

Decision No. 34204^V

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 regulations)
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 transportation, for compensa-)
tion or hire, of any and all agri-)
cultural products.)

ORIGINAL

Case No. 4293

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

An adjourned hearing was held in this proceeding before Examiner Mulgrew in San Francisco on May 13, 1941, for the purpose of affording a hearing herein to certain highway carriers who had not previously had an opportunity to be heard respecting the subject matter of this proceeding. Minimum rates, rules and regulations applicable to all other highway carriers have heretofore been established by Decision No. 33977.¹ The carriers for whom this hearing was held include those who first obtained permits as radial highway common carriers or highway contract carriers between February 24, 1941 and April 26, 1941, inclusive, and radial highway common carriers and highway contract carriers named in Appendix "A" hereof.

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Decision No. 33977 of March 11, 1941, in the above entitled proceeding established minimum rates and rules and regulations for the transportation of fresh fruits, fresh vegetables and empty containers between points in southern California, and between points in southern California on the one hand and San Francisco Bay points on the other hand, by highway carriers. These rates and rules and regulations were promulgated in the form of a loose-leaf tariff entitled Highway Carriers' Tariff No. 8, which was attached to said Decision No. 33977 as Appendix "C" thereof.

The record shows that the order instituting investigation herein was duly served on and notice of said hearing duly given all such carriers.

Evidence was introduced at the hearing, based upon studies of rates and costs of operation, that the minimum rates and charges and the rules and regulations established by Decision No. 33977, and as set forth in Highway Carriers' Tariff No. 8, a copy of which said tariff is attached hereto designated Appendix "C" and made a part hereof, are just, reasonable and nondiscriminatory for all highway carriers, including those carriers hereinabove referred to as well as those previously subject thereto. No criticism was made of the propriety of these minimum rates and charges, rules and regulations and no reason was advanced why they should not be applied as minimum by said carriers. The minimum rates and charges and rules and regulations contained in said Highway Carriers' Tariff No. 8 are based upon favorable conditions affecting the various types of operation and appear to be equally proper for the carriers for whom this hearing was provided and for the others.

We therefore conclude that the minimum rates, charges, accessorial charges, and the ratings, rules and regulations established in and by Decision No. 33977, and as set forth in said Highway Carriers' Tariff No. 8 (Appendix "C" hereof), should be established for and made applicable by all highway carriers.

F I N D I N G S

Upon consideration of all the evidence of record, the Commission is of the opinion and finds:

1. That, except as provided in Finding No. 2, the rates, charges, accessorial charges, ratings, rules and regulations set

forth in Highway Carriers' Tariff No. 8, designated as Appendix "C" 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 the just, reasonable and nondiscriminatory minimum ratings, rules and regulations to be observed in applying such rates, charges and accessorial charges, by all radial highway common carriers and highway contract carriers who first obtained permits between the dates of February 24, 1941 and April 26, 1941, inclusive, and by all radial highway common carriers and highway contract carriers named in Appendix "A" hereof.

2. That subject to the terms and conditions of Items Nos. 210 to 250 series, inclusive, of said tariff, all said radial highway common carriers and highway contract carriers should be authorized to assess, charge and collect rates, charges and accessorial charges of common carriers, lawfully on file with this Commission and in effect on the date of movement, to construct combinations therewith and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges, or combinations therewith, applied subject to the governing ratings, rules and regulations, produce lower aggregate charges than would accrue for the same transportation under the ratings, rates, rules, regulations and accessorial charges found just, reasonable and non-discriminatory in Finding No. 1.

3. That except as provided in Finding No. 2, all of said radial highway common carriers and highway contract carriers should be required to assess, charge and collect, for the transportation or accessorial services to which said tariff is applicable, rates,

charges and accessorial charges no lower in volume or effect than those set forth or referred to in said tariff and to observe ratings, rules and regulations no lower in volume or effect than those set forth or referred to therein.

4. That none of said radial highway common carriers or highway contract carriers should be permitted to quote, assess, charge, collect or observe rates, rules, regulations or accessorial charges in a unit of measurement different from that in which the rates herein provided as minimum for the same transportation or accessorial charges are stated.

5. That to the extent carriers affected by the order herein, other than those subject to the Public Utilities Act, may be deemed to be "transportation companies" within the meaning of Article XII, Section 21 of the Constitution of the State of California, they should be authorized to charge less for longer than for shorter distances to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided in said tariff designated as Appendix "C" of the order herein.

6. That each and all of said radial highway common carriers, and highway contract carriers should be ordered and directed to issue a shipping document (either in individual or manifest form) for each shipment received for transportation showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the kind and quantity of property shipped and of the type of container used, a statement of the weight of the shipment, a statement of the rate assessed and the charges collected, and a statement of such other information as may be necessary to an accurate determination of the minimum rate and

charge applicable under the order herein, and should be required to retain and preserve a copy of said shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "B" of the order herein will be suitable and proper.

O R D E R

An adjourned public hearing having been held in the above entitled proceeding, and based upon the evidence received therein and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED:

1. That the rates, charges, accessorial charges, rules and regulations set forth in Highway Carriers' Tariff No. 8, designated as Appendix "C" attached hereto and by this reference made a part hereof, be and they 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 and highway contract carriers who first obtained permits between the dates of February 24, 1941 and April 26, 1941, inclusive, and by all radial highway common carriers and highway contract carriers named in Appendix "A" hereof, for the transportation of the property and between the points for which rates and charges are provided in said tariff and for the accessorial services rendered incident thereto, except as provided in ordering paragraph No. 2 hereof.

2. That all of said radial highway common carriers and highway contract carriers be and they are hereby authorized to

assess, charge and collect common carrier rates and accessorial charges, to construct combinations therewith, and to observe common carrier rules and regulations lawfully on file with the Commission and in effect on the date of movement, subject to the terms and conditions and in the manner provided in Items Nos. 210 to 250 series, inclusive, of said tariff.

3. That on and after the effective date of this order all of said radial highway common carriers and highway contract carriers be and they are hereby ordered and directed to cease and desist and thereafter to abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth or referred to in said tariff, and from observing rates, rules or regulations lower in volume or effect than those set forth or referred to therein.

4. That on and after the effective date of this order all of said radial highway common carriers and highway contract carriers be and they are hereby ordered and directed to cease and desist and thereafter to abstain from quoting, assessing, charging or collecting rates or accessorial charges based upon a unit of measurement different from that in which the rates and charges herein established as minimum are stated.


5. That to the extent carriers affected by the order herein may be deemed to be "transportation companies," within the meaning of Article XII, Section 21 of the Constitution of the State of California, other than carriers subject to the Public Utilities Act, said carriers be and they are hereby authorized to charge less for longer than for shorter distances, to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided in said tariff designated as Appendix "C" hereof.

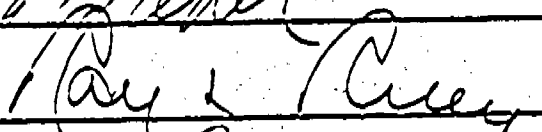
6. That all of said radial highway common carriers and highway contract carriers be and they are and each of them is hereby ordered and directed to issue a shipping document (either in individual or manifest form) for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the commodity shipped and of the type of container used, a statement of the weight of the shipment, a statement of the rate assessed and the charges collected, and a statement of such other information as may be necessary to an accurate determination of the minimum rate and charge applicable under the order herein, and shall retain and preserve a copy of said shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "B" hereof will be suitable and proper.

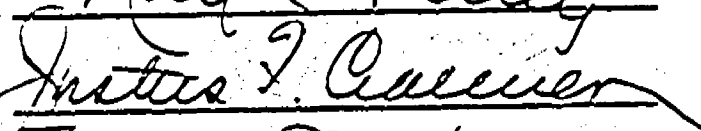
7. That any and all supplements to or modifications and amendments of said Highway Carriers' Tariff No. 8, being Appendix "C" of Decision No. 33977 and Appendix "C" of this decision, hereinafter made in this proceeding, shall be and shall be deemed to constitute supplement, modification or amendment of this decision also, without express reference to this decision therein.

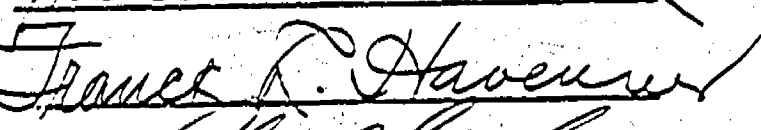
This order shall become effective on the date hereof.


Dated at San Francisco, California, this 20th day of May, 1941.











Commissioners

A.L.
C-4293

APPENDIX "A"

Albert Malakian
Guy S. Alexander, dba, Beacon Transport Company
Frank M. Castanos
Robert W. Fenton
Billy R. Gurney
Whitley O. Wilhite
W. W. Sellards
Harry Kerns
Cleve Johnson
Steve Zelanick
Joseph Calavano
Fred Kuznetzoff
Tony Salsi
Sam Gridley, Jr.
Salvatore Evola
V. J. Carter
Steve Marinoff
Elmer H. Struebing, dba, Westlake Transfer Co.
George Sakata

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 (1)	Description of Commodities	Weight (2)	Rate	Charges (3)
Shipper _____		Check here			
By _____ (Show name in full) Received by Carrier in good condition except as noted		Origin		Destination	
		Terminal	Store Door	Terminal	Store Door
					C.C.D.
					C.C.D. Fee
By _____ Driver (show name in full)					Advances (4)
Received by Consignee in good condition except as noted					(Other Charges (4))
		When certified weights are used show here Certificate No. _____			Prepaid
By _____ (Show name in full)					Total to Collect
<p>(1) When fresh fruits and fresh vegetables are shipped at authorized estimated weights, the container number shown in Highway Carriers' Tariff No. 8 may be indicated in this column.</p> <p>(2) Show how weight obtained. The following symbols may be used: (A) for Actual gross weight; (C) for Certified Weight; (E) for Estimated Weight.</p> <p>(3) Explain all charges not based on weight and rate.</p> <p>(4) Explain what each charge represents.</p>					

APPENDIX "C"

is

Highway Carriers' Tariff No. 2

Naming

Minimum Rates, Rules and Regulations

For

Transportation of Fresh Fruits, Fresh
Vegetables and Empty Containers Over
the Public Highways Between Points in
the State of California

by

Radial Highway Common Carriers

and

Highway Contract Carriers

APPENDIX "A"—Concluded

Statement of Going Rates in Cents per Package on Fresh Fruits and Vegetables
from Southern California Shipping Districts to San Francisco Bay Points

Commodity	Container	Weight	Shipping Districts			
			Los Angeles	San Diego	Coccha Valley	Imperial Valley
Anise	Lettuce Crate	71	25			
Asparagus	Pyraml Crate	37	15			
Avocados	Flats	16	5 6	5-10-12 ¹		
Beans	Lettuce Crate	85	30			
	Bean Crate	57	25			
	Hampers	32-35	20			
Broccoli	Lettuce Crate	71	25			
Cabbage	Lettuce Crate	85 90	30			
Carrots	Lettuce Crate	87	25			
Cauliflower	Lettuce Crate	85	25			
Celery	Celery Crate					
	16"-15"	50 55	15			
	Celery Crate					
	20"-22"-24"	60 70	23			
Chicory	Lettuce Crate	72	25			
Cucumber	Flats	24-25	10	12	10	
	Lugs	35	13			
	Lugs	24-25	10-13		20	25
Egg Plant	Lettuce Crate		25			
	Lettuce Crate		25			
Escarole	Lettuce Crate	66	25			
Grapefruit	Standard Box	68	20			
Lemons	Standard Box	84	20			50
Lettuce	Lettuce Crate	70	25			40
Peas	Lettuce Crate	78	30			40
	Special Crate	50	25		25	
	Hampers	32	20			
Peppers	Lettuce Crate	68	25	00		
	Lugs	21	13			
	Basket	27	20			
Squash, Italian or Summer	Flats	21	10	20		
	Crates	22	10	25 ¹	22	24
	Lugs	28-35	12-13	20-21-23	23-28	25
Tomatoes	Flats	24	10	20	22	22
	Crates	22	10	20		
	Lugs	35	13	25		
Ice pack on any commodity 5¢ extra per package.						
Grapefruit	} Loose—\$5.75 per ton.					
Lemons						
Oranges						

¹From San Diego and East in that district.

