

Decision No. 366

366

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment)
of maximum and minimum, or maximum)
or minimum, rates, rules and regu-)
lations of all common carriers, as)
defined in the Public Utilities Act)
of the State of California, as)
amended, and all highway carriers,)
as defined in Statutes 1935, Chapter)
223, as amended, for the transporta-)
tion, for compensation or hire, of)
any and all agricultural products.)

ORIGINAL

Case No. 4293

BY THE COMMISSION:

Additional Appearances

F. W. Steele, for The Western Pacific Railroad Company,
Sacramento Northern Railway, and Tidewater
Southern Railway Company.
Geo. Buckley, for J. M. Buckley & Son.
Ezra W. Decoto of Decoto and Hardin, for Pete
Rampone dba Rampone Bros., and Wm. Dinelli.
Marvin Handler of Ware and Berol, for Truck
Owners Association of California.
Daniel Marceau of Louttit, Marceau and Louttit,
for V. Antonini.

SUPPLEMENTAL OPINION AND ORDER

This proceeding, among other things, deals with the es-
tablishment of minimum rates for the transportation of products of
agriculture throughout California by common, radial highway common
and highway contract carriers. At an adjourned public hearing held
before Examiner Mulgrew at San Francisco, January 29, 1941, evidence
was received concerning rates, rules and regulations to govern the
hauling of fresh asparagus from the Delta district of the Sacramento

and San Joaquin Rivers to markets.¹

A representative of the Commission's engineering division submitted a study of the estimated cost of transporting asparagus from Delta producing points to markets by motor vehicle (Exhibit No. 115). He explained that the study was prepared after he had reviewed the records of carriers engaged in hauling asparagus; had analyzed shipments within given weight groups; and had made an extensive study of actual operations. According to the exhibit, asparagus due to its perishable nature cannot be accumulated into large shipments but must be handled expeditiously in order to arrive at the markets and thereafter reach the retail trade in fresh condition. It shows that 95 per cent of the shipments transported weigh less than 2,000 pounds and that the average individual shipment weighs approximately 632 pounds.

The study sets forth estimated costs of hauling asparagus in cents per 100 pounds for distances of from 10 to 150 miles for nine different weight groups, commencing with lots of less than 100 pounds and ranging upward to and including lots of over 30,000 pounds. These costs, according to the witness, were determined from blending cost data of operators utilizing direct hauling and terminal hauling methods, both of which he explained are employed by Delta highway carriers in moving asparagus. With direct hauling, he stated,

1

According to the evidence, the Delta district in which asparagus is grown consists of a triangular shaped area extending eastward from the confluence of the Sacramento and San Joaquin Rivers to Sacramento on the north and Tracy on the south, having as its base an imaginary line extending between those cities. The testimony concerning destination markets related only to those located in San Francisco Bay cities, including San Francisco, Oakland, Emoryville, Albany, Alameda, Berkeley, Piedmont, and San Leandro. This opinion and order will be limited to a consideration of rates for the transportation of asparagus from the origin territory to the destination territory outlined in this footnote.

shipments are picked up at packing sheds throughout the Delta in line-haul equipment and transported directly to markets. With terminal hauling, he explained, shipments are picked up in small trucks, hauled to carrier terminals, and there assembled with other asparagus shipments or with various kinds of fruit and vegetable shipments (depending upon the season of the year) into large lots for movement to markets.

A load factor of 45 per cent was utilized by the witness in developing the estimated costs. In this respect, he stated that carriers hauling asparagus handle little or no freight when returning to the Delta district from San Francisco, Oakland, or other Bay cities. He allowed a return on investment of 8 per cent on the depreciated book cost. The following tabulation is a summary of the estimated costs for various lengths of hauls taken from Exhibit No. 115:

