

Decision No. 29252.**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATES OF CALIFORNIA

In the Matter of the Application of )  
 THE TRUCK OWNERS ASSOCIATION of Calif- )  
 ornia, a non-profit corporation, for )  
 the approval of minimum rates, rules )  
 and regulations, for the transporta- )  
 tion of canned goods and dried fruits )  
 between San Joaquin Valley points and )  
 Stockton and San Francisco Bay points. )

Application No. 20745.

In the Matter of the Establishment of )  
 maximum or minimum, or maximum and )  
 minimum rates, rules and regulations )  
 of all Radial Highway Common Carriers )  
 and Highway Contract Carriers, opera- )  
 ting motor vehicles over the public )  
 highways of the State of California, )  
 pursuant to Chapter 223, Statutes of )  
 1935, for the transportation for com- )  
 pensation or hire of any and all com- )  
 modities, and accessorial services )  
 incident to such transportation. )

Case No. 4088.  
(Part "P")

In the Matter of the Investigation )  
 and Establishment of rates, charges, )  
 classifications, rules, regulations, )  
 contracts and practices, or any there- )  
 of, of Common Carriers of property. )

Case No. 4145.  
(Part "C")APPEARANCES

For a list of appearances see Appendix "A".

BY THE COMMISSION:

O P I N I O N

By Application No. 20745 The Truck Owners Association of  
 California, a non-profit corporation hereinafter referred to as  
 "the Association", seeks the approval of the rates, rules and regula-  
 tions set forth in Exhibit "A" attached to the application as the

minimum rates to be charged and rules and regulations to be observed by the radial highway common and highway contract carriers it represents for the transportation of canned goods and dried fruits between certain San Joaquin Valley points on the one hand and Stockton, Sacramento, San Jose, Santa Clara, Sunnyvale and San Francisco Bay points on the other. In addition, applicant prays that the Commission issue an order directing all other highway common, radial highway common and highway contract carriers engaged in the transportation of canned goods and dried fruits between the points specified to appear and show cause why the proposed rates, rules and regulations should not be established as minima for all such carriers.

Thereafter the Commission assigned Part "P" in Case No. 4088 and Part "C" in Case No. 4145 to that phase of these proceedings which relates to the transportation of canned goods and dried fruits within the territory involved in the above application.<sup>1</sup> The three proceedings were heard on a common record before Examiner Freas at San Francisco.

The rates, rules and regulations which the Association proposes for intrastate transportation are the same as the rates, rules and regulations filed with the Interstate Commerce Commission and in effect for interstate application by carriers represented by the Asso-

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<sup>1</sup> Case No. 4088 was instituted pursuant to the mandate of the legislature contained in Section 10 of the Highway Carriers' Act (Chapter 223, Statutes of 1935). A full discussion of its purposes, the procedure to be followed and other matters of general concern relating to this proceeding are contained in Decision No. 28761, dated April 27, 1936, in Part "A" of that case (39 C.R.C. 732).

Case No. 4145 is an investigation on the Commission's own motion into the rates, charges, classifications, rules, regulations, contracts and practices of common carriers of property for the purpose, if it so finds, of establishing and prescribing for such carriers, such rates, etc., as will provide an equality of transportation rates between all competing agencies of transportation; and for the purpose of determining whether any rate or charge for the transportation of any commodity is lower than reasonable or sufficient.

ciation who are said to transport in excess of 90 per cent. of the traffic moving by motor truck in the territory here involved.<sup>2</sup>

In support of the application a witness for the Association introduced a cost study purporting to show that the rates proposed as minima are with few exceptions less than the actual cost to the carrier of performing the service.<sup>3</sup> He expressed the belief that they were on the same level as the rates of common carriers by rail, urged that interstate and intrastate rates be established on a uniform basis, and stressed the keen competition between the various types of transportation for the purpose of emphasizing the need for the fixation of rates on these commodities.

A review of the common carrier tariffs on file with this Commission, including those filed by highway common carriers, indicates that the proposed rates differ in many respects from the rates of common carriers, and the evidence is not sufficient to justify any change in the present common carrier rates.<sup>4</sup> It does indicate, however, that stabilization of competitive conditions and ultimate uniformity in transportation rates require the establishment of minimum rates for radial highway common and highway contract carriers.

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<sup>2</sup> Pacific Southwest Freight Tariff Bureau Local Freight Tariff No. 9, MF-ICC 9 of John M. Desch, Agent. The tariff is not filed with this Commission, but was introduced into this record as Exhibit Pc-2.

<sup>3</sup> Exhibit PC-1 shows an estimated truckload cost of \$2.53 per ton for a distance of 100 miles, with a rate of increment of \$.0209 per ton per mile. Exhibits A-1 and H-7, previously introduced in Parts "A" and "H" respectively, of Case No. 4088 were reintroduced.

<sup>4</sup> The proposed rates are higher in some instances and lower in others, and are subject to both higher and lower minimum weight restrictions. Moreover, to the extent the proposed rates are based upon common carrier rates, depot-to-depot rates have largely been used without regard to the common carrier store-door rates, notwithstanding the fact that store-door service is almost uniformly rendered by radial highway common and highway contract carriers.

Uniformity between interstate and intrastate rates is undoubtedly desirable. However, under Section 10 of the Highway Carriers' Act, recognition must be given, among other things, to the cost of performing the service.<sup>5</sup> To the extent the rates proposed and the current interstate rates are less than the cost of performing the service here involved, the suggested advantages of uniformity must yield to the necessity for a rate structure designed to enable each carrier to enjoy its fair share of the traffic, and earn a reasonable return on its investment. For this reason, the rates proposed by the Association must be modified so as to more nearly reflect the cost of performing the service as developed in the various studies of record and give reasonable consideration to the other factors ordinarily entering into rate making, observing as maxima the competitive common carrier rates.<sup>6</sup>

Likewise, the intrastate common carrier rates cannot be accepted as a proper measure in fixing minimum rates for highway carriers on the traffic here involved, due to differences in territorial groupings in common carrier tariffs, the maintenance by common carriers of graded minimum weights for less than truckload shipments and

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<sup>5</sup> In its Decision No. 28761 of April 27, 1936, in Part "A" of Case 4088 (39 C.R.C. 732) the Commission said, "It is clear from the (Highway Carriers') Act, and the evidence of record demands that minimum rates established by the Commission shall be sufficient in volume to return at least the cost of performing the service. Upon this premise, then, the Commission, in establishing minimum rates, may not under ordinary circumstances properly go below the cost of transportation."