RAILROAD COMMISSION
OF THE
STATE OF CALIFORNIA

For information of the public, the following rates have been filed for the transportation of fresh fruits and vegetables from the Southern California shipping districts to San Francisco Bay points. These rates are subject to the provisions of the Act of March 1, 1915, and the Act of March 1, 1916, and the Commission reserves the right to modify or cancel them at any time.

APPENDIX "A"—Continued

Commodity	Estimated Weight by Package	Going Rate Per Package	Equivalent Going Rate in Cents Per 100 Pounds
Onions (green)	61	23	41.0
Onions (dry)	27	13	47.8
Oranges	78	20	25.6
Oranges	30	12	30.8
Oranges	63	20	31.7
Oyster Plant	51	23	40.0
Parsley	31	23	80.7
Parsley	27	20	74.1
Parsnips	31	13	42.0
Parsnips	56	23	44.6
Peas	78	30	38.5
Peas	50	23	42.4
Peas	32	20	62.5
Peppers	68	23	36.8
Peppers	21	13	61.9
Peppers	27	20	74.1
Pomegranates	30	15	50.0
Potatoes	41	15	36.6
Potatoes	56	23	42.5
Radishes	50	30	33.3
Radishes	56	23	41.7
Rhubarb	46	20	43.5
Rhubarb	27	12	41.4
Romaine	05	23	37.9
Spinach	63	23	47.2
Squash, Italian or Summer	22	10	45.5
Squash, Italian or Summer	33	13	31.3
Tangerines	61	20	32.8
Tangerines	32	13	40.6
Tomatoes	23	10	43.5
Tomatoes	31	13	35.3
Turnips	78	25	32.1
Turnips	50	30	33.3
Average going rate per 100 pounds			42.1

In proceedings...
 ...
 ...

APPEARANCES

The following appearances are in addition to those contained in Decision No. 30737 of March 27, 1938; Decision No. 30815 of May 9, 1938; Decision No. 31828 of March 13, 1939; Decision No. 31924 of April 11, 1939; Decision No. 32427 of October 10, 1939; Decision No. 33255 of July 3, 1940; and Decision No. 33001 of February 11, 1941, in this proceeding:

- T. Meyer, for Morris Draying Company;
- Raymond Minslow, Jr. propria persona;
- O. B. Moore, for Western Growers Protective Association;
- Chas. A. Nide, for Brawley Chamber of Commerce;
- H. S. Payne, dba Pacific Motor Express;
- T. R. Phillips, for Western Growers Protective Association;
- Arlee D. Poe, for Motor Truck Association of Southern California;
- O. F. Reynolds, for Calexico Chamber of Commerce, Associated Chambers of Commerce of Calexico, Brawley, Calipatria, El Centro, Heber, Holtville, Imperial, Seely, Westmoreland and Niland;
- O. R. Schulz, for Coast Line Truck Service, Inc.

BY THE COMMISSION:

OPINION

Case No. 4293 was instituted by the Commission for the purpose, among others, of establishing minimum rates for the transportation of agricultural products, including live stock, throughout California. The phase of the proceeding here involved relates to the transportation of fresh fruits and fresh vegetables between points in southern California, and from southern California points on the one hand to San Francisco Bay points on the other hand.

Evidence concerning these matters was submitted at public hearings held before Commissioner Wakefield and Examiner Freas at Los Angeles, San Francisco and El Centro, following which an examiner's proposed report was issued. Therein the examiner reviewed the evidence in detail, set forth conclusions based upon that review, recommended that certain specific findings be made, and appended to his report a proposed tariff containing minimum rates, rules and regulations deemed by him to be appropriate in light of the aforesaid conclusions and findings. Carriers and shippers were afforded an opportunity to submit exceptions to the proposals of the examiner and the matter is now ready for decision.

¹In this and other proceedings, rates have been established for the transportation of hay and related articles; livestock; pears; grain, grain products and related articles; rice; dried fruits; and asparagus.

²Hearings were scheduled in this phase upon the filing of a petition by Certificated Highway Carriers, Inc., alleging that its membership was experiencing unfair and demoralizing competition in the transportation of fresh fruits and vegetables between points in southern California and from southern California points to San Francisco and Oakland, and that public interest required the establishment of just, reasonable and nondiscriminatory minimum rates, rules and regulations for such transportation.

³At the request of various parties, no evidence was received concerning transportation to canneries, processing plants, packing sheds and packing plants. Motions to enlarge the territorial scope of the proceeding were denied as not affording proper notice to parties whose interests would be affected thereby.

We have carefully analyzed the evidence, the examiner's report and the exceptions filed thereto.¹ We are in agreement that his conclusions and findings should be adopted, except as hereinafter discussed. For the most part the exceptions relate to the volume of the recommended rates and charges and to the wording of rules governing their application. They will be discussed serially.

California Rail Lines

The California rail lines² object to the recommendations of the examiner concerning accessorial charges to be applied by highway carriers when the use of common carrier rail rates is authorized in lieu of rates specifically established herein. Petitioners pointed out that under such circumstances no additional charge was recommended for tailgate loading or tailgate unloading,³ and that a charge of only 2 cents per 100 pounds was recommended for loading or unloading, other than tailgate loading or tailgate unloading (Item No. 250 of Appendix "C" hereof). They request that Item No. 250 be amended to provide an additional charge of 2½ cents per 100 pounds for any of the aforementioned loading or unloading services.

Petitioners stated that the record shows that the added cost to the shipper of loading and unloading a rail car exceeds the cost of performing similar services in connection with truck transportation by more than 2½ cents per 100 pounds when the services are performed at private spur tracks, and by amounts of from approximately 6 to 8 cents per 100 pounds when team-track facilities are utilized. They asserted that despite these circumstances, the examiner neglected to give effect to such differences in cost of transportation, other than by providing the 2 cents per 100 pounds charge referred to, with the consequence that his proposal fails to accord an equality of opportunity between competing agencies of transportation. They stated that the net effect of the examiner's proposal would be to afford lower rates by truck transportation than by railroad and cited a recent Interstate Commerce Commission decision, *Onions and Potatoes, North Dakota to Tiju Cities*, 26 MCG 153, in support thereof.

The evidence dealing with comparative costs of loading and unloading fruit and vegetable shipments from truck and rail equipment, including the testimony and exhibits submitted by a cost witness

¹ Recommended rates, rules and regulations were contained in Appendix "B" to the examiner's report. They will be included as Appendix "C" to this decision, except to the extent that they are hereinafter modified by the conclusions, findings, and order herein.

² The California rail line petitioners consist of The Atchison, Topeka and Santa Fe Railway Company; Northwestern Pacific Railroad Company; Petaluma & Santa Rosa Railroad Company; Pacific Electric Railway Company; San Diego & Arizona Eastern Railway Company; Southern Pacific Company; and The Western Pacific Railroad Company.

³ "Tailgate loading" means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.

"Tailgate unloading" means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.

INDUSTRIAL ACCIDENTS

APPENDIX "A"

Showing Going Rates on Fresh Fruits and Fresh Vegetables from Los Angeles to San Francisco and Oakland

Commodity	Estimated Weight of Package	Going Rate Per Package	Equivalent Going Rate in Cents Per 100 Pounds
Anise	71	25	33.4
Asparagus	37	13	40.5
Avocados	16	03	31.3
Avocados	20	12	40.7
Beans	56	30	34.9
Beans	57	25	41.0
Beans	35	20	57.0
Beets	66	30	45.5
Broccoli	71	25	35.2
Broccoli	42	20	47.6
Cabbage	33	30	32.2
Carrots	55	30	33.3
Carrots	57	25	28.8
Cauliflower	53	20	36.6
Cauliflower	66	25	37.9
Celery	55	18	32.7
Celery	66	23	31.8
Celery Root	46	25	51.4
Charl	78	28	33.9
Chicory	72	25	34.9
Corn	32	13	40.6
Corn	63	30	47.6
Cucumbers	22	10	45.5
Cucumbers	35	13	37.1
Cucumbers	61	22	43.1
Currants	22	10	45.5
Egg Plant	24	10	41.6
Egg Plant	51	23	45.1
Egg Plant	71	25	35.2
Escarole	66	25	37.9
Garlic	28	13	46.5
Garlic	50	25	50.0
Grapefruit	68	20	29.4
Grapefruit	36	12	33.3
Grapefruit	60	20	33.3
Grapes	32	13	78.8
Leeks	61	25	41.0
Lemons	51	20	23.8
Lemons	42	12	28.6
Lemons	68	20	29.1
Lettuce	75	25	33.3
Lettuce	78	30	38.5
Loquots	32	13	40.6
Melons, including cantaloups, honeydews, Longballs, persians, and jap melons	28	15	53.6
	57	25	43.9
	68	25	36.8
	78	30	38.5
	40	20	50.0
	45	20	41.4
Mustard Greens	75	30	40.0
Mustard Greens	63	30	37.1
Okra	25	13	52.0
Okra	37	20	54.1

from a review of this item, it contains a provision that the shipper of the particular commodity involved "certify that the actual average gross weight thereof in the type of container described herein is not less than the weight shown in this certificate": (Underscoring added).

Petitioner requests that the underscored phrase be stricken. It stated that unless the deletion sought is made, weights may be understated in order to reduce transportation charges.

Item No. 80 provides that the certificate contained in Item No. 81 shall be based on the actual gross weight of at least ten of the containers described in such certificate, packed with the commodity described therein. It appears that the method of obtaining weights has been clearly stated and if ten or more containers filled with the commodities involved are weighed, and the average of the separate weights is determined, only one weight—the average—could be inserted for the purpose of determining transportation charges. The insertion in the certificate of a lower weight than that arrived at through use of the foregoing formula would constitute false billing, which is prohibited by law.

However, the above quoted provision from the proposed form of certificate does not provide with sufficient clarity that the average of actual gross weights is the only average which may be shown therein. Petitioner's request will be granted and the item modified in accordance therewith.

Item No. 100

Item No. 100 provides the method of determining transportation charges (a) when two or more commodities for which different rates are provided in the tariff are included in the same shipment and separate weights are obtainable; (b) when two or more commodities for which different rates are provided in the tariff are included in the same shipment and separate weights are not obtainable; and (c) when commodities for which rates are provided in the tariff are mixed with those for which rates are not so provided. Petitioner requests that the item be eliminated. It stated that all commodities involved would take the same basis of rates and that, consequently, there would be no need for the rule.