Weight Group Pounds	COST IN CENTS PER 100 POUNDS					
	MILES					
	10	20	50	75	100	150
0 - 100	67.76	70.21	75.81	80.23	84.42	92.30
100 - 500	27.23	30.49	36.09	40.51	44.69	52.57
500 - 2,000	17.00	20.36	25.97	30.39	34.57	42.45
Any Quantity (0 - 2,000)	20.12	23.41	29.04	33.46	37.62	45.53
2,000 - 4,000	13.49	16.66	22.25	26.68	30.86	38.74
4,000 - 10,000	11.22	13.57	17.76	21.06	24.18	30.11
10,000 - 20,000	8.60	10.05	14.23	17.54	20.66	26.78
20,000 - 30,000	7.22	8.47	12.09	14.96	17.67	22.89
Over 30,000	6.15	7.28	10.57	13.20	15.69	20.65

A member of the Commission's rate division submitted a study containing a proposed basis of minimum rates and rules and regulations (Exhibit No. 116). The study contains a discussion of

economic and factual data concerning asparagus production in the Delta; reviews the extent of local market receipts; makes certain rate and cost comparisons; and then sets forth a recommended basis of rates, rules and regulations which, according to the witness, should be made applicable to all radial highway common, highway contract, and highway common carriers for the transportation of asparagus from and to points in the territories involved.

The witness testified that the rates which he recommended were designed to return, in the aggregate, the estimated cost of transportation as developed by the engineering witness and expressed the opinion that they would prove compensatory to the carriers. Under his plan rates, stated in cents per 100 pounds, were constructed from Clarksburg, Terminus, Union Point, and Rio Vista to San Francisco Bay cities on a mileage basis for graded minimum weights of less than 2,000 pounds, 2000, 4,000, 10,000, 18,000, and 24,000 pounds. The asparagus producing territory surrounding each of the above named rate-basing points was then zoned according to geographical location, and the mileage rates were expanded to apply from all points in each zone. The witness explained in detail the various islands and tracts included in his zone groupings. The minimum rates which he proposed and the estimated costs of transporting asparagus like distances are compared in the following tabulation:

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The study shows that, based upon a net pack of 32 pounds per crate, San Francisco and Oakland asparagus market receipts for 1939 and 1940 were as follows:

	<u>Number of Crates</u>	
	<u>San Francisco</u>	<u>Oakland</u>
1939	228,476	120,746
1940	218,427	114,421

TO FROM	San Francisco Bay Cities											
	Rates and Costs in Cents Per 100 Pounds											
	Minimum Weight in Pounds											
	Less than 2,000		2,000- 4,000		4,000- 10,000		10,000- 18,000		18,000- 24,000		24,000 and Over	
	R	(1) C	R	C	R	C	R	(2) C	R	(3) C	R	(4) C
Clarksburg 125.5 miles Zone 1	45	48½	32	35	29½	27	23½	24	20	20½	16½	18
Terminus 114.0 miles Zone 2	44	47	31	33	28½	26	22½	22½	18½	19	15½	17
Union Point 79.0 miles Zone 3	39	41	26	27½	24	21½	18	18	14	15½	12	13½
Rio Vista 94.0 miles Zone 4	42	43½	28½	30	26½	23½	20½	20	16½	17	14	15

Mileages are constructive mileages from points shown to San Francisco Bay cities, based upon the average of the distances to San Francisco and Oakland (Distance Table No. 3, Appendix "A" to Decision No. 31605, as amended).

R equals Rates - C equals Costs

(1) 100 - 500 Pound Costs.

(3) 20,000 - 30,000 Pound Costs.

(2) 10,000 - 20,000 Pound Costs.

(4) Over 30,000 Pound Costs

The rate witness proposed a basis of estimated weights to be applied in connection with the recommended rates. These weights are for shipment in pyramid crates, described in Appendix "A" hereof and, according to the witness, are identical with weights provided for transcontinental rail movement in like containers. For shipments moving in containers other than as described, he recommended that freight charges be computed upon actual gross weights. He testified that split pickup and split delivery rules and charges had not been included, due to possible complications in computing and pro-rating these charges and, in so far as split pickup is concerned, due to the various methods utilized by the carriers of consolidating shipments originating throughout the entire Delta.

The witness also testified that he had not proposed a rule authorizing deductions to be made from the recommended rates when

shipments are delivered to or picked up at carriers' depots because his investigation had developed that shipments originated at and were destined to points beyond terminals.