<sup>6</sup> Section 10 of the Highway Carriers' Act, supra, provides in part: " \* \* \* the Commission shall take into account and give due and reasonable consideration to the cost of all the transportation services performed, including length of haul, any additional transportation services performed, or to be performed, to, from, or beyond the regularly established termini of common carriers or of any accessorial service and the value of the commodity transported and the value of the facility reasonably necessary to perform such transportation service.

"In event the Commission established minimum rates for transportation services by highway carriers, such rates shall not exceed the current rates of common carriers for the transportation of the same kind of property between the same points."

of lower rates on canned fruits and vegetables than on other canned goods, and to the fact that the truckload rates include the accessorial services of loading and unloading.

The minimum rates for radial highway common and highway contract carriers approved and established in this order are lower in some instances and higher in others than those proposed by the Association. Where the truckload costs exceed the common carrier carload rates, such carload rates have been observed as maxima, but a differential of one cent per one hundred pounds has been added where the accessorial service of loading and unloading is performed by the carrier. It will be noted also that the rates herein established will apply only from San Joaquin Valley points, there being no evidence of record of any substantial movement in the opposite direction.

Upon consideration of all the facts of record, we are of the opinion and find that the minimum rates, rules and regulations set forth in Appendix "B" hereof for the transportation of canned goods and dried fruit as described in said Appendix "B", and canned fruits and vegetables, are justified as the just, reasonable and non-discriminatory minimum rates for the transportation of said commodities by radial highway common and highway contract carriers from and to the points shown in said appendix.

#### O R D E R

Public hearing having been held in the above entitled proceedings, and based upon the evidence received at the hearing and upon the conclusions and finding contained in the preceding opinion,

IT IS HEREBY ORDERED that the rates, rules and regulations set forth in Appendix "B" attached hereto and made a part hereof, be

and they are hereby established and approved, to become effective November 25, 1936, as the just, reasonable and non-discriminatory minimum rates to be charged, collected and observed by all radial highway common carriers and highway contract carriers as defined in Chapter 223, Statutes of 1935, for the transportation of canned goods and dried fruits as described in said Appendix "B", and canned fruits and vegetables, from and to the points for which rates are provided therein.

IT IS HEREBY FURTHER ORDERED that the minimum rates, rules and regulations herein established cancel and supersede the minimum rates established in Decision 28761 and the several supplemental orders in Case 4088, Part "A", for the same transportation of the same commodities between the same points.

IT IS HEREBY FURTHER ORDERED that every radial highway common carrier and highway contract carrier shall issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "C" hereto, but may include in said freight bill, in addition to the provisions appearing in said form such other reasonable and lawful provisions as may be deemed proper, and shall retain and preserve for reference, subject to the inspection of the Commission or its employees, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

IT IS HEREBY FURTHER ORDERED that the Commission shall and it does hereby retain jurisdiction in these proceedings for the purpose of entering such further order or orders as may from time to time appear proper in the light of other or further evidence received herein.

Dated at San Francisco, California, this 9<sup>th</sup> day of  
November, 1936.

W. B. Lewis  
John A. Whitley  
W. J. Dan  
Arthur J. [unclear]  
Spencer R. [unclear]  
Commissioners.

APPENDIX "A"

APPEARANCES IN APPLICATION NO. 20745.

J. J. Duell; for the California Farm Bureau Federation.  
L. R. Keith, for the California Packing Corporation.  
C. R. Schulz, for the California Prune and Apricot Growers.  
Irving F. Lyons, for the Cannors' League of California.  
T. G. Diffording, for the Oakland Chamber of Commerce.  
Edwin G. Wilcox, for the San Francisco Chamber of Commerce.  
R. E. Wodokind, for Southern Pacific Company, Pacific Motor  
Transport Company and Pacific Motor Trucking Company.  
J. C. Somers, for the Stockton Traffic Bureau.  
J. L. Ronoy; for Sussman, Wormser & Company.  
G. E. Duffy; for The Atchison, Topeka and Santa Fe Railway  
Company.  
L. J. McKim, for The River Lines.  
L. N. Bradshaw and J. L. Amos, Jr., for The Western Pacific  
Railroad Company and Tidewater Southern Railway Company.  
Roy B. Thompson and Edward M. Borol, for the Truck Owners'  
Association of California.

APPEARANCES IN CASE NO. 4088.

In addition to the appearances shown in Decision  
No. 28761 in Case No. 4088, Part "A" (39 C. R. C. 732)  
the following appearances have been entered in this  
proceeding:

H. J. Bischoff, for Certificated Highway Carriers.  
E. W. Hollingsworth, for Motor Carriers' Traffic Council.  
Olds and Olds, by Walter K. Olds, for Pescadero Farms Assn.,  
Drayage Co., Half Moon Drayage Co.  
H. C. Grundell, for Pacific Coast Ry.  
J. M. Davis, for Santa Maria Valley Railroad Co.  
J. E. Lyons, for Visalia Electric Railway Co. and Petaluma  
& Santa Rosa Railroad Co.  
Walter K. Olds, for Pellegrini Draying Co.  
A. B. Clark, for Clark Bros.  
McCutchen, Olney, Mannon & Greene, by F. W. Meilke, for Napa  
Transportation Co., J. C. Stone, Secretary, Pier 5,  
San Francisco.  
R. S. Meyers and G. S. Collins, for Southern Pacific Golden  
Gate Ferries, Ltd.  
Carl R. Schulz and J. E. McCurdy, for Poultry Producers of  
Central California.  
Carl R. Schulz and Frank A. Somers, for San Francisco Grain  
Trade Assn.  
Carl R. Schulz, for W. H. Riske and Otis Roe.  
J. Richard Townsend, for Freighters, Inc.  
J. E. Lyons, for the Santa Maria Valley Railroad Co. and  
Pacific Electric Railway.  
Berne Levy and G. E. Duffy, for the Alameda Belt Line.