Section 11(c) of the Highway Carriers' Act provides: "No person or corporation, or any officer, agent or employee of a corporation, shall knowingly, directly or indirectly by any false statement or representation as to cost or value or the nature or extent of damage, or by the use of any false billing, bill of lading, receipt, voucher, roll, account, claim, certificate, affidavit or deposition, or upon any false, fictitious or fraudulent statement or entry obtain or attempt to obtain any allowance, rebate or payment for damage in connection with or growing out of the transportation of property, or an agreement to transport such property, whether with or without the consent or connivance of a highway carrier other than a highway common carrier or any of its officers, agents, or employees; nor shall any highway carrier other than a highway common carrier or any officer, agent or employee thereof, knowingly pay, or offer to pay any such allowance, rebate or claim for damage."
Section 11(b) of the Public Utilities Act, under which common carriers are regulated, is to the same effect as the above quoted section of the Highway Carriers' Act.

social charges, rules or regulations lower in volume or effect than those found reasonable and sufficient, or justified, by Findings Nos. 8 to 10, inclusive, and Findings Nos. 15 and 16 of the opinion preceding this order.

9. That all common carriers, radial highway common carriers and highway contract carriers be and they are hereby ordered and directed to abstain from applying terminal rates named in the tariff designated as Appendix "C" hereto from or to terminals or depots located on the premises of any person, company or corporation other than said carrier, unless the approval of the Commission shall first have been obtained.

10. That all carriers who may be deemed to be transportation companies as that term is employed in Article XII, Section 21, of the Constitution of California, other than carriers subject to the Public Utilities Act, be and they are hereby authorized to charge less for longer than for shorter distances, to the extent necessary to meet rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided in said tariff designated as Appendix "C" of the order herein.

11. That all common carriers, radial highway common carriers and highway contract carriers be and they are and each of them is hereby ordered and directed to issue a shipping document (either in individual or manifest form) for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the commodity shipped, and of the type of container used, a statement of the weight of the shipment, a statement of the rate assessed and the charges collected, and a statement of such other information as may be necessary to an accurate determination of the minimum rate and charge applicable under the order herein, and shall retain and preserve a copy of said shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the form of shipping document set forth in Appendix "B" hereto will be suitable and proper.

12. That the petitions filed by Coast Line Truck Service, Inc., The Atchison, Topeka and Santa Fe Railway Company, Northwestern Pacific Railroad Company, Petaluma & Santa Rosa Railroad Company, Pacific Electric Railway Company, San Diego & Arizona Eastern Railway Company, Southern Pacific Company, The Western Pacific Railroad Company, and Southern California Freight Lines, Ltd., except as stated in Finding No. 1 of the preceding opinion, be and they are herein denied.

13. That the Commission shall have and it does hereby retain jurisdiction over 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, classifications, rules and regulations to be charged, collected and observed by radial highway common carriers, highway contract carriers and common carriers, both for transportation service hereinabove described and for such other transportation and accessorial services 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 articles and commodities here involved between all competing agencies of transportation.

The effective date of this order shall be April 11, 1941.

Dated at San Francisco, California, this 11th day of March, 1941:

C. G. BAKER,
 RAY L. RILEY,
 JUSTUS F. CRAEMER,
 FRANK R. HAVENNER,
 Commissioners.

for the rail line petitioners, does not contain detailed information relating to all of the accessorial services performed by these carriers. The rail cost witness admitted that sales and distribution of fruits and vegetables were sometimes made directly from rail cars; also that rail cars were sometimes used for storage purposes. However, the witness did not place a value on these services.

We are of the opinion that the examiner took into account and gave full effect to all the evidence relating to added or accessorial services performed by truck transportation and not performed by the railroads. If petitioners believe that other or different accessorial charges are justified, they should request the Commission to schedule a further hearing in this matter when they are prepared to supplement the existing record with appropriate evidence.

In the Twin Cities Case, cited by petitioners, certain truck lines sought to reduce rates on potatoes and onions from North Dakota points to Minneapolis and St. Paul, Minnesota. According to the decision, the evidence showed that accessorial services were performed by truck without additional charges. The Interstate Commerce Commission, ordering the proposed reduced rates cancelled, said in part that "because they include without additional charge, valuable accessorial services for which rail lines make additional charges, they are actually lower than the competitive rail rate." In this proceeding, however, accessorial services have been evaluated and additional charges recommended therefor in order to achieve as nearly as possible a rate equality between competing forms of transport. Item No. 250 should be adopted in the form recommended.

Southern California Freight Lines, Ltd.

The highway common carrier named above contends that certain of the rules recommended to apply in connection with the rates set forth in Appendix "C" hereof should be modified or eliminated. The rules to which exception is taken are contained in Item No. 81, providing for a certificate to be used when certified weights are applied as a basis for computing freight charges; Item No. 100, mixed shipment rule; and Item No. 290, naming single market areas within which split delivery may be performed without additional charge. In the interest of orderly procedure, the amendments sought in connection with each rule will be discussed and disposed of separately.

Item No. 81

This item contains a form of certificate to be executed by the shipper when certified weights are used in lieu of estimated weights or actual gross weights for the purpose of computing freight charges upon shipments of fresh fruits or fresh vegetables. As will be observed

Finding No. 5 of the preceding opinion and in Items Nos. 210 to 250, inclusive, of said tariff designated as Appendix "C" hereto.

4. That all radial highway common carriers and highway contract carriers heretofore authorized on the effective date of the rates herein established, under the provisions of Section 11 of the Highway Carriers' Act, to transport property at lesser rates or charges than those established as minimum by outstanding orders of the Commission, be and they are hereby authorized to continue such transportation under the conditions and for the duration of the periods of time specified in the orders granting such authorities, but in no event for a period in excess of one (1) year from the effective date of the order herein.

5. That all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, be and they are hereby ordered and directed to cease and desist twenty (20) days after the effective date of this order, and thereafter abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth or referred to in said tariff designated as Appendix "C" hereto, and from observing ratings, rules or regulations lower in volume or effect than those set forth or referred to therein, except as provided in ordering paragraph No. 4.

6. That all radial highway common carriers and highway contract carriers be and they are hereby ordered and directed to cease and desist twenty (20) days after the effective date of this order and thereafter abstain from quoting, assessing, charging, collecting rates or accessorial charges based upon a unit of measurement different from that in which the rates and charges herein established as minimum are stated.

7. That all common carriers maintaining ratings, rates, charges, rules or regulations found by Finding No. 8 of the preceding opinion to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, be and they are hereby ordered and directed to cancel said ratings, rates, charges, rules and regulations on or before twenty (20) days after the effective date of this order or not less than ten (10) days' notice to the Commission and to the public, and to establish in their stead ratings, rates, charges, rules and regulations no lower in volume or effect than those found reasonable or sufficient, or justified by Findings Nos. 8 to 10, inclusive, and Findings Nos. 15 and 16 of the opinion preceding this order.

8. That all common carriers, as defined in the Public Utilities Act, be and they are hereby ordered and directed to cease and desist twenty (20) days after the effective date of this order and thereafter abstain from publishing or maintaining in their tariffs, rates, charges, acces-

By this decision, minimum rates are established to govern the transportation of fresh fruits and fresh vegetables and also empty containers within certain described territory. The rates for empty containers are different in volume and effect from those provided for fruits and vegetables. Consequently, a mixed shipment of these commodities may be tendered for shipment. Or a mixed shipment of commodities for which rates are provided herein and of articles for which rates are not provided by this decision may be offered to carriers. In view of these circumstances, we conclude that the mixed shipment rule should be retained.

Item No. 290

This item contains a description of market areas in Los Angeles, San Francisco, and Oakland, within which split deliveries may be made without additional charge. Petitioner pointed out that the examiner omitted therefrom the Terminal Wholesale Market located in Los Angeles, which market is bounded on the north by Seventh Street, on the east by Terminal Street, on the south by Eighth Street, and on the west by Central Avenue. Item No. 290 should be modified to include this market.

Coast Line Truck Service, Inc.

The above named highway common carrier, operating between points in southern California on the one hand and points in northern California on the other hand, contends that the examiner's rate proposal is not in accordance with the evidence submitted by cost, rate, and shipper witnesses. Specifically, it alleged that rates of 37 cents and 30 cents per 100 pounds proposed to apply in connection with minimum weights of 18,000 and 24,000 pounds, respectively, for transportation of fresh fruits and fresh vegetables from Los Angeles to San Francisco Bay points, are substantially less than the estimated cost of transportation as shown by this record, and less than the rates being charged by carriers now handling the traffic. It alleged also that the rate of 62½ cents per 100 pounds proposed to apply on shipments weighing less than 2,000 pounds for similar hauls is in excess of the estimated cost of transportation, which, it stated, was shown to be 55 cents per 100 pounds. Petitioner requests that the rate of 37 cents per 100 pounds, minimum weight 18,000 pounds, be eliminated and that a rate of 39½ cents per 100 pounds, minimum weight 24,000 pounds, be established in lieu of the 30-cent rate recommended by the examiner.

*Other than alleging that the "any quantity" rate of 62½ cents per 100 pounds would be excessive from a cost standpoint, no request was made for specific modification thereof as in connection with other rates discussed above.

Finding No. 5 of the preceding opinion and in Items Nos. 210 to 250, inclusive, of said tariff designated as Appendix "C" hereto.

4. That all radial highway common carriers and highway contract carriers heretofore authorized on the effective date of the rates herein established, under the provisions of Section 11 of the Highway Carriers' Act, to transport property at lesser rates or charges than those established as minimum by outstanding orders of the Commission, be and they are hereby authorized to continue such transportation under the conditions and for the duration of the periods of time specified in the orders granting such authorities, but in no event for a period in excess of one (1) year from the effective date of the order herein.

5. That all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, be and they are hereby ordered and directed to cease and desist twenty (20) days after the effective date of this order, and thereafter abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth or referred to in said tariff designated as Appendix "C" hereto, and from observing ratings, rules or regulations lower in volume or effect than those set forth or referred to therein, except as provided in ordering paragraph No. 4.

6. That all radial highway common carriers and highway contract carriers be and they are hereby ordered and directed to cease and desist twenty (20) days after the effective date of this order and thereafter abstain from quoting, assessing, charging, collecting rates or accessorial charges based upon a unit of measurement different from that in which the rates and charges herein established as minimum are stated.

7. That all common carriers maintaining ratings, rates, charges, rules or regulations found by Finding No. 8 of the preceding opinion to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, be and they are hereby ordered and directed to cancel said ratings, rates, charges, rules and regulations on or before twenty (20) days after the effective date of this order on not less than ten (10) days' notice to the Commission and to the public, and to establish in their stead ratings, rates, charges, rules and regulations no lower in volume or effect than those found reasonable or sufficient, or justified by Findings Nos. 8 to 10, inclusive, and Findings Nos. 15 and 16 of the opinion preceding this order.

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By this decision, minimum rates are established to govern the transportation of fresh fruits and fresh vegetables and also empty containers within certain described territory. The rates for empty containers are different in volume and effect from those provided for fruits and vegetables. Consequently, a mixed shipment of these commodities may be tendered for shipment. Or a mixed shipment of commodities for which rates are provided herein and of articles for which rates are not provided by this decision may be offered to carriers. In view of these circumstances, we conclude that the mixed shipment rule should be retained.