Additionally, he stated that carriers should be required to issue a shipping document for each shipment containing salient information relating to the volume of freight charges collected, but stated that manifest billing covering all shipments originating at one time with each shipper might be more practicable. He asserted that carriers should be required to keep copies of these records, subject to Commission inspection, for at least a three-year period.

No evidence was offered by persons representing carrier or shipper interests, nor did they take exception in any respect to the rate proposal.

After thoroughly reviewing the record, we are of the opinion that the minimum rates recommended herein to govern the movement of asparagus from the Delta district of the Sacramento and San Joaquin Rivers to San Francisco Bay cities give proper consideration to the estimated costs of hauling, are not excessive in any respect, and are of a volume that would permit the traffic to freely move.

Also, we believe that with certain modifications, the rules and regulations recommended would be appropriate for asparagus hauling. In this respect, it appears that while a system of split pickup charges that would give proper consideration to cost and other factors might be difficult to devise, authority to perform split delivery service should not be denied because of billing or accounting problems involved. We believe that shippers and carriers would be treated equitably if a split delivery rule consistent with that heretofore established by the Commission were adopted.

Additionally, we believe that while the record shows that shippers and consignees have not heretofore sought to effect terminal

pickup or delivery in order to obtain the 5 cents per 100 pounds deduction from applicable rates at origin or destination points, similar to that heretofore provided by the Commission in connection with general merchandise shipments of less than 10,000 pounds, they should be accorded this privilege on traffic of like volume. Hence, a rule authorizing deductions from the established rates, comparable to that in effect for general merchandise hauling, should be provided.

Carriers should be required to issue and retain freight bills covering each shipment transported. However, it seems appropriate that they should be permitted to issue manifest billing in lieu of separate freight bills if they find this practice more feasible. These requirements appear reasonable and consistent with those imposed against for-hire carriers generally.

We are of the opinion and find that the minimum rates, rules and regulations set forth in Appendix "A" hereof will be just, reasonable and nondiscriminatory for the transportation of asparagus from and to points in the territories here involved.

Therefore, good cause appearing,

IT IS HEREBY ORDERED:

1. That all highway common carriers as defined in the Public Utilities Act be and they are hereby ordered and directed to establish on or before March 1, 1941, on not less than three (3) days' notice to the Commission and to the public, rates, rules and regulations no lower in volume or effect than those set forth in Appendix "A" attached hereto and hereby made a part hereof, for the transportation of fresh asparagus from and to the points for which rates are provided in said Appendix "A".

2. That the rates, rules and regulations set forth in said Appendix "A" be and they are hereby established and approved, effective March 1, 1941, as the just, reasonable and nondiscriminatory

minimum rates, rules and regulations to be charged, collected and observed by any and all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act for the transportation of fresh asparagus from and to the points for which rates are provided in said Appendix "A".

3. That all highway common carriers as defined in the Public Utilities Act and all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act be and they are hereby ordered to cease and desist on or before March 1, 1941, and thereafter abstain from charging, collecting or observing rates, rules or regulations lower in volume or effect than those set forth in said Appendix "A".

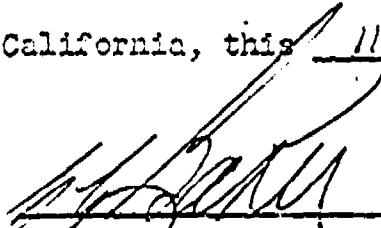
4. That every highway common carrier, radial highway common carrier and highway contract carrier shall issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "B", attached hereto and hereby made a part hereof, but may include in said freight bill, in addition to the provisions appearing in said form, such other reasonable and lawful provisions as may be deemed proper, except that highway common carriers, radial highway common carriers and highway contract carriers be and they are hereby authorized to issue, in lieu of freight bills hereinabove described, a shipping document in manifest form for all shipments received from one shipper at one time and at one place, showing thereon the same information as is otherwise required to be shown on individual freight bills, or a shipping document in manifest form not showing all required information but supplemented by the issuance to the consignee of freight bills or delivery receipts containing the required information not shown on said shipping document; provided, however, that all freight bills, shipping documents and delivery receipts

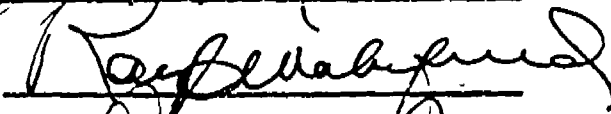
shall be retained and preserved for reference, subject to the inspection of the Commission for a period of not less than three (3) years from the date of issuance.