J. L. Amos, Jr. and L. N. Bradshaw, for Delta Finance Co., Ltd.  
 Edwin G. Wilcox; for San Francisco Chamber of Commerce.  
 C. S. Connolly, for Albers Bros. Milling Co.  
 F. J. Coulter, for Mount Lassen Transit Co.  
 McCarthy, Richards & Carlson, by Cameron Wolfe, for Key System, East Bay Railways, Ltd., and Oakland Terminal Railroad Co.  
 John P. McLoughlin, for Highway Drivers of California.  
 R. P. McCarthy, for Globe Grain and Milling Co., California Grain and Milling Co., and Hart-Hill Grain Co.  
 N. R. Moon and J. B. Costello, for Ira P. Lamb.  
 E. J. Forman; for Los Angeles Grain Exchange, Southern California Millers Assn., California Hay, Grain and Feed Dealers Assn.  
 F. A. Somers; for Grangers Business Assn.  
 J. S. Granucchio, for Nevada California Transportation Co. and Nevada Commercial Motor Carriers of Nevada.  
 E. R. Warren, for Schuler-O'Connell Grain Co.  
 A. Larsson and H. L. Howland, for Quincy Railroad Co.  
 Sanborn & Roehl and Clair MacLeod, by Clair MacLeod, for California Western Railway & Nav. Co.  
 W. H. Kessler, for Coast Line Stages, Inc.  
 Chas. A. Bland, Board of Harbor Commissioners of Long Beach.  
 Wm. Gissler, for Los Angeles & Long Beach Dispatch Line.  
 H. W. Hendrick, for Pacific Coastwise Conference.  
 Elmer Westlake, for California & Hawaii Sugar Refining Corp., Ltd., and Western Sugar Refinery.  
 Frank L. Chandler, for Richmond Chamber of Commerce.  
 Walter A. Rohde, for the San Francisco Chamber of Commerce.  
 R. E. Wedekind and James E. Lyons, for Southern Pacific Co., Pacific Motor Trucking Co., and Pacific Motor Transport Co.  
 Sanborn & Roehl, by C. MacLeod, for Transportation System, Inc., Union Lumber Co., and Mendocino County Retail Lumber Co.  
 Fred C. Hutchinson and Gwyn H. Baker, by Gwyn H. Baker, for City of Berkeley Manufacturers Assn. and Berkeley Chamber of Commerce.  
 H. A. Lincoln, for The Independent Paper Co., Glass Containers, Inc., Chas. Harley and subsidiary companies.  
 R. P. McCarthy, for Leslie-California Salt Co. and Globe Grain and Milling Co.  
 R. O. Biedenbach, for M. J. B. Co. and Western Can Co.  
 R. T. Boyd, for California State Brewers Institute, United Commercial Co., Soule Steel Co. and W. S. Dickey Clay Manufacturing Co.  
 John J. Parker, for Bemis Bros. Bag Co.  
 S. J. Brown, for The Paraffine Companies, Inc.  
 A. F. Walker, for Western Sugar Refinery and Spreckels Sugar Co.  
 L. R. Bishop, for Motor Carriers Traffic Council.



J. G. Breslin, for California & Hawaiian Sugar Refining Corp.,  
 Ltd.  
 C. B. Hutchings, for Schwabacher Co.  
 F. B. Hartung, for Owens-Illinois Pacific Coast Co.  
 A. A. Auten, for Stokely Bros. Co.  
 H. C. Cantelow, for Pacific Coastwise Conference.  
 W. B. Wagner, for W. P. Fuller & Co.  
 Donahue, Hynes & Hamlin, by L. S. McElwain, for National  
 Exp. Co.  
 H. J. Damon, for Ames-Harris-Neville Co.  
 Lowe P. Siddons, for Holly Sugar Co.  
 Jno. M. Desch, for Owens-Illinois Pacific Co.  
 B. F. Bolling, for El Rey Products Co.  
 B. F. Bolling, for Pioneer-Flintkote Co.  
 R. J. Beck, for El Rey Products Co.  
 Roy Banks, for Long Beach Paper & Notion Co.  
 T. G. Differding, for Oakland Chamber of Commerce.  
 F. F. Morgan, for Furniture Manufacturers Assn. of Los Angeles.  
 F. W. Turcotte, for Latchford Glass Co. & Stauffer Chemical Co.  
 Robert E. Hunt, for Coronado Transfer.  
 Phil Jacobson for G. F. D. Lines, Inc.  
 D. D. Rawley, for Automotive Purchasing Co., Inc.  
 R. M. Grose, for Marine Terminal Assn. of Central California.  
 W. K. Lane, for Guggenlime Co.  
 E. D. Lyman, for Los Angeles Transfer Co.  
 Carl Schulz, for California Prune & Apricot Growers.  
 Joseph F. Vizzard, for Highway Transport, Inc., Intercity  
 Transport Lines, Inc., and Holmes Express Co.  
 Irving F. Lyons, for Dried Fruit Assn. of California.  
 Harold F. Hayes, for Pioneer Express.  
 Douglas Brookman, for United Parcel Service, San Francisco Bay  
 District, Valley and Coast Transit Co., and Coast Line Express.  
 G. J. Weiser, for Peerless Stages, Inc.  
 F. C. Athearn, for United Parcel Service of Los Angeles, Inc.  
 S. H. Green, for California Dairy Council.  
 W. K. Downey, for Keystone Express Co.  
 R. P. McCarthy, for Leslie-California Salt Co. and Globe Grain  
 & Milling Co.  
 W. C. Theis, for Johns-Manville Corp.  
 Sanborn & Roehl and Clair MacLeod, for I. T. Ellington,  
 Ellington Bros., Savage Transport Co., Inc., Savage  
 Transportation Co., and E. J. Willig Truck & Trans. Co.  
 H. M. Wade, for Wade Trans. Co.  
 R. E. Wedekind, for Southern Pacific Company, Pacific Motor  
 Transport Co., Pacific Motor Trucking Co., Northwestern  
 Pacific Railroad Co., and San Diego & Arizona Eastern Railroad  
 A. D. Poe, for Motor Truck Association of Southern California.  
 H. L. Wolters, for Golden State Company, Ltd. and California  
 Dairy Council.  
 Howard Stern, for Railway Express Agency, Inc.  
 B. F. Bolling, T. M. for Pioneer Flintkote Co.  
 A. A. Brashear, T. M., for Los Angeles Chamber of Commerce.  
 J. A. L. Loretz, for Los Angeles Traffic Managers' Conference.  
 H. J. Bischoff, for Southern California Freight Lines, and  
 Southern California Freight Forwarders.