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*Other than alleging that the "any quantity" rate of 62½ cents per 100 pounds would be excessive from a cost standpoint, no request was made for specific modification thereof as in connection with other rates discussed above.

15. That all common carriers should be authorized to construct one-terminal and two-terminal rates, subject to minimum weights of 10,000 pounds or greater, differentially less than the store-door to store-door rates provided in said tariff designated as Appendix "C" hereof, by amounts not to exceed the rates provided in said tariff for distances not to exceed three miles for one-terminal rates and double such rates for two-terminal rates, to apply only at points where pickup and delivery or pickup or delivery service is not offered or afforded, but in no event by amounts exceeding 5 cents per 100 pounds for one-terminal rates and 10 cents per 100 pounds for two-terminal rates.

16. That common carriers by railroad should be authorized to maintain rates lower than those herein found reasonable and sufficient in instances where such lower rates result from the establishment of rates from, to or between nonagency stations by rule providing, in substance, that the rates applicable from, to or between such nonagency stations shall be the rates applicable from, to or between the higher rated of the stations for which rates are specifically provided and between which the nonagency stations are located.

17. That none of said common carriers, radial highway common carriers or highway contract carriers should be permitted to apply terminal rates named in said tariff in connection with shipments transported for persons, companies or corporations upon whose premises the depot from or to which the transportation performed is located.

18. That all carriers who may be deemed to be transportation companies, as that term is employed in Article XII, Section 21, of the Constitution of California, other than carriers subject to the Public Utilities Act, should be authorized to charge less for longer than for shorter distances, to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided in said tariff designated as Appendix "C" of the order herein.

19. That no common carrier, radial highway common carrier or highway contract carrier should be permitted to quote, assess, charge, collect or observe rates, rules, regulations or accessorial charges in a unit of measurement different from that in which the rates herein provided as minimum for the same transportation are stated.

20. That all common carriers, radial highway common carriers and highway contract carriers should be ordered and directed to issue a shipping document for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the kind and quantity of property shipped and of the type of container

the Commission found to the contrary, it should establish no rates for the movement of citrus fruit at this time.

Certain other rate testimony also tended to influence the examiner away from a cost basis of rates, according to petitioner. It pointed out that a witness from the Commission's rate division presented an exhibit containing a suggested basis of minimum rates which the witness stated was based upon the costs developed by the Commission's engineer, except that fourth class rates previously established for transportation of general merchandise were used where lower charges would result than under the cost basis of rates. The rate witness also said that the rates which he suggested to apply in connection with a minimum weight of 24,000 pounds were the same as the class C rates which the Commission had previously established for the transportation of general merchandise and admittedly were somewhat lower than the corresponding costs developed by the Commission's engineer. Petitioner stated that it understood the rate witness "merely treated the fourth class and class C rate as a proposal and not as a definite recommendation"; and that such rate bases are not justified by transportation conditions. It asserted that testimony concerning declines in market prices and farm profits, itinerant merchant hauling, and market competition also prompted the examiner to recommend the rates of 37 cents and 39 cents per 100 pounds to which exception is here taken.

Finally, petitioner stated that all witnesses other than the Commission's rate witness were opposed to using class rates as a basis for computing freight charges. It claimed that no one objected to its proposals and that they were "substantially supported by the figures of the Commission's own rate expert."¹⁹ However, no explanation was offered as to what figures or testimony were claimed as supporting the Coast Line proposals.

Two studies of the estimated cost of transporting fruits and vegetables by motor vehicle were submitted. But one, however, dealt specifically with hauling between Los Angeles and San Francisco Bay points. That study contained estimated costs for eight different weight groups. For lots of less than 2,000 pounds, to which group the examiner had recommended a rate of 62½ cents per 100 pounds, three different costs are shown. These estimated costs range from approximately 32 cents per 100 pounds for lots of less than 100 pounds to 45 cents for lots of from 500 to 2,000 pounds. Based upon the average of the constructive highway distance from Los Angeles to San Francisco and Oakland,²⁰ specific estimated costs would approximate

¹⁹ Coast Line Truck Service suggested a "per package" basis of rates, a weight basis converted from package rates, and a so-called "basic rate proposal" contemplating minimum weights of less than 10,000 pounds, 10,000 pounds, and 20,000 pounds, for application from Los Angeles to San Francisco Bay points, the latter being submitted by petitioner's attorney.

²⁰ Distance Table No. 3 (Appendix "A" to Decision No. 11605 in Cases Nos. 4058, Part "N," 4145, and 4216).

88½ cents per 100 pounds for lots of less than 100 pounds; 55 cents per 100 pounds for lots of from 100 to 500 pounds; and 48 cents per 100 pounds for lots of from 500 to 2,000 pounds. While the estimated cost for lots of from 100 to 2,000 pounds is shown to be lower than the recommended rate of 62½ cents per 100 pounds, we believe that such a rate, coupled with a minimum charge of from 62½ cents to 75 cents per shipment as also recommended, should be established in order to enable carriers to obtain a reasonable amount of revenue to offset the higher cost involved with shipments of less than 100 pounds.

Turning to Coast Lines' complaint relating to the recommended rates for quantity shipments, the engineer's cost study shows that for transporting fruit and vegetables from Los Angeles to San Francisco the estimated cost is approximately 39½ cents per 100 pounds for lots of from 20,000 to 30,000 pounds, and 31½ cents per 100 pounds for lots of over 30,000 pounds. Another study presented by him shows that for distances comparable to that involved from Imperial to Los Angeles, the estimated cost of hauling fruit and vegetables is approximately 28½ cents per 100 pounds for lots of from 20,000 to 30,000 pounds, and 27 cents per 100 pounds for lots of over 30,000 pounds. Imperial was recommended as the mileage rate-basing point for transportation from the Imperial Valley and is 217 constructive miles distant from Los Angeles.

Admittedly, the recommended rates do not follow these estimated costs with mathematical exactness. But, neither legislative fiat nor economic principles of rate making require that for a given transportation service, rates should coincide with the estimated costs of performing the service. That cost of service is but one of many rate-making principles to be considered in arriving at a proper rate level is too well established to require citation of authorities.

In our opinion, the cost principle, as well as others, (some of which will be hereinafter discussed) have been accorded adequate treatment in the scales of rates recommended. Petitioner sought to support its contention that the recommended rates do not properly reflect the cost of transportation through comparison. But in each instance the rates and costs which were compared involved different weight minima. Hence, there appears little or no support for the contention that the recommended rates are 25 per cent under the estimated costs of transportation.

We believe that the 39½ cents per 100 pounds estimated cost on Los Angeles-San Francisco traffic will be accorded proper consideration by a rate of 37 cents per 100 pounds, minimum weight 18,000 pounds, if accessorial charges are provided for various supplementary services. The same conclusion, in our opinion, is justified in so far

"just, reasonable and sufficient" for common carriers, as those terms are employed in the Public Utilities Act.

11. That, except as provided in Finding No. 9 and in Findings Nos. 12 to 16, inclusive, all common carriers should be required to cancel all ratings, rates, charges, rules, regulations or accessorial charges lower in volume or effect than those set forth in said tariff designated as Appendix "C" of the order herein, and to establish in their stead ratings, rates, charges, rules, regulations and accessorial charges no lower in volume or effect than those therein set forth.

12. That this record does not show to what extent, if at all, existing earload ratings, rates, charges, rules, regulations, or accessorial charges of common carriers by railroad, or ratings, rates, charges, rules and regulations of the carriers listed below, are unreasonable, discriminatory, unjustified by transportation conditions or otherwise unlawful and, hence, none of the earload ratings, rates, charges, rules, regulations, accessorial charges of common carriers by railroad or of the carriers listed below should be required to be changed:

- (a) Rates, rules and regulations of California Delivery Service; Goodman Delivery Service, Inc.; 20th Century Delivery Service, Inc.; United Parcel Service of Los Angeles, Inc.; Western Parcel Service.
- (b) Rates, rules and regulations for the transportation of shipments weighing 100 pounds or less, each, maintained by Asbury Rapid Transit System; California Motor Express; Consolidated Express Service; O. C. Cross, doing business as Hemet Bus Line; Inland Stages; Laguna Beach-Santa Ana Stage Line; Max H. Green, doing business as Mountain Auto Line; Northwest Forwarders; Pacific Greyhound Lines; Pacific Southland Stages, Inc.; Railway Express Agency, Inc.; Spreitz Transportation; John C. Hastie, doing business as 20 Palms Stage Line; Western States Express.

13. That this record does not show to what extent, if at all, existing ratings, rates, charges, rules, regulations or accessorial charges of common carriers by vessel for dock-to-dock transportation are unreasonable, discriminatory, unjustified by transportation conditions or otherwise unlawful and that, therefore, none of such ratings, rates, charges, rules, regulations or accessorial charges should be required to be changed.

14. That this record does not show to what extent, if at all, existing rules maintained by common carriers to define and bound pickup and delivery zones are unreasonable, discriminatory, unjustified by transportation conditions or otherwise unlawful and that, therefore, none of such rules should be required to be changed.

6. That all radial highway common carriers and highway contract carriers authorized on the effective date of the rates herein established, under the provisions of Section 11 of the Highway Carriers' Act, to transport property at lesser rates or charges than those established as minimum by outstanding orders of the Commission, should be authorized to continue such transportation under the conditions and for the duration of the periods of time specified in the orders granting such authorities, but in no event for a period in excess of one (1) year from the effective date of the order herein.

7. That, except as provided in Findings Nos. 5 and 6 hereof, all radial highway common carriers and highway contract carriers should be required to assess, charge and collect for the transportation or accessorial services to which said tariff designated as Appendix "C" of the order herein 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.

8. That, except as provided in Finding No. 9 and in Findings Nos. 12 to 16, inclusive, the existing rates, charges, rules, regulations and accessorial charges maintained by common carriers for intrastate transportation 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 other means of transportation in so far as they are now or, for the future, will be lower in volume or effect than those set forth in the tariff designated as Appendix "C" of the order herein for the performance of the same transportation and the same accessorial services by radial highway common carriers and highway contract carriers.

9. That all common carriers should be authorized to assess, charge and collect rates, charges and accessorial charges maintained by carriers of the classes described in Finding No. 12, to construct combinations therewith, and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charges used, in the same manner as herein found justified for radial highway common carriers and highway contract carriers in Finding No. 5 hereof, subject to the terms and conditions of Items Nos. 210 to 250, inclusive, of said tariff designated as Appendix "C" of the order herein.

10. That, except as provided in Finding No. 9 and in Findings Nos. 12 to 16, inclusive, rates, charges, rules, regulations and accessorial charges no lower in volume or effect than those set forth in said tariff designated as Appendix "C" of the order herein will be

as rates from Imperial to Los Angeles are concerned. The record justifies establishment of accessorial charges for various services, including handling of shipments beyond carrier's equipment; demurrage; loading, unloading or incidental services not contemplated under the line-haul rates; split pickup; split delivery; and handling of collect on delivery shipments.