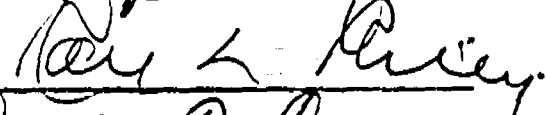
5. That the Commission shall have, and it does hereby retain, jurisdiction of this proceeding for the purpose of altering or amending the rates, charges, rules and regulations hereby established or prescribed, and for the purpose of establishing or approving such other just, reasonable and nondiscriminatory maximum or minimum, or maximum and minimum rates, charges, rules and regulations to be charged and collected by common carriers, radial highway common carriers and highway contract carriers, both for transportation service hereinabove described and for such other transportation and accessorial service as may from time to time appear proper in the light of other or further evidence received herein and for the purpose of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of the commodity here involved between all competing agencies of transportation.

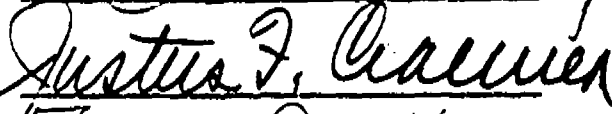
The effective date of this order shall be February 21, 1941.

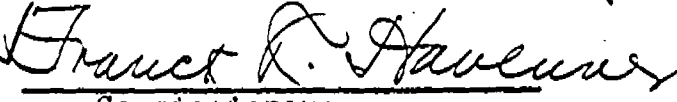
Dated at San Francisco, California, this 11th day of February, 1941.











Commissioners.

APPENDIX "A"

Naming

MINIMUM RATES

and

RULES AND REGULATIONS

for

THE TRANSPORTATION OF ASPARAGUS

from

THE DELTA DISTRICT

of the

SACRAMENTO AND SAN JOAQUIN RIVERS

to

SAN FRANCISCO BAY POINTS

AS DESCRIBED HEREIN

by

RADIAL HIGHWAY COMMON

and

HIGHWAY CONTRACT

CARRIERS

RULES AND REGULATIONS

ITEM NO. 10 - DEFINITION OF TECHNICAL TERMS

(a) CARRIER means a radial highway common carrier or a highway contract carrier, as defined in Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).

(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.

(c) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.

(d) PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 120.

(e) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.

(f) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.

(g) RATE includes charge and, also, the minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

(h) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See paragraph (i) of this item.)

(i) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.

ITEM NO. 20 - APPLICATION OF RATES - TERRITORIAL

Rates provided in this appendix apply for transportation of shipments from points of origin in Zones 1, 2, 3 or 4 as described in Item No. 150 on the one hand, to points of destination described in Item No. 160 on the other hand, other than to canneries or packing houses.

ITEM NO. 30 - SHIPMENTS TO BE RATED SEPARATELY

Each shipment shall be rated separately. Shipments shall not be consolidated nor combined by the carrier. (Component parts of split delivery shipments, as defined in Item No. 10, may be combined under the provisions of Item No. 130.)

ITEM NO. 40 - GROSS WEIGHT

Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers. (See Item No. 60.)

ITEM NO. 50 - RATES BASED ON VARYING MINIMUM WEIGHTS

When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply.

ITEM NO. 60 - ESTIMATED WEIGHTS

(a) The estimated weights provided in this item shall apply on shipments of asparagus tendered for transportation in the container described in this item and packed in accordance with the specifications shown herein.

Description of Container

<u>Type</u>	<u>Inside Dimensions in Inches</u>			
	<u>Depth</u>	<u>Width</u>		<u>Length</u>
		<u>Top</u>	<u>Bottom</u>	
Pyramid Crate	10½	9½	11	18

<u>Packing Specifications</u>	<u>Estimated Weight</u>
	<u>Pounds</u>
Loose - without center partition	38½
With center partition	37
Packed - 12 2-pound bunches	31

(b) If asparagus is tendered for transportation in any other form of container, actual gross weight applies subject to Item No. 50.