D. G. Shearer, for Certificated Highway Carriers, Inc.  
 R. S. Sawyer and R. E. Crandall, for Associated Jobbers and  
 Manufacturers.  
 T. F. McCue, for Crane Co.  
 C. W. Cornell, W. C. Knoche and F. F. Willey, for Pacific  
 Electric Railway Co.  
 Merle Armour, for Anderson Theatre Service.  
 W. Gormoldt, for California Dairy Council.  
 Stuart Russell, for Southwestern Dairies Motor Operator.  
 Martin H. Richards, for Richards Trucking and Warehouse Co.  
 Wallace K. Downey, for Pacific Freight Lines and Keystone  
 Express Co.  
 C. G. Munson, for Los Angeles Warehousemen's Association.  
 Charles A. Bland, for Board of Harbor Commissioners of  
 Long Beach.  
 E. E. Bennett and E. C. Renwick, for Union Pacific R. R.  
 Thomas Wood, for Wm. Volker and Co.  
 Julius Jay Alperin, for Pacific Interurban Transportation Co.  
 C. H. Smith, for Davies Warehouse Co.  
 C. L. Amidon, for California Packing Corporation and Libby,  
 McNeill and Libby.  
 E. Halverson, for Star Truck and Warehouse Co.  
 Henry Deussen, for R. G. Knoll, Inc., Ltd.  
 L. J. Happe, for A. J. Happe Transfer Co.  
 G. E. Duffy, for Atchison, Topeka and Santa Fe Railway Co.  
 and for Santa Fe Transportation Co.  
 P. J. Arturo, for Swift and Co.  
 Samuel H. Green, for California Dairy Council.  
 William E. Swain, Jr., for Automotive Council of Orange Co.  
 Douglas Brookman and F. G. Athearn, for United Parcel Service  
 of L. A., Inc.  
 Elmer Westlake, for Western Sugar Refinery and C & H Sugar  
 Refining Corporation.  
 F. P. Kensinger, for Loose Wiles Biscuit Co.  
 George Rahe, for Los Angeles Soap Co.  
 J. Nelson Kagarise in propria persona.  
 J. J. Duell, for California Farm Bureau Federation.  
 William Guthrie, for California Portland Cement Co.  
 C. F. Reynolds, for Harbor Department of San Diego.

APPEARANCES IN CASE NO. 4145.

T. G. Differding, for Oakland Chamber of Commerce.  
 Decoto & St. Sure, by Ezra W. Decoto for Rampone Brothers.  
 Edward M. Berol and Roy B. Thompson, for Truck Owners'  
 Association of California.  
 J. C. Somers, C. O. Burgin, and J. Richard Townsend, for  
 Stockton Traffic Bureau, City of Stockton, Stockton Port  
 District, Stockton Chamber of Commerce and San Joaquin  
 County Farm Bureau Federation.  
 W. Owen Pelkey, for Acme Fast Freight, Incorporated.  
 Sanborn & Roehl and Clare W. McLeod, for Union Lumber  
 Company, California Western Railroad and Navigation  
 Company, and Mendocino County Retail Lumber Company.  
 H. C. Grundell, for Pacific Coast Railway.  
 R. P. McCarthy, for California Barrel Company, J. H.  
 Baxter Company.  
 Elmer C. Gardner, for Petrolia Stage Company.  
 A. Larsson, for California Redwood Association and Larsson  
 Traffic Service.

S. H. Wilson, for the National Wooden Box Association.  
 E. C. Lucas and Guy Hill, for Pacific Greyhound Lines.  
 William Geisler, for Los Angeles Long Beach Dispatch Line.  
 K. W. Coplin, for Pacific States Express.  
 H. M. Hayes, for Intercity Transport and Pioneer Express Co.  
 R. E. Wedekind and James E. Lyons, for Northwestern Pacific  
 Railroad Company, San Diego & Arizona Eastern Railroad  
 Company, Southern Pacific Company, Visalia Electric Rail-  
 way Company and O. G. Steele, receiver for the Yreka  
 Western Railroad Company, Pacific Motor Trucking Company,  
 and Pacific Motor Transport Company.  
 L. N. Bradshaw and J. L. Amos, Jr., for the Western Pacific  
 Railroad Company, Sacramento Northern Railway Company,  
 Tidewater Southern Railway Company, and Delta Finance  
 Company, Limited.  
 G. E. Duffy, for the Atchison, Topeka and Santa Fe Railway  
 Company, Sunset Railway Company, Central California  
 Traction Company, and Santa Fe Transportation Company.  
 A. C. Woodress for Martinez-Benicia Ferry and Transportation  
 Company.  
 A. D. Poe, for Motor Truck Association of Southern California.  
 H. L. Wolters, for Golden State Company, Ltd., and California  
 Dairy Council.  
 Edward Stern, for Railway Express Agency, Inc.  
 B. F. Bolling, Traffic Manager, Pioneer Flintkote Company.  
 H. R. Brashear, Traffic Manager, Los Angeles Chamber of  
 Commerce.  
 T. A. L. Loretz, for Los Angeles Traffic Managers' Conference.  
 H. J. Bischoff, for Southern California Freight Lines and  
 Southern California Freight Forwarders.  
 D. C. Shearer, for Certificated Highway Carriers, Inc.  
 R. S. Sawyer and R. E. Crandall, for Associated Jobbers  
 and Manufacturers.  
 T. F. McCue, for Crane Company.  
 C. W. Cornell, W. C. Knoche, and F. F. Willey, for Pacific Elec-  
 Railway Company.  
 Merle Armour, for Anderson Theatre Service.  
 W. Gormoldt, for California Dairy Council.  
 Stuart Russell, for Southwestern Dairies Motor Operator.  
 Martin H. Richards, for Richards Trucking & Warehouse Co.  
 Wallace K. Downey, for Pacific Freight Lines and Keystone  
 Express Company.  
 C. G. Munson, for Los Angeles Warehousemen's Association.  
 Charles A. Bland, for Board of Harbor Commissioners of Long  
 Beach.  
 E. E. Bennett and E. G. Renwick, for Union Pacific Railroad.  
 Thomas Wood, for Wm. Volker & Co.  
 Julius J. Alperin, for Pacific Interurban Transportation Co.  
 C. H. Smith, for Davies Warehouse Company.  
 C. L. Amidon, for California Pecking Corporation and Libby,  
 McNeill & Libby.  
 H. Halverson, for Star Truck & Warehouse Company.  
 Henry Deussen, for R. G. Knoll, Inc., Ltd.  
 L. J. Happe, for A. J. Happe Transfer Company.  
 P. J. Arturo, for Swift & Company.  
 Samuel H. Green, for California Dairy Council.

William E. Swain, Jr., for Automotive Council of Orange  
County.  
Douglas Brookman and F. G. Athearn, for United Parcel  
Service of Los Angeles, Inc.  
Elmer Westlake, for Western Sugar Refinery and C. & H.  
Sugar Refining Corporation.  
F. P. Kensinger, for Loose Wiles Biscuit Company.  
George P. Rahe, for Los Angeles Soap Co.  
J. Nelson Kagarise in Propria Persona.  
J. J. Duell, for California Farm Bureau Federation.  
William Guthrei, for California Portland Cement Co.  
C. F. Reynolds, for Harbor Department of San Diego.  
Edwin G. Wilcox, for the San Francisco Chamber of Commerce.  
L. R. Keith, for the California Packing Corporation.  
Irving F. Lyons, for Cannery League of California.  
L. I. McKim, for The River Lines.  
J. L. Roney, for Sussman-Wormser Company.