The claim that rates of the volume recommended would undercut the going rates by from 28 per cent to 60 per cent is clearly not supported by the evidence and, in fact, is contrary thereto. This claim apparently is founded upon a purported comparison of recommended rates with going rates heretofore applicable from Los Angeles to San Francisco. The record shows that the going rates range from approximately 23 cents per 100 pounds to 50 cents per 100 pounds; that they were applied without regard to the weights of shipments; that they included various accessorial services; and that empty containers were returned without additional charge. But the recommended rates utilized by petitioner for comparative purposes do not include accessorial services without additional charge, are subject to minimum weight requirements, and do not contemplate free return of empty containers.

Nothing has been adduced on this record upon which to conclude that the rates to be established hereby should not apply equally to citrus fruits and to other fresh fruits and fresh vegetables. If separate estimated costs were available justifying a different scale of rates for citrus fruits than for other fruits and vegetables, such a separate scale of rates should be established. The absence of such detailed evidence, however, does not in our opinion afford a ground for withholding from the citrus fruit industry and carriers participating in the transportation of citrus fruits the benefits which accrue from a stabilized rate structure. The rates established herein will apply to the transportation of commodities embraced by both of the aforementioned groupings. And in making them so apply, consideration has been given to the fact that citrus fruits undoubtedly possess more favorable transportation characteristics than other fruits and vegetables. Manifestly, citrus fruits should not be required to bear the full transportation burden of commodities which are more expensive to transport, even though the extent of the difference cannot be precisely determined at this time.

In establishing rates herein, consideration has been given to the suggestions of the rate witness that rates of the volume of the fourth class and class C rates applicable to general merchandise should be established for fruit and vegetable hauling when such rates are lower

than those necessary to return the full cost of transportation.¹² If we were to proceed independently and in total disregard of rates which may have been established in other proceedings, we would obtain countless individual rate groupings instead of a collection of groupings woven into a sound and enduring rate pattern. We believe that the latter type of rate structure is in the public interest and one which will assure rate stability to the transportation industry.

With minor exceptions, the rail lines have accorded fourth class and class C classification exception ratings to less-carload and carload shipments of fruits and vegetables moving within California for some time past.¹³ Under alternative application rules provided in connection with the established rates, radial highway common and highway contract carriers will be permitted to assess lower common carrier rates for the same transportation, subject to stated accessorial charges. These circumstances, we believe, justify the consideration herein given to rates and rate bases previously established or in effect for fruit and vegetable transportation and for commodities generally. Various economic factors influencing agricultural growth, production, and marketing, including price and profit trends, and itinerant merchant hauling should likewise be taken into account in order to develop a well ordered rate structure. These factors have been considered along with the other rate-making principles just discussed.

Turning to the Coast Line rate proposals, the record shows that the witness who proposed "per package" rates and per package rates converted to a weight basis admitted that various practical difficulties would be encountered in applying the rates which he recommended and that rates stated on a weight basis subject to reasonable estimated container weights are easily applied. In our opinion, petitioner's "basic rate proposal" contemplating but three weight brackets, would not adequately meet conditions surrounding the transportation of fruits and vegetables and would not give proper recognition to the estimated costs of transportation which were developed for eight weight brackets by the Commission's engineer.

From a review of testimony of shippers, their position appears to be that products of agriculture cannot stand greatly increased transportation charges over those accruing under the going rates. For reasons heretofore discussed comparison between the rates established by this decision and the going rates is hardly possible due to the disposition of various accessorial services which the going rates include.

¹² Highway Carriers' Tariff No. 1 (Appendix "D" to Decision No. 1166, as amended, in Case No. 1216).

¹³ The 4th class less-carload and class C carload ratings are provided for fresh fruits and vegetables in Pacific Freight Tariff Bureau Exception Sheet No. 1-Q, C.R.C. No. 33 of J. P. Haynes, Agent. The rate witness pointed out that these ratings apply statewide, except on shipments handled by Northwestern Pacific Railroad Company and Petaluma and Santa Rosa Railroad Company.

However, in our opinion the rates established by the order to follow will be reasonable and non-discriminatory for the transportation of all fresh fruits and fresh vegetables and for empty containers.

FINDINGS

Upon consideration of all the evidence of record the Commission is of the opinion and finds:

(1) 1. That the petition of exceptions filed by Southern California Freight Lines, Ltd. for modification of Items Nos. 81 and 290 should be granted, but that in all other respects said petition should be denied.

2. That the petition of exceptions filed by Coast Line Truck Service, Inc., The Atchison, Topeka and Santa Fe Railway Company, Northwestern Pacific Railroad Company, Petaluma & Santa Rosa Railroad Company, Pacific Electric Railway Company, San Diego & Arizona Eastern Railway Company, Southern Pacific Company, and The Western Pacific Railroad Company should be denied.

3. That, except as modified by Finding No. 1 hereof, and by minor modifications, the conclusions and findings contained in the examiner's proposed report should be adopted as the conclusions and findings of the Commission in the form hereinafter stated.

4. That the rates, charges, accessorial charges, rules and regulations set forth in the tariff designated as Appendix "C" of the order herein are and will be for the future the just, reasonable and non-discriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected, and just, reasonable and nondiscriminatory minimum rules and regulations to be observed in applying such rates, charges and accessorial charges, by all radial highway common carriers and highway contract carriers, for the transportation and accessorial services for which rates, charges, accessorial charges, rules or regulations are therein provided.

5. That, subject to the terms and conditions of Items Nos. 210 to 250, inclusive, of said tariff designated as Appendix "C" of the order herein, all radial highway common carriers and highway contract carriers should be authorized to assess, charge and collect rates, charges and accessorial charges of common carriers on file with this Commission and in effect on the date of movement, to construct combinations therewith, and to observe the rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges, or combinations therewith, applied subject to their governing rules and regulations, produce lower aggregate charges than would accrue for the same transportation under the rates, rules and regulations and accessorial charges found just, reasonable and nondiscriminatory in Finding No. 4 hereof.

APPENDIX "C"

of

DECISION NO. 33977

IN CASE NO. 4293

ISSUED BY

THE RAILROAD COMMISSION

OF THE

STATE OF CALIFORNIA

Consisting of a Tariff naming minimum rates,
rules and regulations for the transportation
of fresh fruits, fresh vegetables and
empty containers, between points
in California

By

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

HIGHWAY CARRIERS' TARIFF NO. 8

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR

TRANSPORTATION OF FRESH FRUITS, FRESH VEGETABLES
AND EMPTY CONTAINERS OVER THE PUBLIC HIGHWAYS
BETWEEN POINTS IN THE STATE OF CALIFORNIA

AS DESCRIBED HEREIN

BY

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

EFFECTIVE MAY 1, 1941

Issued by The Railroad Commission of the State of California,
San Francisco, California.

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose leaf form. 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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EFFECTIVE AS SHOWN ON TITLE PAGE

Issued by The Railroad Commission of the State of California,
San Francisco, California.

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ARRANGEMENT OF TARIFF

This is a loose-leaf tariff consisting of four sections.

SECTION NO. 1 contains rules and regulations.

SECTION NO. 2 contains commodity rates.

SECTION NO. 3 contains estimated weights, descriptions and specifications of containers.

SECTION NO. 4 contains routings applicable in connection with rates in Section No. 2

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
10	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11 series)</p> <p>(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).</p> <p>(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.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, on file with the Commission and in effect at time of shipment.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 120 series.</p> <p>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) 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.</p> <p>(h) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(i) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(j) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p style="text-align: center;">(Continued in Item No. 11 series)</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11 series)</p> <p>(k) 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 also paragraphs (l) and (m) of this item.)</p> <p>(l) SPLIT PICKUP SHIPMENT means a shipment consisting of several component parts, tendered at one time, received during one day and transported under one shipping document from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination and charges thereon being paid by the consignee when there is more than one consignor.</p> <p>(m) 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.</p> <p>(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p> <p>(o) TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.</p> <p>(p) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
20	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) and apply for the transportation of property by radial highway common carriers and highway contract carriers, as defined in said Act.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p>
30	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Items Nos. 30 and 31 series)</p> <p>Subject to Exceptions 1 and 2, rates in this tariff shall apply as follows:</p> <ol style="list-style-type: none"> 1. Between points of origin and points of destination located in Imperial, San Diego, Riverside, San Bernardino, Orange, Los Angeles, Ventura and Santa Barbara Counties; 2. From points of origin in the above described territory on the one hand to points of destination located in San Francisco territory as described in Item No. 280 series, on the other hand, except that rates on empty containers as described in Item No. 40 series also apply from points of origin in San Francisco territory as described in Item 280 series to points of destination described in paragraph 1 hereof. <p>EXCEPTION 1.-Rates in this tariff do not apply to shipments having point of origin in San Diego, Chula Vista, Coronado or National City and point of destination in another of those cities.</p> <p>EXCEPTION 2.-Rates in this tariff do not apply to shipments having point of origin and point of destination within the Los Angeles Drayage Area, as described in Item No. 31 hereof.</p>
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Item No.	SECTION NO.-1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
31	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Concluded) (Items Nos. 30 and 31 series)</p> <p style="text-align: center;">LOS ANGELES DRAYAGE AREA</p> <p>The Los Angeles Drayage Area is encompassed by the following boundary:</p> <p>Beginning at the intersection of Hubbard Avenue and Indiana Street; thence northerly on Indiana Street and its prolongation to City Terrace Drive; northerly on City Terrace Drive to Ramona Boulevard; northeasterly on Ramona Boulevard to Eastern Avenue; northerly on Eastern Avenue and Marianna Avenue to the corporate boundary line of the City of Los Angeles; easterly, northerly and westerly along the corporate boundary line of the City of Los Angeles to the boundary of Forest Lawn Memorial Park; southeasterly, southwesterly and northwesterly along the boundary of Forest Lawn Memorial Park to Rosslyn Street; southwesterly on Rosslyn Street to San Fernando Road; southeasterly on San Fernando Road to Tyburn Street; southwestwardly on Tyburn Street to its intersection with the boundary of the City of Los Angeles; northwesterly and westerly along the boundary of the City of Los Angeles to Barham Boulevard; southerly on Barham Boulevard to Cahuenga Boulevard; southeasterly on Cahuenga Boulevard to Mulholland Highway; westerly along Mulholland Highway to Coldwater Canyon Road; southerly on Coldwater Canyon Road to the corporate boundary line of the City of Beverly Hills; southeasterly along the corporate boundary line of the City of Beverly Hills to the intersection of La Cienega Boulevard and Olympic Boulevard; easterly on Olympic Boulevard to Victoria Avenue; southerly on Victoria Avenue to Exposition Boulevard; easterly on Exposition Boulevard to Crenshaw Boulevard; southerly on Crenshaw Boulevard to Stocker Street; westerly on Stocker Street to Victoria Avenue; southerly on Victoria Avenue to Slauson Avenue; westerly on Slauson Avenue to Brynhurst Avenue; southerly on Brynhurst Avenue to 59th Street; easterly on 59th Street to Van Ness Avenue; southerly on Van Ness Avenue to 74th Street; easterly on 74th Street to Normandie Avenue; southerly on Normandie Avenue to 88th Street; easterly on 88th Street to Vermont Avenue; southerly on Vermont Avenue to 120th Street; easterly on 120th Street and its prolongation to Alameda Street; northerly on Alameda Street to Century Boulevard; easterly on Century Boulevard to Santa Fe Avenue; northerly on Santa Fe Avenue to Tweedy Boulevard; easterly on Tweedy Boulevard to Stanford Avenue; northerly on Stanford Avenue to Southern Avenue; easterly on Southern Avenue to Atlantic Avenue; southerly on Atlantic Avenue to Stewart-and-Gray Road; easterly on Stewart-and-Gray Road to the west bank of the Los Angeles River; northerly along the west bank of the Los Angeles River to Gage Avenue; easterly on Gage Avenue to Garfield Avenue; north-easterly on Garfield Avenue to Anaheim-Telegraph Road; southeasterly on Anaheim-Telegraph Road to Church Street; northeasterly on Church Street and its prolongation across the Atchison, Topeka and Santa Fe right of way to Vail Avenue; northeasterly on Vail Avenue to Ferguson Drive; westerly on Ferguson Drive to Gerhart Street; northerly on Gerhart Street to Hubbard Avenue; westerly on Hubbard Avenue and its prolongation to Eastern Avenue; southerly on Eastern Avenue to Whittier Boulevard; westerly on Whittier Boulevard to Downey Road; northerly on Downey Road to Hubbard Avenue; westerly on Hubbard Avenue to point of beginning.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION(Continued)
40	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply to transportation of the following commodities (see Exception):</p> <p>Fruits, fresh or green; Vegetables, fresh or green, including Mushrooms, fresh; Containers, empty, second-hand, returning from an outbound paying load or forwarded for a return paying load, subject to Note 1.</p> <p>NOTE 1.-Highway carriers must determine before accepting shipment that said containers were moved filled and are being returned by the same carrier or carriers to consignor of the filled containers; or that containers shipped for return paying load will, when filled, move by the same carrier or carriers to the consignor of the original empty containers.</p> <p>EXCEPTION.-Rates in this tariff do not apply to transportation of fresh or green fruits, fresh or green vegetables, or mushrooms, when the point of destination of the shipment is a cannery, packing plant, packing shed or processing plant; nor to the empty containers used or shipped out for use in connection with such transportation.</p>
50	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated nor combined by the carrier. (Component parts of split pickup or split delivery shipments, as defined in Item No. 11 series, may be combined under the provisions of Items Nos. 170 and 180 series.)</p>
60	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers. (See Items Nos. 80 and 81 series.)</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
70	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When 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. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
80	<p style="text-align: center;">ESTIMATED OR CERTIFIED WEIGHTS (Items Nos. 80 and 81 series)</p> <p>Estimated weights provided in Section No. 3 of this tariff shall be used in lieu of actual gross weights for the purpose of computing transportation charges, subject to the following regulations.</p> <p>(1) Estimated weights provided in Section No. 3 apply to the commodities shown therein when shipped in the containers specified in connection therewith, and when packing specifications are observed.</p> <p>(2) When no estimated weight is provided in Section No. 3, actual gross weight shall apply for the purpose of computing transportation charges.</p> <p>(3) Subject to verification by the carrier, a certificate of average gross weight may be furnished by the shipper and transportation charges may be computed upon a weight so certified when neither estimated weights are provided in Section No. 3 of this tariff, nor actual gross weights are determinable. Shipping documents shall show reference to the certificate on which shipping weights are based and carriers shall preserve such certificates during the effectiveness of the certified weight, but not less than three years. A weight so certified shall apply only on the commodity in the container described and only for the shipper on whose account the certificate is filed. The certificate shall be issued in substantially the form prescribed in Item No. 81 series (see Notes 1 and 2).</p> <p>NOTE 1.-The term "shipper" as used in this item means the consignor, consignee or owner, or the authorized agent of any of them.</p> <p>NOTE 2.-A certificate of average gross weight shall be based on the actual gross weight of at least ten (10) of the containers described in such certificate packed with the commodity described therein.</p>
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Item No. SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

