Charge for Each Component Part (Cents)</th> </tr> <tr> <th style="text-align: left;">Over</th> <th style="text-align: left;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">0</td> <td style="text-align: left;">2,000</td> <td style="text-align: right;">----- 295</td> </tr> <tr> <td style="text-align: left;">2,000</td> <td style="text-align: left;">4,000</td> <td style="text-align: right;">----- 385</td> </tr> <tr> <td style="text-align: left;">4,000</td> <td style="text-align: left;">10,000</td> <td style="text-align: right;">----- 455</td> </tr> <tr> <td style="text-align: left;">10,000</td> <td style="text-align: left;">---</td> <td style="text-align: right;">----- 515</td> </tr> </tbody> </table>			Weight of Component Part (Pounds)		Charge for Each Component Part (Cents)	Over	But Not Over		0	2,000	----- 295	2,000	4,000	----- 385	4,000	10,000	----- 455	10,000	---	----- 515	170
Weight of Component Part (Pounds)		Charge for Each Component Part (Cents)																			
Over	But Not Over																				
0	2,000	----- 295																			
2,000	4,000	----- 385																			
4,000	10,000	----- 455																			
10,000	---	----- 515																			
<p style="text-align: center;">FIELD PICKUP SHIPMENT</p> <p>1. Field pickup shipment means a quantity of property transported by one carrier for one debtor from more than one point in a single field or farm site. If, in loading shipments of whole grain or rice, truck equipment is not moved more than its own length, it shall not be considered as loaded at more than one point. Shipments of baled hay, fodder or straw loaded from a single stack in such field or farm site shall not be considered as being loaded at more than one point.</p> <p>2. A "single field or farm site" is that area devoted to the production of grain or rice, or to the production of hay or related commodities. In no event shall field or farm site exceed 1 section (640 acres).</p> <p>3. The point of origin of a field pickup shipment shall be the point in a single field or farm site nearest the point of destination.</p> <p>4. Additional charges for loading a field pickup shipment shall be assessed as provided in Items Nos. 300, 400 and 550.</p> <p>5. A single shipping document for the entire field pickup shipment shall be issued prior to or at the time of the first pickup. Such shipping document shall show the name of the debtor, the name of the consignor, the name of the carrier, point of origin, point of destination, date, kind and estimated quantity of property to be transported.</p> <p>6. When written information as required in paragraph 5 of this item has not been received by the carrier prior to or at the time of the first pickup, the following provisions shall apply:</p> <p style="margin-left: 40px;">(a) Written shipping instructions shall be furnished by the debtor to the carrier within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which the first lot is picked up. The written instructions shall confirm oral shipping instructions and shall describe the kind and quantity of property in the field pickup shipment.</p>			180																		

- (b) Within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which it receives the written shipping instructions, the carrier shall issue to the debtor the single shipping document for the entire field pickup shipment as required by paragraph 5 of this item.

7. A single freight bill for each field pickup shipment transported, stating the rate and charge, shall be issued no later than seven days from the date of the first pickup. Such freight bill shall show the point of origin, point of destination, the name of the debtor, the name of the consignor, the name of the carrier, date, description, and weight of the property in each component part separately transported. A separate document may be issued for each component part, showing the point of origin, point of destination, date, description and weight of each component part so transported, and shall give reference to the single freight bill covering the entire field pickup shipment and shall be attached thereto and become a part thereof.

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

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>1. Shipments of baled hay, fodder or straw:</p> <ul style="list-style-type: none">(a) One stop in transit for inspection and/or receipt of delivery instructions will be permitted in connection with each shipment.(b) One hour free time will be allowed for the stop.(c) Charges for time in excess of one hour are provided in Item No. 130. <p>2. Shipments of whole grain:</p> <ul style="list-style-type: none">(a) Two stops in transit for inspection and receipt of delivery instructions or other purposes will be permitted in connection with each shipment.(b) A charge of \$2.00 shall be assessed for the second stop.	190
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>1. Common carrier rates may be used instead of the rates shown in this tariff when a lower charge is produced for the same transportation.</p> <p>2. When rail carload rates are used instead of the rates in this tariff, point of origin and point of destination shall be directly served by rail spur track.</p> <p>3. When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest authorized minimum weight may be used.</p> <p>4. The definitions of "point of origin" and "point of destination" in Item No. 10 apply in connection with this item.</p>	200

ALTERNATE APPLICATION OF COMBINATIONS
WITH COMMON CARRIER RATES

1. Common carrier rates may be combined with rates shown in this tariff when such combinations result in lower charges for the same transportation.