APPENDIX "B"

Naming Minimum Rates and Rules and Regulations

For the Transportation

of

Dried Fruits, Canned Fruits, Canned Vegetables  
and Canned Goods

as defined herein

From Points in the San Joaquin Valley

to

Stockton, Sacramento, San Jose, Santa

Clara, San Francisco Bay Points

and points intermediate thereto.

## EXPLANATION OF TECHNICAL TERMS AND ABBREVIATIONS

POINT OF ORIGIN means the precise location at which property is picked up or to be picked up and loaded in or on equipment of the carrier for transportation.

POINT OF DESTINATION means the precise location at which property is discharged or to be discharged from the equipment of the carrier.

SHIPMENT means a lot received from one shipper on one shipping order or one bill of lading at one point of origin at one time for one consignee at one destination.

SPLIT PICK-UP SHIPMENT means a lot received on one shipping order or bill of lading from:

- (a) one consignor at two or more points of origin, providing the second and succeeding points of origin are intermediate between the first point of origin and destination, to be delivered to one consignee at one destination;
- (b) two or more consignors at a single point of origin or at points intermediate between the point of origin farthest from destination and destination, to be delivered to one consignee at one destination.

SPLIT DELIVERY SHIPMENT means a lot received on one shipping order or bill of lading from one consignor at one point of origin at one time, to be delivered to:

- (a) one consignee at two or more points of destination, providing the first and succeeding points of destination are intermediate between the point of origin and the last point of destination;
- (b) two or more consignees at a single destination, or at points intermediate between the point of origin and the point of destination farthest from the point of origin.

## RULES AND REGULATIONS

Rule No. 5 - ASSESSMENT OF CHARGES: Charges will be assessed upon the gross weight of the shipment. No allowance or deductions will be made for the weight of containers.

Rule No. 10- ACTUAL WEIGHT VERSUS MINIMUM WEIGHT: When the minimum charges accruing on a shipment based upon actual weight exceed the minimum charges computed from a rate based upon the next greater unit of minimum weight, the latter will apply.

Rule No. 15 - MINIMUM CHARGE: Except as otherwise provided herein, the minimum charge in connection with minimum rates named in this appendix shall be fifty cents (50¢).

Rule No. 20 - APPLICATION OF RATES: (Intermediate Application)

(a) Minimum rates from a point of origin not named in this appendix, which is located on the direct route to destination between two points of origin from which rates are named, will be the minimum rates applicable from the point of origin nearest to such unnamed point on the direct route to destination.

(b) Minimum rates to a point of destination not named in this appendix, which is located between two points to which rates are named, will be the minimum rates applicable to the higher rated of the two points between which the unnamed point of destination is located.

(Pick-up and Delivery)

(c) Except as otherwise provided, minimum rates named herein include pick-up and delivery service within the corporate limits of any named origin or destination station, or at any point located on the direct route from any named origin to destination.

(d) Except as otherwise provided, minimum rates will also include pick-up service at points not named herein which are not intermediately situated between named points of origin to destination, subject to an additional charge of .2¢ (2/10 of one cent) per one hundred pounds per mile for the distance from such unnamed point to the nearest point from which specific rates are provided herein.

(e) For the purpose of applying this rule, points located within one (1) mile of the shortest highway route from the named point of origin to destination, and points located on any rail line extending from the named origin to destination, shall be deemed to be on the direct route to destination.

Rule No. 25 - MIXED SHIPMENTS: When a number of different articles are shipped at one time, on one shipping order or one bill of lading, from one consignor to one consignee at one destination, they will be charged at the minimum rate applicable to the highest rated article, and the minimum weight shall be the highest provided for any of the articles in the shipment. When the aggregate charge upon the entire shipment is made lower by considering the articles as if they were divided into two or more separate shipments, the charges on each such separate shipment shall be based upon the rate applicable to the highest rated article therein, and the minimum weight for each such separate shipment shall be the highest provided for any of the articles therein.

Rule No. 30 - CHARGES FOR TRANSPORTING SPLIT PICK-UP AND SPLIT DELIVERY SHIPMENTS: Split pick-up and split delivery service may be rendered only when the entire lot of property weighs 4,000 pounds or more. The minimum charges for such transportation services shall be computed on the following basis:

(1) In split pick-up service, the weight of each component part picked up from each consignor at the rate applicable for the entire lot from the highest rated point of origin to destination plus a sum equal to 1 cent per 100 pounds for the weight of each pick-up but in no case less than 25 cents per pick-up.

(2) In split delivery service, the weight of each component part of the entire lot at the rate applicable for the entire lot from point of origin to the highest rated point of destination of any part of the entire lot plus a sum equal to 1 cent per 100 pounds for the weight of each delivery but in no case less than 25 cents per delivery.

Rule No. 35 - C.O.D. CHARGES:

(a) The following charges shall apply for collection and return of money on C.O.D. shipments:

Under \$100.00, $\frac{1}{2}$ of 1%, minimum charge ...	\$0.25
\$100.00 and not over \$200.00 .....	.50
Over \$200.00 and not over \$300.00 .....	.70
Over \$300.00 and not over \$500.00 .....	.80
All amounts over \$500.00, add 25¢ per \$100.00 or fraction thereof.	

(b) Delivering carrier shall, immediately upon collection of any and all moneys, and in no event later than ten (10) days after delivery to the consignor, unless consignor, in writing, instructs otherwise, remit to the consignor all moneys collected by it on such shipment.

Rule No. 40 - LOADING AND UNLOADING: (Applies only to shipments on which the minimum weight is 30,000 pounds or greater)

(a) Where the shipper performs the loading without the assistance of the driver or other employee of the carrier, a deduction of  $\frac{1}{2}$  cent per one hundred pounds from the minimum rates herein established will be made.

(b) Where the consignee performs the unloading without the assistance of the driver or other employee of the carrier, a deduction of  $\frac{1}{2}$  cent per one hundred pounds from the minimum rates herein established will be made.

Rule No. 45 - MINIMUM RATES VERSUS COMMON CARRIER RATES: In the event the application of the common carrier intrastate rates, rules and regulations for the same transportation of the



Rule No. 45 - MINIMUM RATES VERSUS COMMON CARRIER RATES: (Contd.)  
same shipment of property from and to the same points results in  
a lower aggregate charge than the charge resulting from the ap-  
plication of the minimum rates provided herein, such lower charge  
shall apply.

Rule No. 50 - TERRITORIAL RESTRICTION: Minimum rates named  
herein will not apply from points of origin more than 10 miles  
distant by public highway from the direct route from a named  
origin to destination.

COMMODITY RATES

ITEM 5: Description of Canned Goods.