ESTIMATED WEIGHTS (Concluded)
(Items Nos. 80 and 81 series)

Certificates of average gross weights shall conform substantially with the form shown below:

Certificate of Average Gross Weight Number _____

I, _____, the shipper of _____
(name) (commodity)

hereby certify that the actual average gross weight thereof in the type of container described herein is the weight shown in this certificate:

Date of Test Weighing	Point of Origin	Number of Containers Weighed**	Description of Container		Average Gross Weight
			Type	Size*	
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

81

*Show inside dimensions in inches, viz.: Length, depth and height.
**Not less than 10 containers must be weighed.

Date _____
State of California _____ (Signature of Shipper)
County of _____
Town or City _____ (Address of Shipper)

Accepted:

(Signature of carrier or its agent) C.R.C. Permit No. _____

NOTE.- The term "shipper" as used in this certificate means the consignor, consignee or owner, or the authorized agent of any of them.

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
90	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>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.</p>
100	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>(a) When two or more commodities for which different rates are provided in this tariff are included in the same shipment and separate weights thereof are furnished or obtained, charges shall be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment and the minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 70 series. Any deficit in weight shall be charged for at the lowest rate provided for any of the commodities in the shipment. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments such lower charge shall apply. (See Note.)</p> <p>(b) When two or more commodities for which different rates are provided in this tariff are shipped as a mixed shipment, without separate weights being furnished or obtained, charges for the entire shipment shall be computed at the highest rate applicable to any commodity contained in such mixed shipment, subject to Item No. 70 series. (See Note.)</p> <p>(c) When one or more commodities for which rates are not provided in this tariff are included in the same shipment with one or more commodities for which rates are herein provided, charges shall be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment subject to Item No. 70 series. (See Note.)</p> <p style="text-align: center;">NOTE. - Estimated or average gross weights may be used to compute the weights of fresh fruits and fresh vegetables, subject to the provisions of Items Nos. 80 and 81 series.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
110	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in Distance Table No. 3 (Appendix "A" to Decision No. 31605 of December 27, 1938, as amended, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246), subject to the following exceptions:</p> <p>(a) Distances from or to (but not between) points located within zones described in Items Nos. 270, 271 and 272 series or within territories described in Item No. 281 series shall be computed in accordance with the method hereinabove provided from or to the mileage basing points designated in connection with such descriptions.</p> <p>(b) Distances from or to points located within the San Francisco pickup and delivery zone or within the Oakland pickup and delivery zone shall be the average of the distances from or to the San Francisco pickup and delivery zone and the Oakland pickup and delivery zone (computed in accordance with the method hereinabove provided). In the event such average distance is less than the distance computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120	<p style="text-align: center;">APPLICATION OF RATES - DEDUCTIONS</p> <p>(a) Rates provided in this tariff are for transportation of shipments, as defined in Items Nos. 11(k), 11(l) and 11(m) series from point of origin to point of destination, subject to Items Nos. 130, 140 and 150 series.</p> <p>(b) Except as provided in Notes 1, 2 and 3 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.</p> <p>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. 160 series.</p> <p>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.</p> <p>NOTE 3. - Deductions made under this rule on split pickup or 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.</p>
130	<p style="text-align: center;">APPLICATION OF RATES ON SHIPMENTS SUBJECT TO MINIMUM WEIGHTS OF 10,000 POUNDS OR LESS</p> <p>Rates in this tariff subject to minimum weights of 10,000 pounds or less, include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1. - When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 5 cents per 100 pounds shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for this service in connection with shipments weighing 100 pounds or less.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
140	<p style="text-align: center;">APPLICATION OF RATES ON SHIPMENTS SUBJECT TO MINIMUM WEIGHTS IN EXCESS OF 10,000 POUNDS</p> <p>Rates in this tariff 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.</p> <p>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.</p>												
150	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of \$1.00 per man per hour, minimum charge 50 cents, shall be made for helpers for loading or unloading, or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>												
160	<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be as follows:</p> <p>(a) When the constructive distance from point of origin to point of destination does not exceed 150 miles:</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">Minimum Charge in Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less.....</td> <td style="text-align: right;">40</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds.....</td> <td style="text-align: right;">50</td> </tr> <tr> <td>Over 50 pounds but not over 75 pounds.....</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Over 75 pounds but not over 100 pounds.....</td> <td style="text-align: right;">70</td> </tr> <tr> <td>Over 100 pounds.....</td> <td style="text-align: right;">75</td> </tr> </tbody> </table> <p>(b) When the constructive distance exceeds 150 miles:</p> <p>The charge for 100 pounds at the commodity rate applicable thereto but not less than the charge accruing under paragraph (a) of this item.</p>	Weight of Shipment	Minimum Charge in Cents	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
Weight of Shipment	Minimum Charge in Cents												
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												
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																												
	SPLIT PICKUP																												
	<p>The charge for transportation of a split pickup shipment (as defined in Item No. 11 series) shall be the pickup and delivery charge (as defined in Item No. 10 series) applicable under rates in Section No. 2, or any combination of said rates, for transportation of a single shipment of like kind and quantity of property from point of origin of any component part to point of destination via the points of origin of all other component parts, plus the following additional charges:</p>																												
170	<p>Weight of Component Part (In Pounds)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But not over</th> <th style="text-align: center;">Additional Charge For Each Component Part Picked Up (In Cents)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100</td> <td style="text-align: center;">25</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">500</td> <td style="text-align: center;">35</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">50</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">75</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">100</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">125</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">20,000</td> <td style="text-align: center;">150</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">----</td> <td style="text-align: center;">200</td> </tr> </tbody> </table>	Over	But not over	Additional Charge For Each Component Part Picked Up (In Cents)	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	
Over	But not over	Additional Charge For Each Component Part Picked Up (In Cents)																											
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																											
	<p>The provisions of this item shall not apply:</p> <p>(1) if split delivery service is to be accorded;</p> <p>(2) unless at the time of or prior to the first pickup 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 consignor, the points of origin and the kind of property in each component part.</p> <p>In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, said charge may be applied.</p>																												
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	SPLIT DELIVERY		
	<p>The charge for transportation of a split delivery shipment (as defined in Item No. 11 series) shall be the pickup and delivery charge (as defined in Item No. 10 series) applicable under rates in Section No. 2, or any combination of said rates, for transportation of a single shipment of like kind and quantity of property,</p> <p>(a) from point of origin to point of destination of any component part via the points of destination of all other component parts;</p> <p>(b) for one-half the distance from point of origin to that same point via each of the points of destination to which deliveries are made; (See Note 1 and Exception)</p> <p>plus the following additional charges:</p>		
	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
180	4,000	10,000	125
	10,000	20,000	150
	20,000	----	200
	<p>The provisions of this item shall not apply:</p> <p>(1) if split pickup service has been accorded;</p> <p>(2) 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, the point of destination and the kind of property in each component part.</p> <p>In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, said charge may be applied.</p> <p>NOTE 1. - Point-to-point rates in this tariff may also be used in combination with other rates in this tariff in the following manner: Add to the rate applicable to transportation of a single shipment of like kind and quantity of property from point of origin to any other point, the rate applicable for like transportation for one-half the distance from the latter point to that same point via each of the points to which deliveries are made which are not located on the route via which the point-to-point rate used is applicable. To the charge obtained by use of the resulting rate add the additional charges above set forth.</p> <p>EXCEPTION. - Shipments as defined in Item No. 11 series may be delivered to one or more consignees at a single market area as defined in Item No. 290 series without addition of the charges provided in this item.</p>		
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	COLLECT ON DELIVERY (C.O.D.) SHIPMENTS	
	<p>(a) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all moneys, and in no event later than ten (10) days after delivery to the consignee, unless consignor, in writing instructs otherwise, remit to consignor all moneys collected by it on such shipments.</p> <p>(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p>	
	When the amount collected is	Charge for Collecting and Remitting will be
	Not over \$2.50	\$0.18
	Over \$2.50 not over \$5.00 .....	.20
	Over 5.00 not over 10.00 .....	.28
	Over 10.00 not over 20.00 .....	.30
	Over 20.00 not over 25.00 .....	.32
	Over 25.00 not over 40.00 .....	.37
	Over 40.00 not over 50.00 .....	.40
	Over 50.00 not over 60.00 .....	.50
	Over 60.00 not over 80.00 .....	.52
	Over 80.00 not over 100.00 .....	.54
	Over 100.00 not over 102.50 .....	.68
190	Over 102.50 not over 105.00 .....	.70
	Over 105.00 not over 110.00 .....	.73
	Over 110.00 not over 120.00 .....	.75
	Over 120.00 not over 140.00 .....	.77
	Over 140.00 not over 150.00 .....	.80
	Over 150.00 not over 160.00 .....	.85
	Over 160.00 not over 180.00 .....	.87
	Over 180.00 not over 200.00 .....	.89
	Over 200.00 not over 250.00	1.00
	Over 250.00 not over 300.00	1.15
	Over 300.00 not over 350.00	1.30
	Over 350.00 not over 400.00	1.45
	Over 400.00 not over 450.00	1.60
	Over 450.00 not over 500.00	1.75
	Over 500.00 not over 550.00	1.90
	Over 550.00 not over 600.00	2.05
	Over 600.00 not over 650.00	2.20
	Over 650.00 not over 700.00	2.35
	Over 700.00 not over 750.00	2.50
	Over 750.00 not over 800.00	2.65
	Over 800.00 not over 850.00	2.80
	Over 850.00 not over 900.00	2.95
	Over 900.00 not over 950.00	3.10
	Over 950.00 not over 1,000.00	3.25
	Over 1,000.00 at rate of \$3.25 per \$1,000.00	
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
200	<p style="text-align: center;">APPLICATION OF COMBINATIONS OF POINT-TO-POINT RATES WITH DISTANCE RATES</p> <p>In the event a combination of point-to-point and distance rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a through distance rate, such combination of rates may be applied.</p>
210	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates, except rates of coastwise common carriers by vessel, may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation between the same point of origin and the same point of destination than results from the application of the rates herein provided.</p> <p>(b) Team track-to-team track rates of common carriers by railroad may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
220	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates, except rates of coastwise common carriers by vessel, for the same transportation:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate applies. (See Note 1.)</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Note 1.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Note 1.)</p> <p>NOTE 1. - If the route from point of origin to the team track or the established depot, or from the team track or established depot to point 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, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