ITEM NO. 70 - PACKING REQUIREMENTS

Articles may be accepted for transportation in any container or any shipping form, providing such container or shipping form will render the transportation of the freight reasonably safe and practicable.

ITEM NO. 80 - APPLICATION OF RATES ON SHIPMENTS SUBJECT TO MINIMUM WEIGHTS OF 10,000 POUNDS OR LESS

Rates shown herein subject to minimum weights of 10,000 pounds or less, include loading into and unloading from the carrier's equipment.

ITEM NO. 90 - APPLICATION OF RATES ON SHIPMENTS SUBJECT TO
MINIMUM WEIGHTS IN EXCESS OF 10,000 POUNDS

Rates shown herein subject to minimum weights in excess of 10,000 pounds include loading into and unloading from the carrier's equipment at established depots. At points of origin or points of destination other than established depots, such rates include service of driver only for loading into and unloading from the carrier's equipment, subject to Note 1.

NOTE 1.-When the time consumed in performing loading, unloading or accessorial services exceeds 20 minutes per ton (based on the weight on which transportation charges are computed) a charge of \$2.00 per hour shall be assessed for the time consumed in excess of 20 minutes per ton.

ITEM NO. 100 - ACCESSORIAL CHARGES

An additional charge of \$1.00 per man per hour, minimum charge 50 cents, shall be made for helpore for loading or unloading, or any other accessorial or incidental service which is not authorized to be performed under the rates provided in this appendix and for which a charge is not otherwise provided.

ITEM NO. 110 - MINIMUM CHARGE

The minimum charge per shipment shall be as follows:

<u>Weight of Shipment</u>	<u>Minimum Charge In Cents</u>
25 pounds or less	40
Over 25 pounds but not over 50 pounds	50
Over 50 pounds but not over 75 pounds	60
Over 75 pounds but not over 100 pounds	70
Over 100 pounds	75

ITEM NO. 120 - APPLICATION OF RATES - DEDUCTIONS

(a) Rates provided in this appendix are for transportation of shipments, as defined in Items Nos. 10(h) and 10(i) from point of origin to point of destination, subject to Items Nos. 80, 90 and 100.

(b) Except as provided in Notes 1 and 2 hereof, when point of origin or point of destination is carrier's established depot, rates shall be 5 cents per 100 pounds (or 5 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. When both point of origin and point of destination are carrier's established depots, rates shall be 10 cents per 100 pounds (or 10 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. In no case shall the net transportation rate be less than 10 cents per 100 pounds.

(Continued)

ITEM NO. 120 - APPLICATION OF RATES - DEDUCTIONS (Concluded)

NOTE 1.-No deduction shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, or from minimum charges provided by Item No. 110.

NOTE 2.-No deduction shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.

NOTE 3.-Deductions made under this rule on split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots, subject to Note 2.

ITEM NO. 130 - SPLIT DELIVERY

The charge for transportation of a split delivery shipment (as defined in Item No. 10) shall be the pickup and delivery charge (as defined in Item No. 10) applicable under rates provided in this appendix for transportation of a single shipment of like kind and quantity of property from point of origin to point of destination of any component part via the points of destination of all other component parts,

plus the following additional charges:

Weight of Component Part (In Pounds)		Additional Charge for Each Component Part Delivered (In Cents)
Over	But not over	
0	100	25
100	500	35
500	1,000	50
1,000	2,000	75
2,000	4,000	100
4,000	10,000	125
10,000	20,000	150
20,000	----	200

The provisions of this item shall not apply unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignee and the point of destination of each component part.

In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, said charge may be applied.

ITEM NO. 140 - COLLECTION OF CHARGES

(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.

(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called shippers, for a period of 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.

(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.

(d) Freight bills for all transportation and accessorial charges shall be presented to the shippers within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.

(e) Shippers may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.

(f) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.

(g) The provisions of this rule will not apply to the transportation of property for the United States, State, County, or Municipal Governments.