Minimum rates making reference to this item shall apply on the following articles:

Canned Goods, Pickles, Preserves, viz.:

Beans and Pork	:	Pickles (Cauliflower, Cucumber,
Breads	:	Dill Weed, Kraut, Mangoes,
Brine	:	Onions and Tomato)
Broths	:	Pie Preparations (fruit in
Butter, fruit or peanut	:	syrup, or in paste form, com-
Buttermilk (not Casein)	:	pounded with flour or sugar
Catsup	:	and flavored)
Chili, ground	:	Pimientos (Canned Peppers)
Chowders	:	Puddings
Cocoanut	:	Pulp, fruit or vegetable
Corn	:	Puree, tomato
Dressing, Salad	:	Ravioli (prepared) with or with-
Fish, cooked, pickled or pre-	:	out cheese, meat or vegetable
served, with or without	:	ingredient
fruit or vegetable ingre-	:	Rice and milk, cooked
dients	:	Sandwich spread
Fish Roe, cooked, pickled or	:	Sauces, Condiments or Relishes,
preserved	:	prepared
Hominy	:	Sausage.
Jams	:	Soups
Jelly	:	Spaghetti (prepared), with or
Juice, clam	:	without cheese, meat or veg-
Juice (not syrup), fruit, un-	:	etable ingredients
fermented	:	Syrups
Juice, tomato	:	Vermicelli (prepared), with or
Juice, vegetable	:	without cheese, meat or veg-
Macaroni (prepared), with or	:	etable ingredients
without cheese, meat or veg-	:	Vinegar
etable ingredients	:	Welsh Rarebit
Meats, cooked, cured or pre-	:	
served, with or without ce-	:	
real or vegetable ingredi-	:	
ents	:	
Milk (condensed or evaporated);	:	
liquid	:	
Milk (not malted), dry or pow-	:	
dered	:	
Mince meat	:	
Molasses or Syrup (except col-	:	
oring, flavoring, fruit, malt	:	
or medicated)	:	
Mustard, prepared	:	
Oil, olive or salad	:	
Olives	:	
Paste, tomato	:	
Pectin, fruit or vegetable	:	

COMMODITY RATES (continued)

RATES ARE IN CENTS PER 100 POUNDS

FRUITS, DRIED, INCLUDING FIG PULP

FROM:	TO: San Francisco, Oakland, Emeryville, Alameda, Richmond, Santa Clara, San Jose and Sunnyvale				Sacramento			
	Any Quantity	In lots of not less than 20,000 lbs. except as noted	In lots of not less than 30,000 lbs.	In lots of not less than Any Quan- tity	In lots of not less than 20,000 lbs.	In lots of not less than 30,000 lbs.	In lots of not less than Any Quan- tity	In lots of not less than 30,000 lbs.
Manteca	30½	(1)30	(2)24½	12½	11	(3)22	15	11
Modesto	30½	(1)30	(2)24½	12½	11	(3)25	15	11
Ceres	30½	(1)30	(2)24½	15	12	(3)27	15	12
Turlock	30½	(1)30	(2)24½	15	12	(3)30	15	--
Livingston	30½	(1)30	(2)24½	15	13	30	15	--
Atwater	30½	(1)30	(2)24½	15	--	30	15	--
Merced	30½	(1)30	(2)24½	15	--	30	15	--
Chowhilla	30½	(1)30	15	--	--	30	15	--
Madera	30½	(1)30	15	--	--	30	15	--
Clovis	36		15	--	--	36	25	21
Fresno	30½	(1)30	15	--	--	30	15	--
Sanger	35		15	--	--	35	26	21
Parlier	35		15	--	--	35	27	21
Reedley	35		15	--	--	35	27	21
Dinuba	39		15	--	--	39	28	21
Fowler	35		15	--	--	35	26	21
Selma	35		15	--	--	35	27	21
Kingsburg	35		15	--	--	35	28	21
Visalia	39		18	16	16	39	30	21
Exeter	39		28½	19	19	39	35	24
Lindsay	50½	(1)50	35	23½	23½	50	35	28½
Porterville	50½	(1)50	35	25	25	50	35	31
Hanford	35		18	16	16	35	30	21
Lemoore	35		31½	21	21	35	31½	21
Tulare	39		35	21	21	39	31½	21
Corcoran	50½	(1)50	31½	21	21	50	31½	21
Delano	55½	(1)55	39	26	26	55	40	31
Bakersfield	55½	(1)55	39	26	26	55	40	31

(1) Applies to Santa Clara and San Jose, only.

(2) Minimum weight 10,000 pounds.

(3) Minimum charge 45 cents.

COMMODITY RATES (continued)

RATES ARE IN CENTS PER 100 POUNDS

FRUITS, DRIED, INCLUDING FIG PULP

TO:			Stockton	
			: In lots	: In lots
FROM:	Any Quantity		: of not	: of not
			: less	: less
			: than	: than
			: 20,000	: 30,000
			: lbs. except as noted:	lbs.
Manteca	(5)22	(4)18	12½	5
Modesto	(3)22	(4)18	12½	6
Ceres	(3)22	(4)18	15	7
Turlock	(3)22	(4)20	15	8
Livingston	(3)25	(4)22	15	10
Atwater	(3)25	(4)22	15	10
Merced	(5)28	(4)26	(2)24½ 15	12
Chowchilla	30		15	13
Madera	30		15	13
Clovis	36		15	13
Fresno	30		15	13
Sanger	35		15	13
Parlier	35		15	13
Reedley	35		15	13
Dinuba	39		15	13
Fowler	35		15	13
Selma	35		15	13
Kingsburg	35		15	13
Visalia	39		18	13
Exeter	39		24	16
Lindsay	50		26	20½
Porterville	50		27	23
Hanford	35		18	15
Lemoore	35		19½	13
Tulare	39		19½	13
Corcoran	50		19½	13
Delano	55		29	23
Bakersfield	55		33	23

(2) Minimum weight 10,000 pounds.

(3) Minimum charge 45 cents.

(4) Minimum weight 4,000 pounds.