230	<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split pickup shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 170 series results:</p> <p>(1) Compute the charge applicable under the rates provided in this tariff for a split pickup shipment from the point of origin, or points of origin, of the several component parts (See Item No. 170 series) to any team track or established depot. (See Note.)</p> <p>(2) Add to such charge the charge applicable under Items Nos. 210 and 220 series for the weight of the composite shipment from such team track or established depot to point of destination.</p> <p>NOTE.- If the point of origin of any component part is within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation to the team track or established depot from such point of origin is provided in this tariff, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply to such team track or established depot from such point of origin.</p>
240	<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split delivery shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 180 series results:</p> <p>(1) Compute the charge applicable under Items Nos. 210 and 220 series for the weight of the composite shipment from point of origin to any team track or established depot.</p> <p>(2) Add to such charge the charges provided in this tariff for a split delivery shipment (See Item No. 180 series) from such team track or established depot to the point of destination or points of destination of the several component parts. (See Note.)</p> <p>NOTE.- If the point of destination of any component part is within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation from the team track or established depot to such point of destination is provided in this tariff, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from such team track or established depot to such point of destination.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
250	<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event under the provisions of Items Nos. 210 to 240 series, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added:</p> <ol style="list-style-type: none"> (1) For tailgate loading or tailgate unloading - no additional charge; (2) For loading or unloading other than tailgate loading or tailgate unloading - 2 cents per 100 pounds; (3) For C.O.D. service - charges provided in Item No. 190 series; (4) For other accessorial services - charges provided in Item No. 150 series; (5) Split pickup or split delivery shall not be accorded unless included in the common carrier rate. (See Items Nos. 230 and 240 series for exceptions.)
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260	<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(g) The provisions of this rule will not apply to the transportation of property for the United States, State, County, or Municipal Governments.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
270	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Items Nos. 270, 271 and 272 series)</p> <p>Pickup and delivery zones include both sides of streets, boulevards, roads, avenues or highways named. See Item No. 110 series for application of mileages to pickup and delivery zones in these and other incorporated cities.</p> <p>Rates in this tariff from or to incorporated cities for which pickup and delivery zones are described herein shall apply from or to all points located within such described zones.</p> <p>LOS ANGELES HARBOR: (Mileage Basing Point, Zone 20, Los Angeles.) Includes all points located within the following boundaries:</p> <p>Beginning at the point where the Los Angeles County-Orange County boundary line intersects the shore-line of the Pacific Ocean; thence northeasterly along said boundary line to the point where the corporate boundary of the City of Long Beach diverges therefrom (Hathaway Avenue); thence northwesterly and following the corporate boundary of the City of Long Beach to the point where it meets 223rd Street at Caspian Avenue; thence westerly along 223rd Street to its intersection with the corporate boundary of the City of Los Angeles (Hesperian Avenue); thence northwesterly and following the corporate boundary of the City of Los Angeles to the intersection of Frampton Avenue and Lomita Boulevard; thence westerly along Lomita Boulevard to its intersection with the western corporate boundary of the City of Los Angeles; thence southerly along said corporate boundary to its intersection with the shore-line of the Pacific Ocean at Weymouth Avenue; thence easterly along the shore-line of the Pacific Ocean to point of beginning.</p> <p>RICHMOND: (Mileage Basing Point, Richmond.) Including all of the City of Richmond; also the territory bounded as follows:</p> <p>Beginning at the intersection of the northern corporate boundary of the City of Richmond and U. S. Highway No. 40; thence northerly along U.S. Highway No. 40 to St. Ignatius College County Road (Road 23); returning southerly along U. S. Highway No. 40 to Broadway; northwesterly along Broadway to 11th Street; northerly along 11th Street to Stanton Avenue; westerly along Stanton Avenue to Road 21 southerly along Road 21 to Road 17; easterly along Road 17 to Kearney Road; southerly along Kearney Road to Chesley Road (25th Avenue); westerly along Chesley Road to York Street; southerly along York Street to its intersection with the northern corporate boundary of the City of Richmond; easterly along said corporate boundary to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION(Continued)
271	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued) (Items Nos. 270, 271 and 272 series)</p> <p>OAKLAND: (Mileage Basing Point, Oakland.) Including all of the City of Emeryville, also those parts of Albany, Alameda, Berkeley, Oakland and Piedmont bounded by the following:</p> <p>Beginning at San Francisco Bay and Alameda-Contra Costa County Line; thence easterly along said county line to Curtis Street; thence southerly on Curtis Street to Solano Avenue; thence easterly on Solano Avenue to Tulare Avenue; thence southerly and westerly along city limits boundary line of Albany to Ordway Street; thence southerly on Ordway Street to Hopkins Street; thence northeasterly on Hopkins Street to Grove Street; thence southerly on Grove Street to Rose Street; thence easterly on Rose Street to Oxford Street; thence southerly on Oxford Street to Hearst Avenue; thence easterly and southerly along the city limit boundary line of Berkeley to Dwight Way; thence southwesterly on Dwight Way to College Avenue; thence southerly on College Avenue to Broadway; thence southwesterly on Broadway to Mather Street; thence easterly on Mather Street to Rose Avenue; thence southwesterly on Rose Avenue to Echo Avenue; thence southerly on Echo Avenue to Linda Avenue; thence easterly on Linda Avenue to Grand Avenue; thence southerly on Grand Avenue to Mandana Boulevard; thence easterly on Mandana Boulevard to Lakeshore Avenue; thence southwesterly on Lakeshore Avenue to Excelsior Avenue; thence easterly on Excelsior Avenue to Hopkins Street; thence easterly on Hopkins Street to 55th Avenue; thence southwesterly on 55th Avenue to Camden Street; thence easterly on Camden Street to Seminary Avenue; thence northeasterly on Seminary Avenue to Outlook Avenue; thence easterly on Outlook Avenue to Parker Avenue; thence southerly on Parker Avenue to Foothill Boulevard; thence southeasterly on Foothill Boulevard to the Oakland-San Leandro boundary line; thence southerly along the Oakland-San Leandro boundary line to Railroad Avenue; thence northwesterly on Railroad Avenue to 105th Avenue; thence westerly on 105th Avenue to Edes Avenue; thence northerly on Edes Avenue to Jones Avenue; thence easterly on Jones Avenue to Railroad Avenue; thence northwesterly on Railroad Avenue to 50th Avenue; thence southwesterly on 50th Avenue to San Leandro Bay; thence southerly along the shore line of San Leandro Bay and Oakland Inner Harbor to Oakland Middle Harbor; thence northerly along shore line of Oakland Middle Harbor and Oakland Outer Harbor and San Francisco Bay to point of beginning.</p> <p style="text-align: center;">--- also ---</p> <p>City of Alameda, beginning at High Street, and Oakland Inner Harbor, thence southerly, westerly and northerly along the shore line to Main Street; thence northerly on Main Street to Oakland Inner Harbor; thence southeasterly along shore line to starting point; including Government Island.</p> <p style="text-align: center;">(Continued)</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
272	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Concluded) (Items Nos. 270, 271 and 272 series)</p> <p>SAN FRANCISCO: (Mileage Basing Point, San Francisco.) Including all of the City of San Francisco, also the territory bounded as follows:</p> <p>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 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.</p> <p>SAN LEANDRO: (Mileage Basing Point, San Leandro.) Including all of the City of San Leandro, also the territory bounded as follows:</p> <p>Beginning at easterly city limits and Washington Avenue; thence easterly on Washington Avenue to West Avenue 137; thence southerly on West Avenue 137 to Southern Pacific Oakland-Niles main line; thence westerly along Southern Pacific tracks to eastern city limits.</p> <p>Beginning at a point where Davis Street intersects the southern boundary of city limits; thence southwesterly on Davis Street to Southern Pacific Elmhurst-Newark line; thence return via Davis Street to city limits.</p> <p>Beginning at intersection of city limits and Apricot Street; thence northwesterly on Apricot Street to 107th Avenue; thence northeasterly on 107th Avenue to East 14th Street; thence easterly on East 14th Street to western city limits.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
280	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Items Nos. 280 and 281 series)</p> <p>The following territorial descriptions include both sides of streets, boulevards, roads, avenues or highways named:</p> <p>1. SAN FRANCISCO TERRITORY includes that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U. S. Highway No. 101; southerly along an imaginary line 1 mile west of and paralleling U. S. Highway No. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with State Highway No. 17; northerly along State Highway No. 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbor Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U. S. Highway No. 40 (San Pablo Avenue); northerly along U. S. Highway No. 40 to and including the City of Richmond; southwesterly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to San Francisco Waterfront at the foot of Market Street; westerly along said waterfront and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.</p> <p>2. LOS ANGELES TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U. S. Highway No. 101, Alternate; thence northeasterly along Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to State Highway No. 118; northeasterly along State Highway No. 118 through and including the City of San Fernando, continuing northeasterly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U. S. Highway No. 66 to State Highway No. 19; southerly along State Highway No. 19 to its intersection with U. S. Highway No. 101, Alternate, at Ximeno Street; southerly along Ximeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U. S. Highway No. 101, Alternate; thence northerly along an imaginary line to point of beginning.</p> <p style="text-align: center;">(Continued in Item No. 281 series)</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
281	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 280 and 281 series)</p> <p>3. COACHELLA VALLEY TERRITORY: (Basing Point Indio.) Includes that area lying between the little San Bernardino Mountains and Cottonwood Mountain on the one hand, and the San Jacinto and Santa Rosa Mountains on the other; and bounded on the northwest by Edom 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>4. IMPERIAL VALLEY TERRITORY: (Basing Point Imperial.) 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 Company 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 Company's station at Wister to Kane Springs on U. S. Highway No. 99; thence southerly to Plaster City on U. S. Highway No. 80; thence south to the International Boundary Line.</p>
290	<p style="text-align: center;">SINGLE MARKET AREAS</p> <p>Single market areas include the following areas where wholesale fresh fruit and fresh vegetable markets are located:</p> <p>Los Angeles: The Central Wholesale Market bounded on the north by 8th Street, on the east by Central Avenue, on the south by Olympic Boulevard and on the west by Kohler Street; Terminal Wholesale Market bounded on the north by 7th Street, on the east by Terminal Street, on the south by 8th Street and on the west by Central Avenue; The 9th Street Market, bounded on the north by 9th Street, on the east by San Pedro Street, on the south by 12th Street and on the west by San Julian Street; The Citrus Auction Market bounded on the north by Bay Street, on the east by Lawrence Street, on the south by 8th Street and on the west by Alameda Street.</p> <p>San Francisco: The San Francisco Wholesale Market bounded on the north by Jackson Street, on the east by Drumm Street, on the south by Clay Street, and on the west by Battery Street.</p> <p>Oakland: The Oakland Wholesale Market bounded on the northwest by Franklin Street, on the northeast by 5th Street, on the southeast by Jackson Street, and on the southwest by 2nd Street.</p>
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SECTION NO. 2