2. When common carrier rail rates are applied in combination with rates in this tariff, such combination of rates shall be constructed only over a rail team track.

3. If the route from point or points of origin to the team track, or from the team track to point or points of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less shall apply from point or points of origin to team track or from team track to point or points of destination, as the case may be.

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

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p data-bbox="493 479 1172 541" style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p data-bbox="211 578 1340 708">1. If a common carrier rate used for highway transportation as provided in Items Nos. 200 and 210 does not include accessorial services performed by the highway carrier, the following additional charges shall be assessed:</p> <ul style="list-style-type: none"><li data-bbox="349 739 1307 781">(a) For loading or unloading carrier's equipment:<ul style="list-style-type: none"><li data-bbox="443 775 1307 1296">(1) 2¢ per 100 pounds assessed on the weight on which transportation charges are computed when the shipment is loaded into or unloaded from the carrier's equipment by the consignor or consignee with the physical assistance of a single carrier employee (either a driver or a helper and the labor performed is restricted to work within or on carrier's equipment) by use of power equipment, as described in Item No. 10, furnished by the consignor or consignee without expense to carrier, provided the freight bill issued pursuant to Item No. 250 indicates that the shipment was loaded and/or unloaded under said circumstances.<li data-bbox="443 1322 1307 1619">(2) 4¢ per 100 pounds assessed on the weight on which transportation charges are computed when the shipment is loaded into or unloaded from the carrier's equipment other than as provided in subparagraph (a)(1) or when information required by subparagraph (a)(1) is not contained on the freight bill, except as provided in paragraph 3.<li data-bbox="349 1645 1246 1713">(b) For other accessorial services, the charges provided in Item No. 130. <p data-bbox="204 1739 1246 1880">2. Except as provided in Item No. 210, Alternative Application of Combinations with Common Carrier Rates, split pickup or split delivery service shall not be accorded unless included in the common carrier rate.</p> <p data-bbox="204 1906 1246 1973">3. Loading and/or unloading charges shall apply in all circumstances except the following:</p> <ul style="list-style-type: none"><li data-bbox="339 1999 1145 2234">(a) When rates provided in this tariff are combined with rail carload rates and<ul style="list-style-type: none"><li data-bbox="426 2104 1112 2234">(1) point of origin is not directly served by rail spur track, only the charge for unloading shall be assessed;	220

- (2) point of destination is not directly served by rail spur track, only the charge for unloading shall be assessed;
 - (3) neither point of origin nor point of destination is directly served by rail spur track, no charge for loading or for unloading shall be assessed.
- (b) When a shipment of any commodity in bulk is loaded into and/or unloaded from the carrier's equipment by gravity;
- (c) when a shipment is loaded into and/or unloaded from the carrier's equipment by the consignor and/or consignee with power equipment; or
- (d) when the carrier's equipment is a trailer or semitrailer left for loading and/or unloading without the presence of the carrier's employees, provided the shipping document issued for the shipment specifies that it was loaded and/or unloaded under one of the circumstances described in this paragraph, or in paragraphs (b) or (c) above.

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

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p data-bbox="428 401 1158 471" style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Items Nos. 230, 231 and 232)</p> <p data-bbox="227 502 1386 697">1. A collect on delivery shipment, hereinafter referred to as a C.O.D. shipment, means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum or sums of moneys by the carrier making delivery thereon and the return of said moneys to the consignor or other payee designated by the consignor.</p> <p data-bbox="227 731 1369 953">2. No carrier shall handle C.O.D. shipments unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000). The principal amount of the bond of any particular carrier may be increased from time to time where the Commission finds that the public interest so requires.</p> <p data-bbox="227 986 1393 1570">3. The bond required by paragraph 2 hereof shall be filed by the carrier as principal and by a qualified surety insurer, authorized to do business in the State of California, as surety, payable to any person or persons to whom any amount may be due on any C.O.D. shipment transported by the carrier and not remitted to the person or persons to whom it is due within 10 days after delivery of any such C.O.D. shipment; that each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby; that such a bond may cover more than one operative authority held by the same carrier; that when a carrier with such a bond on file with the Commission obtains additional operative authority, said bond shall be revised or reissued to show whether or not the additional operative authority is covered thereby; and that the name of the carrier's surety company in any bond filed pursuant hereto will be made public by the Commission upon reasonable request therefor.</p> <p data-bbox="227 1604 1402 2051">4. The term of the bond shall include: that any person or persons to whom an amount may be due on any C.O.D. shipment transported by a carrier and not remitted within 10 days after delivery of said shipment may file a claim therefor with the surety; that upon the filing of the claim, the surety shall notify the Commission and the carrier in writing of such filing; that such notification to the Commission shall be addressed to the Public Utilities Commission of the State of California at its office in San Francisco; that suit against the surety shall be commenced within one year after the date the shipment was tendered to the carrier; and that the surety waives any rights it may have under Section 2845 of the Civil Code of the State of California.</p> <p data-bbox="227 2085 1366 2242">5. The bond required herein may be canceled by the surety by written notice to the Public Utilities Commission of the State of California at its office in San Francisco, such cancellation to become effective thirty days after receipt of said notice by the Commission.</p>	230