COMMODITY RATES (continued)

RATES ARE IN CENTS PER 100 POUNDS

FRUITS AND VEGETABLES, CANNED

TO:	San Francisco, Oakland, Emeryville, Alameda, Richmond, Santa Clara, San Jose and Sunnyvale					
	:In lots: :of not : less : than :4,000	:In lots: :of not : less : than :8,000	:In lots: :of not : less : than :10,000	:In lots: :of not : less : than :20,000	:In lots: :of not : less : than :30,000	
FROM:	Any quantity:	lbs.	lbs.	lbs.	lbs.	
Manteca	(3) 30 $\frac{1}{2}$	--	--	24 $\frac{1}{2}$	12 $\frac{1}{2}$	11
Modesto	(3) 30 $\frac{1}{2}$	--	--	24 $\frac{1}{2}$	12 $\frac{1}{2}$	11
Ceres	(3) 30 $\frac{1}{2}$	--	--	24 $\frac{1}{2}$	13	11
Turlock	(3) 30 $\frac{1}{2}$	--	--	24 $\frac{1}{2}$	13	11
Livingston	(3) 35	--	30 $\frac{1}{2}$	24 $\frac{1}{2}$	15	13
Atwater	(3) 35	--	30 $\frac{1}{2}$	24 $\frac{1}{2}$	15	13
Merced	(3) 38	35	30 $\frac{1}{2}$	24 $\frac{1}{2}$	15	13
Chowchilla	39	35	30 $\frac{1}{2}$	--	15	--
Madera	39	35	30 $\frac{1}{2}$	--	15	--
Clovis	39	--	--	--	15	--
Fresno	39	35	30 $\frac{1}{2}$	--	15	--
Sanger	39	--	--	--	15	--
Parlier	39	--	--	--	15	--
Reedley	39	--	--	--	15	--
Dinuba	39	--	--	--	15	--
Fowler	39	--	--	--	15	--
Selma	39	--	--	--	15	--
Kingsburg	39	--	--	--	15	--
Visalia	39	--	--	--	18	--
Exeter	58 $\frac{1}{2}$	52	50 $\frac{1}{2}$	--	34	19
Lindsay	59	55	50 $\frac{1}{2}$	--	35	21
Porterville	59	55	50 $\frac{1}{2}$	--	35	21
Hanford	39	--	--	--	18	--
Lemoore	55	54	50	--	35	29
Tulare	55	51	50	--	35	21
Corcoran	59	52	50	--	40	27
Delano	64	60	55 $\frac{1}{2}$	--	40	27
Bakersfield	64	60	55 $\frac{1}{2}$	--	40	27

(3) Minimum charge 45 cents.

COMMODITY RATES (continued)

RATES ARE IN CENTS PER 100 POUNDS

FRUITS AND VEGETABLES, CANNED

TO:	Any Quantity:	Stockton			
		In lots of not less than 4,000 lbs.	In lots of not less than 8,000 lbs.	In lots of not less than 20,000 lbs.	In lots of not less than 36,000 lbs.
Manteca	(3)22	18	--	12 $\frac{1}{2}$	5
Modesto	(3)22	18	--	12 $\frac{1}{2}$	6
Ceres	(3)22	18	--	13	7
Turlock	(3)22	20	--	13	8
Livingston	(3)25	22	--	15	10
Atwater	(3)25	22	--	15	10
Merced	(5)28	26	--	15	10
Chowchilla	(3)35	30	--	15	12
Madera	(3)37	35	30	15	13
Clovis	39	--	--	15	13
Fresno	39	35	30	15	13
Sanger	39	--	--	15	13
Parlier	39	--	--	15	13
Reedley	39	--	--	15	13
Dinuba	39	--	--	15	13
Fowler	39	--	--	15	13
Selma	39	--	--	15	13
Kingsburg	39	--	--	15	13
Visalia	39	--	--	18	18
Exeter	51	--	50	25	16
Lindsay	58	--	50	26	18
Porterville	59	55	50	27 $\frac{1}{2}$	18
Hanford	39	--	--	18	16
Lemoore	55	54	50	24	23
Tulare	50	--	--	24	18
Corcoran	59	52	50	28	24
Delano	64	60	55	29	24
Bakersfield	64	60	55	32	24

(3) Minimum charge 45 cents.

COMMODITY RATES (continued)

RATES ARE IN CENTS PER 100 POUNDS

FRUITS AND VEGETABLES, CANNED

FROM:		TO: SACRAMENTO			
		In lots: of not less than 4,000 lbs.	In lots: of not less than 8,000 lbs.	In lots: of not less than 20,000 lbs.	In lots of not less than 36,000 lbs.
Manteca	(3) 22	-	-	15	11½
Modesto	(3) 25	-	-	15	13
Ceres	(3) 27	-	-	15	13½
Turlock	(3) 30	-	-	15	-
Livingston	(3) 35	-	30	16	-
Atwater	(3) 35	-	30	17	-
Merced	(3) 38	35	30	18	-
Chowchilla	39	35	30	20	-
Madera	39	35	30	22	-
Clovis	39	-	-	25	21
Fresno	39	38	30	24	21
Sanger	39	-	-	26	22
Parlier	39	-	-	27	22
Reedley	39	-	-	27	22
Dinuba	39	-	-	28	25
Fowler	39	-	-	26	22
Salma	39	-	-	27	22
Kingsburg	39	-	-	28	22
Visalia	39	-	-	30	25
Exeter	58½	52	-	35	25
Lindsay	59	55	-	35	27
Porterville	59	55	-	35	27
Hanford	39	-	-	30	25
Lemoore	55	54	50	35	25
Tulare	55	51	50	35	27
Corcoran	59	52	50	40	27
Delano	64	60	55	40	27
Bakersfield	64	60	55	40	27

(3) Minimum charge 45 cents.

COMMODITY RATES (continued)

RATES ARE IN CENTS PER 100 POUNDS

CANNED GOODS as described in Item 5  
OTHER THAN FRUITS OR VEGETABLES, CANNED

San Francisco, Oakland, Emeryville, Alameda, Richmond,  
TO: Santa Clara, San Jose and Sunnyvale

FROM:	:In lots:		:In lots:		:In lots of		:In lots	
	Any Quantity:	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Manteca	(3)30 $\frac{1}{2}$	-	-	19 $\frac{1}{2}$	(5)12	(6)12 $\frac{1}{2}$	11	
Modesto	(3)30 $\frac{1}{2}$	-	-	19 $\frac{1}{2}$	(5)12	(6)12 $\frac{1}{2}$	11	
Ceres	(3)30 $\frac{1}{2}$	-	-	19 $\frac{1}{2}$	(5)12	(6)12 $\frac{1}{2}$	11	
Turlock	(3)30 $\frac{1}{2}$	-	-	19 $\frac{1}{2}$	(5)13	(6)12 $\frac{1}{2}$	11	
Livingston	(3)35	-	30 $\frac{1}{2}$	23 $\frac{1}{2}$		(6)12 $\frac{1}{2}$	13	
Atwater	(3)35	-	30 $\frac{1}{2}$	23 $\frac{1}{2}$		(6)12 $\frac{1}{2}$	13	
Merced	(3)38	35	30 $\frac{1}{2}$	23 $\frac{1}{2}$		(6)12 $\frac{1}{2}$	13	
Chowchilla	(3)40	35	30 $\frac{1}{2}$	25		(7)24 $\frac{1}{2}$	16	
Madera	(3)40	35	30 $\frac{1}{2}$	25		(7)24 $\frac{1}{2}$	16	
Clovis	52	44	35 $\frac{1}{2}$	28 $\frac{1}{2}$			16	
Fresno	(3)40	35	30 $\frac{1}{2}$	25		(7)24 $\frac{1}{2}$	16	
Sanger	52	44	-	28 $\frac{1}{2}$			16	
Parlier	55	47	-	28 $\frac{1}{2}$			16	
Reedley	55	49	-	28 $\frac{1}{2}$			16	
Dinuba	55	50	-	34			19	
Fowler	50	42	-	28 $\frac{1}{2}$			16	
Selma	52	44	-	28 $\frac{1}{2}$			16	
Kingsburg	53	45	-	28 $\frac{1}{2}$			16	
Visalia	55	51	50	34			19	
Exeter	58 $\frac{1}{2}$	52	50	34			19	
Lindsay	60	55	50	35		(8)30	21	
Porterville	60	55	50	35			21	
Hanford	55	49	45	34			19	
Lemoore	55	54	50	40			29	
Tulare	55	51	50	35			21	
Corcoran	60	52	50	40			27	
Delano	65	60	55	40			27	
Bakersfield	65	60	55	40			27	