ITEM NO. 150 - DESCRIPTION OF PICKUP ZONES

Zone 1

Beginning at the intersection of the southern city limits of Sacramento and State Highway No. 24; thence southerly along State Highway No. 24 to the first county road running east, approximately 1 mile south of Riverside; easterly along said county road to point of intersection with first county road running north and south; southerly along said county road to its termination at county road running east and west; westerly along said county road to State Highway No. 24; southerly along State Highway No. 24 to the county road running east and west, which is approximately 2.5 miles north of Hood; easterly along said county road to county road known as Lower Stockton Road; southerly along Lower Stockton Road to county road approximately 4.5 miles south of Franklin; westerly and northerly along said county road to State Highway No. 24; southwesterly along State Highway No. 24 to a point opposite the southern tip of Merritt Island; northwesterly along an imaginary line to Sutter Slough; southerly along Sutter Slough and the southern boundary of Holland Land to the junction of Egbert Cut and Yolo Canal; northerly along Yolo Canal to the right-of-way of the Sacramento Northern Railway; northerly along said right-of-way to the southern city limits of Sacramento; easterly and southerly along said city limits to point of beginning.

Zone 2

Beginning at the intersection of the county road known as Lower Stockton Road and an unnamed county road approximately 4.5 miles south of Franklin; thence southerly along Lower Stockton Road to State Highway No. 12; southeasterly along State Highway No. 12 to the first county road running north and south approximately 1.8 miles southeast of Thornton; southerly along said county road for a distance of 1.4 miles; westerly along an imaginary line to the eastern boundary of Libbys Canal Ranch; southerly along the eastern boundaries of Libbys Canal Ranch, Brack Tract and Terminus Tract to Sargent Slough; westerly along Sargent Slough to Little Slough; southerly along Little Slough to Whites Slough; easterly along Whites Slough to the northwest corner of the Rio Blanco Tract; easterly and southerly along the northern and eastern boundaries of the Rio Blanco Tract and the eastern boundary of the Bishop Tract to the southern boundary of the Bishop Tract; easterly to Lower Stockton Road; southeasterly along Lower Stockton Road to Fourteen-Mile Slough; westerly along Fourteen-Mile Slough and Twenty-one Mile Slough to Disappointment Slough; southeasterly along Disappointment Slough and Twelve-Mile Slough to the northeast corner of the Elmwood Tract; southerly along the eastern boundaries of the Elmwood Tract and Sargent-Barnhart Tract to the Calaveras River; southwesterly along the Calaveras River to the San Joaquin River; northwesterly along the San Joaquin River to Burns Cutoff; southerly along Burns Cutoff to an unnamed county road running east and west; westerly along said county road for a distance of 3.25 miles; northerly along an imaginary line for a distance of .75 mile; westerly along an imaginary line to Whiskey Slough; northwesterly along Whiskey Slough to Empire Cut; westerly along Empire Cut to Middle River; northerly along Middle River to Modford Island; easterly and northerly along the southern and eastern boundaries of Modford Island to the San Joaquin River; northwesterly along the San Joaquin River to the North Fork of the Mokelumne River; northerly along the North Fork of the Mokelumne River to the southern terminus of Georgiana Slough; northerly along Georgiana Slough to Walnut Grove; northwesterly along an unnamed county road which follows the course of the Sacramento River to its junction with State Highway No. 24; north-easterly along State Highway No. 24 to an unnamed county road approximately 1.5 miles northeast of Courtland; southerly and easterly along said county road to point of beginning.

ITEM NO. 150 - DESCRIPTION OF PICKUP ZONES (Concluded)

Zone 3

Beginning at the intersection of the San Joaquin River and Dutch Slough; thence easterly along the southern boundary of Jersey Island to Old River; southerly along Old River to the northern boundary of Bacon Island; easterly and southerly along the northern and eastern boundaries of Bacon Island to Empire Cut; easterly along Empire Cut to Whiskey Slough; southeasterly along Whiskey Slough for a distance of 1 mile; easterly along an imaginary line for a distance of 1.6 miles; southerly along an imaginary line and an unnamed county road to State Highway No. 4; easterly along State Highway No. 4 to the San Joaquin River; southerly along the San Joaquin River to U.S. Highway No. 50; southwestly along U. S. Highway No. 50 to Tom Paines Slough; northwestly along Tom Paines Slough and Old River to an unnamed county road at the western terminus of Grant Line Canal; westerly, northwestly and northerly along said county road and State Highway No. 4 to a point 2.5 miles west of Oakley; northerly along an imaginary line to the San Joaquin River; easterly and northerly along the San Joaquin River to point of beginning.