6. The bond prescribed herein shall not be required of carriers while engaged as independent-contractor subhaulers; or city carriers operating within lawfully established pickup and delivery limits as agents of a common carrier in the performance for such common carrier of transfer, pickup or delivery services provided for in the lawfully published tariffs of such common carrier.

(Continued in Item No. 231)

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

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Continued) (Items Nos. 230, 231 and 232)	
<p>7. Every carrier handling C.O.D. shipments shall:</p> <p>(a) Establish and maintain a separate bank account or accounts wherein all moneys (other than checks or drafts payable to consignor or payee designated by consignor) collected on C.O.D. shipments will be held in trust until remitted to payee, except C.O.D. moneys which are remitted within five days after delivery.</p> <p>(b) Establish and maintain a record or records of all C.O.D. shipments in such manner and form as will plainly and readily show the following information with respect to each shipment:</p> <ol style="list-style-type: none"> (1) Number and date of freight bill. (2) Name and address of consignor or other person designated as payee. (3) Name and address of consignee. (4) Date shipment delivered. (5) Amount of C.O.D. moneys collected. (6) Date C.O.D. moneys remitted. (7) Check number or other identification of remittance to payee. <p>(c) Collect the full amount of the C.O.D. moneys at the time C.O.D. shipments are delivered to the consignee and remit all such collections to consignor, or to other persons designated by the consignor on such shipments, promptly and in no event later than 10 days after delivery to the consignee, unless consignor instructs otherwise in writing. All remittances for C.O.D. shipments shall refer to or otherwise identify the C.O.D. shipment or shipments covered by the remittance.</p> <p>(d) Not accept checks or drafts (other than certified checks, cashier's checks, or money orders) in payment of C.O.D. charges unless authority has been received from the consignor.</p> <p>(e) Notify the consignor immediately if a C.O.D. shipment is refused or cannot be delivered on the carrier's initial attempt. Upon instructions from the consignor the carrier may attempt subsequent deliveries, the charge for each such delivery, or attempted delivery, being determined by the applicable freight charges from carrier's terminal to the point of destination, but in no event less than the rate provided for mileages of less than three miles. The carrier may also return the shipment to the consignor upon his request, subject to a charge equal to the applicable freight charges on the original outbound movement.</p>	231

- (f) Not make a C.O.D. shipment part of a split delivery shipment.
- (g) Have recorded on, or appended to, the shipper's copy of its C.O.D. shipping document, the following information:
 - (1) That the carrier has on file with the Public Utilities Commission of the State of California a C.O.D. surety bond, with an aggregate liability of not less than \$2,000.
 - (2) That claims arising from failure to remit C.O.D. moneys may be filed directly against the surety company and any suits against the surety must be commenced within one year from the date the shipment was tendered.
 - (3) That the name and address of the surety company may be obtained from the Public Utilities Commission, State Building, San Francisco 2, California.

(Continued in Item No. 232)

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

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

Item
No.

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Concluded)
(Items Nos. 230, 231 and 232)

8. If, in any particular case, exemption or deviation from any of the requirements herein is deemed necessary by the carrier concerned, the Commission will consider the application of such carrier for such exemption or deviation when accompanied by a full statement of the conditions existing and the reasons why such exemption or deviation is considered necessary.

9. A carrier not electing to undertake transportation of C.O.D. shipments shall be deemed to have given notice of such election by not filing the bond provided for herein for carriers handling such shipments.