- (3) Minimum charge 45 cents.
- (5) Applies only on milk, canned.
- (6) Applies only on milk, dry, flaked or powdered.
- (7) Applies only on milk, dry, flaked or powdered, minimum weight 10,000 pounds.
- (8) Applies only on olives, canned, minimum weight 10,000 pounds.



COMMODITY RATES (continued)

RATES ARE IN CENTS PER 100 POUNDS.

CANNED GOODS as described in Item 5  
OTHER THAN FRUITS OR VEGETABLES; CANNED

FROM:	Any Quantity:	TO: SACRAMENTO			
		In lots of not less than 4,000 lbs.	In lots of not less than 8,000 lbs.	In lots of not less than 20,000 lbs.	In lots of not less than 36,000 lbs.
Manteca	(3)22	-	-	19½	12
Modesto	(3)25	-	-	19½	13 (5)12
Ceres	(3)27	-	-	19½	14
Turlock	(3)30	-	-	19½	14
Livingston	(3)35	-	30	23½	16 (5)14
Atwater	(3)35	-	30	23½	17 (5)14
Merced	(3)38	35	30	23½	18 (5)14
Chowchilla	(3)40	35	30	25	21
Madera	(3)40	35	30	25	22
Clevis	52	44	-	28½	22
Fresno	(3)40	35	30	25	22
Sanger	52	44	-	28½	22
Parlier	55	47	-	28½	22
Reedley	55	49	-	28½	22
Dinuba	55	50	-	34	22
Fowler	50	42	-	28½	22
Selma	52	44	-	28½	22
Kingsburg	53	45	-	28½	22
Visalia	55	51	50	34	25
Exeter	58½	52	50	34	25
Lindsay	60	55	50	35	27
Porterville	60	55	50	35	27
Hanford	55	49	45	34	25
Lemoore	55	54	50	40	25
Fulare	55	51	50	35	27
Corcoran	60	52	50	40	27
Delano	65	60	55	40	27
Bakersfield	65	60	55	40	27

(3) Minimum charge 45 cents.

(5) Applies only on milk, canned.

COMMODITY RATES (concluded)

RATES ARE IN CENTS PER 100 POUNDS

		STOCKTON			
CANNED GOODS, as described in Item 5 OTHER THAN FRUITS OR VEGETABLES, CANNED					
TO:	Any Quantity:	:In lots: :of not : less : than : 4,000 : lbs.	:In lots: :of not : less : than : 8,000 : lbs.	:In lots : of not : less : than : 20,000 : lbs.	:In lots: :of not : less : than : 36,000 : lbs.
FROM:	Any Quantity:	: lbs.	: lbs.	: lbs.	: lbs.
Manteca	(3) 22	18	--	12 $\frac{1}{2}$ (7) 10	5
Modesto	(3) 22	18	--	12 $\frac{1}{2}$ (7) 10	6
Ceres	(3) 22	18	--	12 $\frac{1}{2}$	7
Turlock	(3) 22	20	--	12 $\frac{1}{2}$	8
Livingston	(3) 25	22	--	18	10
Atwater	(3) 25	22	--	18	10
Merced	(3) 28	26	--	18	10
Chowchilla	(3) 33	30	--	23	12
Madera	(3) 37	35	30	23	13
Clovis	48	44	35	23	13
Fresno	(3) 40	35	30	23	13
Sanger	48	44	--	23	13
Parlier	50	49	--	23	13
Reedley	50	49	--	23	13
Dinuba	50	--	--	28 $\frac{1}{2}$	16
Fowler	49	42	--	23	13
Selma	49	44	--	23	13
Kingsburg	49	45	--	23	13
Visalia	50	--	--	28 $\frac{1}{2}$	16
Exeter	51	--	50	28 $\frac{1}{2}$	16
Lindsay	58	55	50	32 (8) 30	18
Porterville	60	55	50	32	18
Hanford	50	49	45	28 $\frac{1}{2}$	16
Lemoore	55	54	--	40	23
Tulare	50	--	--	32	18
Corcoran	60	52	50	40	24
Delano	63	60	55	40	24
Bakersfield	63	60	55	40	24

(3) Minimum charge 45 cents.

(7) Applies only on milk, dry, flaked or powdered, minimum weight 10,000 pounds.

(8) Applies only on olives, canned, minimum weight 10,000 pounds.

**SHIPPING ORDER AND FREIGHT BILL**

Name of Carrier \_\_\_\_\_  
 (Name of Carrier must be same as shown on Permit)

Bill No. \_\_\_\_\_  
 Permit No. \_\_\_\_\_

Point of Origin \_\_\_\_\_ Date \_\_\_\_\_, 193\_\_

Shipper \_\_\_\_\_ Consignee \_\_\_\_\_

Street Address \_\_\_\_\_ Street Address \_\_\_\_\_

City \_\_\_\_\_ City \_\_\_\_\_

Packages :	Kind :	Description of Commodities	**Weight	Rate	Charges

Shipper _____	Check here _____
By _____ (Show name in full)	Origin : Destination _____
Received by Carrier in good condition except as noted _____	Terminal : Store : Term- : Store : C. O. D. _____ : Door : inal : Door : _____
By _____	: : : : C. O. D. Fee _____
Driver (show name in full) _____	: : : : * Advances _____
Received by Consignee in good condition except as noted _____	: : : : * Other _____
By _____ (show name in full)	: : : : Charges _____
* Show each charge separately and what it represents.	: : : : Prepaid _____
** If other unit of charges, show per box, crate, bundle, bag, head, etc.	: : : : Total to collect _____

APPENDIX C