Zone 4

Beginning at the intersection of Egbert Cut and Miners Slough; thence southerly along Miners Slough to the northern boundary of Ryer Island; easterly along the northern boundary of Ryer Island to Sutter Slough; northerly along Sutter Slough to the southern tip of Morrill Island; southeasterly along an imaginary line to State Highway No. 24; southeasterly along State Highway No. 24 and an unnamed county road which follows the course of the Sacramento River to Georgiana Slough at Walnut Grove; southerly along Georgiana Slough to the North Fork of the Mokelumne River; southerly along the North Fork of the Mokelumne River to the San Joaquin River; southeasterly along the San Joaquin River to Medford Island; southerly and westerly along the eastern and southern boundaries of Medford Island to Middle River; southerly along Middle River to Bacon Island; westerly along the northern boundary of Bacon Island to Old River; northerly along Old River to the southern boundary of Jersey Island; westerly along the southern boundary of Jersey Island to Sherman Island; westerly and northerly along the southern and western boundaries of Sherman Island to the Sacramento River; northeasterly along the Sacramento River to Ryer Island; northwestly along the western boundary of Ryer Island and the southern boundary of Hastings Tract to Hastings Canal; northeasterly along Hastings Canal to Cache Slough; southeasterly along Cache Slough to Liberty Island; northeasterly along the western and northern boundaries of Liberty Island to Liberty Cut; southerly along Liberty Cut to Egbert Cut; northeasterly along Egbert Cut to point of beginning.

ITEM NO. 160 - DESTINATION DELIVERY ZONES

OAKLAND: Including all of the City of Emeryville, also those parts of Albany, Alameda, Berkeley, Oakland and Piedmont bounded by the following:

Beginning at San Francisco Bay and Alameda-Contra Costa County Line; thence easterly along said county line to Curtis Street; southerly along Curtis Street to Solano Avenue; easterly along Solano Avenue to Tulare Avenue; southerly and westerly along city limits boundary line of Albany to Ordway Street; southerly along Ordway Street to Hopkins Street; north-easterly along Hopkins Street to Grove Street; southerly along Grove Street to Rose Street; easterly along Rose Street to Oxford Street; southerly along Oxford Street to Hearst Avenue; easterly and southerly along the city limit boundary line of Berkeley to Dwight Way; southwesterly along Dwight Way to College Avenue; southerly along College Avenue to Broadway; south-westerly along Broadway to Mather Street; easterly along Mather Street to Rose Avenue; southwesterly along Rose Avenue to Echo Avenue; southerly along Echo Avenue to Linda Avenue; easterly along Linda Avenue to Grand Avenue; southerly along Grand Avenue to Mandana Boulevard; easterly along Mandana Boulevard to Lakeshore Avenue; southwesterly along Lakeshore Avenue to Excelsior Avenue; easterly along Excelsior Avenue to Hopkins Street; easterly along Hopkins Street to 55th Avenue; southwesterly along 55th Avenue to Camden Street; easterly along Camden Street to Seminary Avenue; northeasterly along Seminary Avenue to Outlook Avenue; easterly along Outlook Avenue to Parker Avenue; southerly along Parker Avenue to Foothill Boulevard; southeasterly along Foothill Boulevard to the Oakland-San Leandro boundary line; southerly along the Oakland-San Leandro boundary line to Railroad Avenue; northwesterly along Railroad Avenue to 105th Avenue; westerly along 105th Avenue to Edes Avenue; northerly along Edes Avenue to Jones Avenue; easterly along Jones Avenue to Railroad Avenue; northwesterly along Railroad Avenue to 50th Avenue; southwesterly along 50th Avenue to San Leandro Bay; southerly along the shore line of San Leandro Bay and Oakland Inner Harbor to Oakland Middle Harbor; northerly along shore line of Oakland Middle Harbor and Oakland Outer Harbor and San Francisco Bay to point of beginning;

-- also --

City of Alameda, beginning at High Street, and Oakland Inner Harbor, thence southerly, westerly and northerly along the shore line to Main Street; northerly along Main Street to Oakland Inner Harbor; southeasterly along shore line to starting point; including Government Island.