10. The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

When the amount collected is	Charge for collecting and remitting will be
Not over \$20.00	\$0.81
Over 20.00 not over 25.00	0.85
Over 25.00 not over 40.00	0.98
Over 40.00 not over 50.00	1.06
Over 50.00 not over 60.00	1.32
Over 60.00 not over 80.00	1.38
Over 80.00 not over 100.00	1.44
Over 100.00 not over 102.50	1.78
Over 102.50 not over 105.00	1.84
Over 105.00 not over 110.00	1.91
Over 110.00 not over 120.00	1.96
Over 120.00 not over 140.00	2.04
Over 140.00 not over 150.00	2.09
Over 150.00 not over 160.00	2.24
Over 160.00 not over 180.00	2.29
Over 180.00 not over 200.00	2.32
Over 200.00 not over 250.00	2.62
Over 250.00 not over 300.00	3.01
Over 300.00 not over 350.00	3.41
Over 350.00 not over 400.00	3.79
Over 400.00 not over 450.00	4.19
Over 450.00 not over 500.00	4.60
Over 500.00 not over 550.00	4.97
Over 550.00 not over 600.00	5.34
Over 600.00 not over 650.00	5.75
Over 650.00 not over 700.00	6.14
Over 700.00 not over 750.00	6.54
Over 750.00 not over 800.00	6.92
Over 800.00 not over 850.00	7.33
Over 850.00 not over 900.00	7.71
Over 900.00 not over 950.00	8.10
Over 950.00 not over 1,000.00	8.48
Over 1,000.00 at rate of \$8.48 per \$1,000.00	

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

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>1. The carrier shall collect all transportation and accessorial charges before relinquishing possession of the shipment; or, at its discretion, may extend credit in the amount of such charges for a period not to exceed seven calendar days after presentation of the freight bill to the debtor.</p> <p>2. Except as provided in Item No. 180. Field Pickup Shipment, the freight bill shall be presented to the debtor within seven calendar days after delivery of the shipment.</p>	240
<p style="text-align: center;">ISSUING DOCUMENTS (Items Nos. 250 and 251)</p> <p>1. A shipping document shall be issued by the carrier to the debtor for each shipment received for transportation. The shipping document shall be issued at the time of or prior to the pickup of the shipment. It shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of carrier. (b) Date of shipment. (c) Name of debtor, name of consignor and name of consignee. (d) Point of origin and point of destination. (e) Description of kind and quantity of property constituting the shipment. <p>2. Special provisions for shipping documents applicable in connection with multiple lot shipments, split pickup, split delivery and field pickup shipments are set forth in Items Nos. 140, 141, 150, 160 and 161, respectively.</p> <p>3. A freight bill shall be issued by the carrier to the debtor for each shipment transported. It shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of carrier. (b) Date of freight bill. (c) Date of shipment. (d) Name of debtor, name of consignor and name of consignee. 	250

- (e) Point (or points) of origin and point (or points) of destination.
- (f) Description of shipment.
- (g) Weight of the shipment.
- (h) Rate and charge assessed.
- (i) Accessorial charges for delays to equipment and/or for stopping in transit, if any.
- (j) Such other information as may be necessary to accurately determine the applicable minimum rate and charge.

(Continued in Item No. 251)

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

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	Item No.
<p style="text-align: center;">ISSUING DOCUMENTS (Concluded) (Items Nos. 250 and 251)</p> <p>4. An accessorial service document shall be issued by the carrier to the debtor for any accessorial service rendered by the carrier which is not authorized to be performed under the transportation rates named in this tariff. The accessorial service document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of carrier. (b) Date of issuance. (c) Name of debtor, consignor or consignee, or their representative, ordering or requiring the services, or for whom they are rendered. (d) Shipping document numbers or other identification of the shipment in connection with which the services are rendered. (e) Address at which the accessorial service is performed. (f) Time loading or unloading begun and completed. (g) Free time allowable. (h) Time or weight in which charges are based. (i) Rate and charges assessed. (j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>5. A copy of each shipping document, freight bill, accessorial service document, multiple lot document, single split pickup document and single split delivery document shall be retained and preserved by the issuing carrier at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p>	251
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SECTION NO. 2

TERRITORIAL DESCRIPTIONS

To be used in connection with territorial commodity rates provided in Section No. 4 of this tariff.

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

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS	Item No.
<p>The following territorial descriptions apply in connection with rates making specific reference hereto: (territories include both sides of streets, boulevards, roads, avenues or highways named.)</p> <p>1. BARSTOW TERRITORY includes that area lying within a radius of 15 miles from the city limits of Barstow.</p> <p>2. COACHELLA VALLEY TERRITORY includes that area lying between the Little San Bernardino Mountains and Cottonwood Mountains on the one hand, and the San Jacinto and Santa Rosa Mountains on the other; and bounded on the northwest by Thousand Palms on U. S. Highway No. 99 and Indian Wells on State Highway No. 111, and on the southeast by the Riverside-Imperial County Line on U. S. Highway No. 99 and Southern Pacific Company station of Mortmar on State Highway No. 111.</p> <p>3. FRESNO TERRITORY includes that area lying within the following boundaries: Commencing at the point the Fresno-Kings County boundary line meets the Monterey County boundary line; thence northeasterly along the southerly boundary line of Fresno County to its intersection with southwesterly boundary of Sierra National Forest approximately three miles east of Miramonte; northwesterly along the southwesterly boundary of Sierra National Forest to its intersection with the northerly boundary of Madera County; thence southwesterly along the northerly boundary line of Madera County, and southwesterly and southerly along the northwesterly and westerly boundary line of Fresno County to point of beginning.</p> <p>4. IMPERIAL VALLEY TERRITORY includes that area bounded on the south by the International Boundary Line; on the east by the East High Line Canal to the point at which it intersects the main line of the Southern Pacific four miles east of Niland; on the north by the main line (transcontinental route) of Southern Pacific Company; and on the west by a series of imaginary lines drawn from Southern Pacific station of Wister to Kane Springs on U. S. Highway No. 99; thence south to Plaster City on U. S. Highway No. 80; thence south to the International Boundary Line.</p> <p>(Continued in Item No. 270)</p>	<p>260</p>
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<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)	Item No.
<p>5. LANCASTER TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of Mojave on U. S. Highway No. 466; thence southerly along an imaginary line paralleling State Highway No. 7, passing through Redman to Littlerock; northwesterly along State Highway No. 138 from Littlerock through Palmale and Elizabeth Lake to its intersection with the Los Angeles Aqueduct, northeasterly along the Los Angeles Aqueduct to its intersection with U. S. Highway No. 466; thence southeasterly along U.S. Highway No. 466 to point of beginning.</p> <p>6. LOS ANGELES-ARTESIA TERRITORY includes that area embraced by the following: Commencing at the point where State Highway No. 27 (Topanga Canyon Road) meets the Pacific Ocean; thence northerly along said highway through Canoga Park until it intersects Los Angeles City Boundary Line approximately two miles north of Chatsworth; north-easterly following said boundary line until it meets the southern boundary of the Angeles National Forest at a point approximately two miles west of Olive View Sanitarium easterly following said Angeles National Forest Boundary until it intersects State Highway No. 39 (San Gabriel Forest Highway) north of Azusa; southerly along said Highway No. 39 (variously called Azusa Avenue, Glendora Avenue, and Hacienda Boulevard) and passing through La Fuente to Whittier Boulevard; easterly along Whittier Boulevard to Harbor Boulevard; southerly along Harbor Boulevard to its junction with Los Angeles Street in Anaheim; southerly on Los Angeles Street to Center Street; easterly on Center Street to Anaheim-Olive Road; easterly along Anaheim-Olive Road to State Highway No. 55 at the town of Olive; southerly and westerly along State Highway No. 55 (variously known as Tustin Avenue, and Newport Boulevard) and its prolongation to the shoreline of the Pacific Ocean at Newport Beach; northwesterly following the coast line to point of beginning.</p> <p>7. LOS ANGELES-ARTESIA (SAN FERNANDO) INTRA-TERRITORY includes that area embraced by the following boundaries: Commencing at the intersection of Sunland Boulevard and State Highway No. 118; thence northwesterly and southwesterly along State Highway No. 118 to its junction with State Highway No. 7; southerly along State Highway No. 7 to its junction with Victory Boulevard; easterly on Victory Boulevard to Vineland Avenue; northerly on Vineland Avenue to its junction with Sunland Boulevard at Sun Valley; thence northerly along Sunland Boulevard to point of beginning.</p> <p>(Continued in Item No. 280)</p>	<p>270</p>
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<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)	Item No.
<p>8. MERCED TERRITORY includes that area lying wholly within the County of Merced.</p> <p>9. NORTH KERN TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of U. S. Highway No. 99 on the Kern County-Tulare County Boundary Line; thence southeasterly along an imaginary line paralleling U. S. Highway No. 99 to State Highway No. 178; westerly on State Highway No. 178 to its junction with Enos Lane; southerly on Enos Lane to its intersection with the Kern River; westerly and southwesterly along an imaginary straight line through Tupman to its intersection with State Highway No. 33 at a point approximately 5 miles south of McKittrick; northerly and westerly on State Highway No. 33 to the Kern County-Kings County Boundary Line; easterly along the Kern County Boundary Line to point of beginning.</p> <p>10. PALO VERDE TERRITORY includes that area within California lying within a radius of 25 miles of Lovekin Boulevard and Hobson Way, Blythe.</p> <p>11. SALTON SEA TERRITORY includes that area lying directly between the Coachella and Imperial Valleys, as these latter are defined above.</p> <p>12. SAN DIEGO TERRITORY includes that area embraced by the following imaginary line starting at the northerly junction of U.S. Highways Nos. 101E and 101W (4 miles north of La Jolla); thence easterly to Miramar on State Highway No. 395; thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U. S. Highway No. 80; thence southeasterly to Jamul on State Highway No. 94; thence due south to the International Boundary Line, west to the Pacific Ocean and north along the coast to point of beginning.</p> <p>(Continued in Item No. 290)</p>	<p>280</p>
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SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Concluded)	Item No.
<p>13. SOUTH KERN TERRITORY includes that area lying within the following boundaries: Commencing at the southeastern corner of North Kern Territory on State Highway No. 178; thence due south along an imaginary straight line to a point on U. S. Highway No. 466 approximately 1.7 miles east of Edison; southeasterly on U. S. Highway No. 466 to its junction with County Road approximately 4.6 miles west of Caliente; thence southwesterly along an imaginary straight line to the junction of U. S. highway No. 99 and State Highway No. 166; westerly on State highway No. 166 to U. S. Highway No. 399 at Maricopa; northerly on U. S. Highway No. 399 to its junction with State Highway No. 33 at Taft; northwesterly on State Highway No. 33 to the southerly boundary of North Kern Territory; thence along the southerly boundary of North Kern Territory to point of beginning.</p> <p>14. TULARE TERRITORY includes that area lying within the following boundaries: Commencing at the point of intersection of the Kings, Monterey and San Luis Obispo County boundary lines; thence easterly along the southerly boundary of Kings and Tulare Counties to its intersection with the westerly boundary line of Sequoia National Forest; northerly along the latter boundary line to its intersection with the westerly boundary of Sequoia National Park; northerly and westerly along the westerly boundary line of Sequoia National Park to its intersection with State Highway No. 198; southwesterly along State Highway No. 198 to County Road approximately one mile north of Lemon Cove; westerly along said County road through Woodlake to junction of said County Road with State Highway No. 65; northerly along State Highway No. 65 to point of intersection with northerly boundary of Tulare County; thence westerly, southwesterly and southerly along the northerly boundaries of Tulare and Kings Counties and westerly boundary of Kings County to point of beginning.</p>	290
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SECTION NO. 3