SAN FRANCISCO: Including all of the City of San Francisco, also the territory bounded as follows:

Beginning at the point of intersection of the southern boundary line of the City of South San Francisco and the shore line of San Francisco Bay; thence westerly along said line to the western side of the Southern Pacific's main line right-of-way; northerly along the western side of said right-of-way to Tanforan Avenue; southwesterly along Tanforan Avenue to the western side of the Southern Pacific's Valencia Street line right-of-way; northwesterly along the western side of said right-of-way to Orange Avenue; northeasterly along Orange Avenue to Railroad Avenue; easterly along Railroad Avenue to Bay Shore Highway; northerly along Bay Shore

ITEM NO. 160 - DESTINATION DELIVERY ZONES (Concluded)

Highway to Main Street; westerly along Main Street to Schwerin Street; northerly along Schwerin Street to Partridge Street; westerly along Partridge Street to the easterly boundary of the Grand National Exposition Live Stock property of Agricultural District No. 1-A of the State of California; southerly, westerly and northerly along the boundaries of said property to the corporate boundary of the City of San Francisco at Santos Street and Geneva Avenue; easterly along said boundary line to the shore line of San Francisco Bay; southerly along the shore line of San Francisco Bay to the point of beginning.

SAN LEANDRO: Including all of the City of San Leandro, also the territory bounded as follows:

Beginning at easterly city limits and Washington Avenue; thence easterly along Washington Avenue to West Avenue 137; southerly along West Avenue 137 to Southern Pacific Oakland-Niles main line; westerly along Southern Pacific tracks to eastern city limits.

Beginning at a point where Davis Street intersects the southern boundary of city limits; thence southwestwardly along Davis Street to Southern Pacific Elmhurst-Newark line; returning via Davis Street to city limits.

Beginning at intersection of city limits and Apricot Street; thence northwestwardly along Apricot Street to 107th Avenue; northeasterly along 107th Avenue to East 14th Street; easterly along East 14th Street to western city limits.

ITEM NO. 170 - RATES

TO \ FROM	San Francisco Bay Destination Delivery Zones Described in Item No. 160					
	Rates in Cents per 100 Pounds					
	Minimum Weight in Pounds					
	Less than 2,000	2,000	4,000	10,000	18,000	24,000
Zone 1	45	32	29½	23½	20	16½
Zone 2	44	31	28½	22½	18½	15½
Zone 3	39	26	24	18	14	12
Zone 4	42	28½	26½	20½	16½	14

For description of Pickup Zones, see Item No. 150.
For Minimum Charge, see Item No. 110.

END OF APPENDIX "A"

APPENDIX "B"

SHIPPING ORDER AND FREIGHT BILL

Bill No. _____

Permit No. _____

Name of Carrier _____
 (Carrier's name must agree with name on permit)

Point of Origin _____ Date _____, 194

Shipper _____ Consignee _____

Street Address _____ Street Address _____

City _____ City _____

Packages	Kind	Description of Commodities	Weight (1)	Rate	Charges (2)

Shipper _____ By _____ (Show name in full)	Check Here				Other(3) Charges
	Origin		Destination		
Received by Carrier in good condition except as noted _____ By _____ Driver (Show name in full)	Terminal	Store Door	Terminal	Store Door	Prepaid

Received by Consignee in good condition except as noted _____ _____ By _____ (Show name in full)	Total to Collect
--	------------------------

- (1) Show how weight obtained. The following symbols may be used
 (A) for Actual gross weight; (E) for Estimated weight.
- (2) Explain all charges not based on weight and rate.
- (3) Explain what each charge represents.