DISTANCE COMMODITY RATES

HAY, FODDER (Bean, Cane, Corn or Pea), STRAW

In Machine Pressed Bales

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

SECTION NO. 3 - DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)					Item No.
Hay Fodder (bean, cane, corn or pea) Straw In machine pressed bales (See Note):					
Miles(1) But Not Over Over	Less than 20,000 Pounds	Minimum Weight 20,000 Pounds	Minimum Weight 30,000 Pounds	(2)Minimum Weight 40,000 Pounds	
0 3	34	18	11	9 ³ / ₄	
3 5	35	20	12	11	
5 10	36	21	13	12	
10 15	37	22	14	13	
15 20	38	23	15	14	
20 25	39	24	16	15	
25 30	40	25	17	16	
30 35	41	27	18	17	
35 40	42	29	19	18	
40 45	43	30	20 ¹ / ₂	19 ¹ / ₂	
45 50	45	32	22	21	
50 60	47	34	23	22	
60 70	49	36	25	23	
70 80	51	38	26	25	
80 90	53	41	27	26	
90 100	55	44	28	27	
100 110	57	47	29	28	
110 120	59	48	30	29	
120 130	61	50	31	30	
130 140	63	52	32	31	
140 150	65	55	34	32	
150 160	67	57	35	33	
160 170	69	59	37	34	
170 180	70	61	39	35	
180 190	72	62	41	36	
190 200	74	64	44	38	
200 220	77	66	46	40	
220 240	80	68	48	42	
240 260	83	70	50	44	
260 280	86	73	52	46	
280 300	90	77	54	49	
300 325	93	81	57	51	
325 350	97	84	59	53	
350 375	101	88	62	56	
375 400	104	91	64	58	
400 425	108	95	67	60	
425 450	111	99	69	62	
450 475	115	102	71	64	
475 500	118	106	74	67	
500 525	122	109	76	69	

300

525	550	126	113	79	77
550	575	130	117	81	74
575	600	133	121	84	76
600	625	137	125	86	78
625	650	140	128	89	80
650	675	144	132	92	83
675	700	148	136	95	85
700	725	152	140	98	87
725	750	155	144	100	89
750	775	159	148	103	92
775	800	163	153	106	96
800	850	168	157	109	99
850	900	173	162	113	102
900	950	178	167	116	105
950	1000	184	172	120	108
1000	1050	190	177	123	111
1050	1100	195	181	127	114
1100	1150	200	186	130	118
1150	1200	205	191	134	121

(1) See Item No. 90.

(2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item No. 400.

NOTE.—An additional charge of $3\frac{1}{2}$ cents per 100 pounds shall be assessed for loading field pickup shipments as defined in Item No. 180 other than when loading is performed by a power operated hay loader.

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SECTION NO. 3 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)			Item No.
LOCAL DELIVERY SERVICE			
Rates in this item apply only for local delivery service of hay, fodder and straw in machine pressed bales, when distance between point of origin and point of destination of the shipment does not exceed 15 constructive miles. Rates provided by this item may not be used in combination with any other rates.			310
From	To	Rate (See Note)	
Point of growth or storage	Point of storage or Point of use in Animal Husbandry	10	
NOTE—minimum charge per shipment _____			\$5.00
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SECTION NO. 4

TERRITORIAL COMMODITY RATES

HAY .

In Machine Pressed Bales

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SECTION NO. 4 - TERRITORIAL COMMODITY RATES (In Cents per 100 Pounds)				Item No.
Hay, in machine pressed bales Minimum Weight 40,000 Pounds (See Note 2)				
RATES (See Note 1)				
(1) TO POINTS IN:				
(1) FROM:	(1) TO POINTS IN:			
	Los Angeles- Artesia Territory	Los Angeles- Artesia (San Fernando) Intra- Territory	San Diego Territory	
Barstow Territory	34	—	—	400
Coachella Valley Territory	32	—	35	
Fresno Territory	49	—	—	
Imperial Valley Territory	41	—	32	
Lancaster Territory	29	22	—	
Merced Territory	56	—	—	
North Kern Territory	38	—	—	
Palo Verde	42	—	—	
Salton Sea Territory	37	—	35	
South Kern Territory	34	—	—	
Tulare Territory	43	—	—	

(1) See Section No. 2 for description of territories.

NOTE 1.—(a) The provisions of Items Nos. 120, 130 and 190 do not apply in connection with rates in this item.

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

(c) When upon order of consignee or consignor, a shipment is stopped within either the Los Angeles-Artesia or San Diego Territory and held in transit without being unloaded from carrier's equipment, 48 hours free time (computed from the first 7:00 a.m. after time of arrival at point where shipment is held) will be allowed for furnishing to the carrier instructions to deliver the shipment to the point of destination where it is to be unloaded. The free-time period will be 96 hours, if the point of destination is located outside the territory within which the shipment was initially held in transit. A charge of \$26.00 will be assessed for each 24-hour period, or fraction thereof, that the carrier's equipment is detained subsequent to the free-time period specified herein. In computing time in accordance with these provisions, Sundays and legal holidays will be excluded.

NOTE 2.-An additional charge of 3½ cents per 100 pounds shall be assessed for loading field pickup shipments as defined in Item No. 180, other than when loading is performed by a power operated hay loader.

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SECTION NO. 5

DISTANCE COMMODITY RATES

GRAIN, RICE, GRAIN PRODUCTS AND
RELATED COMMODITIES DESCRIBED HEREIN

In Bulk

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SECTION NO. 5 - DISTANCE COMMODITY RATES	Item No.						
<p style="text-align: center;">COMMODITY DESCRIPTIONS</p> <p>Grain, Rice and Related Commodities:</p> <p>Grain, dried, threshed; Corn or Maize (except popcorn); Popcorn, not popped; Sorghum Grains, threshed, or in heads unthreshed; Rice; Screenings, grain, corn, maize, sorghum grains or rice, unground; Beans, castor; Seeds, viz.: Broom Corn, Flaxseed, Hemp, Millet, Rape, Sesame, Wild Mustard.</p>	500						
<p style="text-align: center;">APPLICATION OF RATES IN ITEM NO. 550 MAKING SPECIFIC REFERENCE HERETO</p> <p>Rates referring to this item are subject to varying minimum weights per shipment, dependent upon the number of units of carrier's equipment used, as shown below, regardless of the weight loaded in each unit of equipment. In no event shall the minimum weight per shipment be less than 48,000 pounds, or actual weight, whichever is greater.</p> <table border="0" style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>No. of Units of Equipment Used</u></th> <th style="text-align: center;"><u>Minimum Weight (In Pounds)</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">48,000</td> </tr> <tr> <td style="text-align: center;">2 or more</td> <td style="text-align: center;">96,000</td> </tr> </tbody> </table>	<u>No. of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>	1	48,000	2 or more	96,000	510
<u>No. of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>						
1	48,000						
2 or more	96,000						
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SECTION NO. 5 - DISTANCE COMMODITY RATES (Concluded) (In Cents Per 100 Pounds)							Item No.
Grain, Rice, and Related Commodities, as described in Item No. 500, in bulk.							
MILES		RATES (See Note)					
		MINIMUM WEIGHT IN POUNDS					
Over	But Not Over	(1) 10,000	20,000	30,000	40,000	(2)48,000	
0	3	12-1/2	10	7-3/4	6	6	
3	5	13-1/2	11-1/2	8-1/4	6-3/4	6-1/2	
5	10	14-1/2	12-1/2	8-3/4	7-1/4	7	
10	15	15-1/2	13-1/2	9-1/4	7-3/4	7-1/2	
15	20	18	14-1/2	10-1/2	8-1/4	8	
20	25	20	15-1/2	11-1/2	9-1/4	9	
25	30	21	16-1/2	12-1/2	10-1/2	10	
30	35	23	18	13-1/2	11-1/2	11	
35	40	24	19	14-1/2	12-1/2	12	
40	45	26	20	15-1/2	13-1/2	13	
45	50	28	21-1/2	16-1/2	14-1/2	14	
50	60	31	23	18-1/2	16-1/2	15	
60	70	33	24	19-1/2	17-1/2	16	
70	80	35	25	20-1/2	18-1/2	17	
80	90	37	27	21-1/2	19-1/2	18	
90	100	40	28	24	20-1/2	19-1/2	
100	110	42	30	26	23	21	
110	120	45	31	27	24	22	
120	130	47	32	28	25	23	
130	140	50	34	30	27	25	
140	150	53	36	31	28	26	
150	160	55	38	32	29	27	
160	170	57	39	34	31	28	
170	180	59	40	35	32	29	
180	190	61	42	36	34	30	
190	200	65	44	39	36	32	
200	220	68	47	42	38	34	
220	240	71	49	44	40	36	
240	260	75	52	46	42	38	
260	280	78	55	47	44	40	
280	300	82	58	53	48	45	
300	325	85	60	55	50	46	
325	350	88	62	58	52	48	
350	375	91	66	60	54	50	
375	400	95	68	62	56	52	
400	425	98	71	64	58	54	
425	450	102	74	67	60	56	
450	475	105	78	70	62	58	
475	500	108	80	72	64	60	
500	---	(3)	(3)	(4)	(4)	(4)	

550

NOTE.-On all Field Pickup Shipments, as defined in Item No. 180, add 2 cents per 100 pounds to the rate otherwise applicable.

- (1) Rates for shipments weighing less than 10,000 pounds are provided in Minimum Rate Tariff No. 2.
- (2) Rates in this column are subject to the provisions of Item No. 510.
- (3) Add to the rate for 500 miles 3 cents per 100 pounds for each 25 miles or fraction thereof.
- (4) Add to the rate for 500 miles 2½ cents per 100 pounds for each 25 miles or fraction thereof.

END OF TARIFF

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