COMMODITY RATES

FOR DESCRIPTION OF ROUTINGS APPLICABLE
IN CONNECTION WITH RATES CONTAINED IN
THIS SECTION SEE SECTION NO. 4 OF THIS
TARIFF

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Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)						
FRUITS AND VEGETABLES, as described in Item No. 40 series. (Items Nos. 300 and 301 series)							
<u>MILES</u>		<u>MINIMUM WEIGHT</u>					
Over	But not over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds
301							
280	300	62½	51½	46½	41½	37	30
300	325	65½	54½	49	44	39	32
325	350	68½	57½	51½	46	41½	34½
350	375	71	60	53½	48½	44	36½
375	400	74	63	56	51	46	38½
400	425	77	66	59	53½	48½	40½
425	450	80	69	61½	56	51	42½
450	475	82½	71½	64½	58½	53	44½
475	500	85½	74½	67½	61	55½	47
500	525	88½	77½	70	63½	58	49
525	550	91½	80½	73	66	60	51
550	575	94	83	75½	68½	62½	53
575	600	97	86	78½	70½	65	55
600	625	100	89	81	73	67	57
625	650	103	92	84	75½	69½	59½
650	675	105½	94½	86½	78	72	61½
675	700	108½	97½	89½	80½	74	63½
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Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)					
310	EMPTY CONTAINERS, as described in Item No. 40 series					
	MILES		MINIMUM WEIGHT			
	Over	But not over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
	0	3	14	11	9	4
	3	5	14	11	9	5
	5	10	15	12	9	5
	10	15	15	12	10	5
	15	20	16	13	10	6
	20	25	16	13	10	6
	25	30	16	14	11	6
	30	35	17	14	11	7
	35	40	17	15	11	7
	40	45	17	15	12	7
	45	50	18	15	12	8
	50	60	18	16	13	8
	60	70	19	16	13	9
	70	80	20	17	14	9
	80	90	20	17	15	10
	90	100	21	18	15	10
	100	110	22	19	16	11
	110	120	23	20	16	11
	120	130	23	20	17	12
	130	140	24	21	17	12
	140	150	25	22	18	13
	150	160	25	22	18	13
	160	170	26	23	19	14
	170	180	27	23	19	14
	180	190	27	24	20	15
	190	200	28	24	20	16
	200	220	30	25	21	17
	220	240	31	27	23	18
	240	260	32	28	24	19
	260	280	34	29	25	20

(Continued in Item No. 311 series)

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Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)				
EMPTY CONTAINERS, as described in Item No. 40 series.					
<u>MILES</u>		<u>MINIMUM WEIGHT</u>			
Over	But not over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
280	300	35	30	26	21
300	325	37	32	27	22
325	350	38	33	28	23
350	375	39	34	29	24
375	400	41	36	31	26
400	425	42	37	32	27
425	450	44	38	33	28
450	475	45	39	34	29
475	500	46	40	35	31
500	525	48	42	37	32
525	550	49	43	38	33
550	575	51	45	39	34
575	600	52	46	40	35
600	625	53	47	42	37
625	650	55	49	43	38
650	675	56	50	44	39
675	700	58	52	45	40

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Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)							
	FRUITS AND VEGETABLES, as described in Item No. 40 series.							
			MINIMUM WEIGHT					
	FROM	TO	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds
(1) 320	Points of Origin located within LOS ANGELES TERRITORY, as described in Item No. 280 series.	Points of Destination located within SAN FRANCISCO TERRITORY, as described in Item No. 280 series.	62½	51½	46½	41½	37	30
	EMPTY CONTAINERS, as described in Item No. 40 series.							
			MINIMUM WEIGHT					
	BETWEEN	AND	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds		
(1) 330	LOS ANGELES TERRITORY, as described in Item No. 280 series.	SAN FRANCISCO TERRITORY, as described in Item No. 280 series.	35	30	26	21		
<p>(1) If the charges accruing under the rates in this item, applied on shipments from and to points intermediate between origin and destination territories shown in this item via routes shown in Item No. 500 series, are lower than charges accruing under the Distance Commodity Rates in Items Nos. 300, 301, 310 or 311 series on the same shipment via the same route, such lower charges will apply.</p>								
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SECTION NO. 3

ESTIMATED WEIGHTS ON FRUITS, FRESH OR GREEN,
AND VEGETABLES, FRESH OR GREEN, IN
SPECIFIED CONTAINERS

WITH
DESCRIPTIONS AND SPECIFICATIONS
OF CONTAINERS

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Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
<p>ESTIMATED WEIGHTS</p> <p>The estimated weights provided in Items Nos. 400, 401, 402, 403 and 404 series apply as provided in Items Nos. 80 and 81 series.</p> <p>For descriptions and specifications of containers, refer to the corresponding container numbers in Items Nos. 410, 411 and 412 series.</p>				
COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)	
400	Anise	1	Packed or Loose	71
	Anise	2	Packed or Loose	46
	Apples	3	Packed	46
	Apples	4	Packed	50
	Apples	4	Loose	40
	Apples	5	Loose	30
	Apricots	6	Packed or Face and Fill	26½
	Apricots	7	Packed	26½
	Artichokes	8	Packed	43½
	Artichokes	9	Packed	26
	Artichokes	10	.....	140
	Artichokes	11	.....	70
	Asparagus	12	Center Partition-Packed	37
	Asparagus	12	No center " -Loose	38½
	Avocados	13	Packed	16
	Avocados	14	Packed 2-Layers	29½
	Beans	15	.....	35
	Beans, Snap or Fava	1	.....	86
	Beans, Snap or Fava	16	.....	35
	Beets - with tops	1	4 Dozen Bunches	66
	Berries-Strawberries	17	Packed or Loose,	
	Berries-Strawberries	18	12 12-ounce Baskets	12½
	Berries-Strawberries	18	Packed or Loose,	
	Berries-Strawberries	19	20 12-ounce Baskets	23
	Berries-Strawberries	19	Packed or Loose,	
	Berries-Strawberries	19	24 12-ounce Baskets	24½
	Broccoli	1	Bunched or Loose	71
	Broccoli Greens	2	.....	53
	Brussels Sprouts	20	.....	26
	Brussels Sprouts	21	16 1-Quart Baskets	26
	Brussels Sprouts	4	.....	40
	Brussels Sprouts	1	.....	89
	Brussels Sprouts	10	.....	76
	Brussels Sprouts	11	.....	32
	Brussels Sprouts	15	33
Cabbage	1	93	
Cardoon (Cardone)	1	85	
(Continued in Item No. 401)				
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Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS		
ESTIMATED WEIGHTS			
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS Gross Weight (In Pounds)
401	Carrots-with tops	1	4-Dozen Bunches 66
	Carrots-with tops	1	6-Dozen Bunches 87
	Carrots-with tops	67	3-Dozen Bunches 44
	Cauliflower	2	8 to 12 Heads 53
	Cauliflower	1	12 Heads 66
	Celery	22	..... 20
	Celery	23	..... 43
	Celery	24	..... 50
	Celery	25	..... 55
	Celery	26	..... 59
	Celery	27	..... 64
	Celery Root	28	..... 66
	Celery Root	1	2-Dozen Bunches 46
	Cherries	29	Packed with center partition 11
	Cherries	30	Packed without center partition 15
	Cherries	31	12 1-Pound Baskets 14
	Cherries	32	Packed with center piece 15
	Cherries	33	Packed 17
	Cherries	34	Face and Fill 17
	Cherries	35	Packed 19
	Cherries	5	Loose or Face and Fill 32
	Chicory (Endive)	1	..... 72
	Corn	5	2 1/2 to 3 Dozen Ears 32
	Cucumbers	5	..... 35
	Cucumbers	36	2 to 3 Dozen 22
	Cucumbers	37	2 to 3 Dozen 22
	Currants	38	9 2-Pound Baskets 22
	Currants	38	4 4-Pound Baskets 22
	Currants	38	4 5-Pound Baskets 23
	Dikon	1	2-Dozen Bunches 76
	Eggplant	39	18 to 40 Pack 24
	Eggplant	1	Not packed 71
	Escarole	1	3 to 5 Dozen Heads 53
	Escarole	1	Over 5 Dozen Heads 66
	Figs	40	Single Layer 8
	Figs	41	1 to 2 Layer 14
	Figs	42	1 to 2 Layer, center partition 17
	Figs	43	3 4-Pound Baskets 17
	Figs	5	2 or more Layers 27
	Garlic	5	..... 28
	Grapefruit	44	Packed 68
	Grapefruit	45	Packed 36
	Grapefruit	44	Loose 60
(Continued in Item No. 402)			
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Item No.	SECTION-NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS					
	ESTIMATED WEIGHTS					
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)		
				Unlidded	Lidded	
402	Grapes	46	Packed	-	27	
	Grapes	47	Packed	27	29	
	Grapes	48	Packed	29	31	
	Grapes	49	Packed	30	35	
	Grapes	50	Packed	30	37	
	Grapes	51	Packed	30	39	
	Grapes	52	Packed	-	41	
	Grapes	53	Packed	-	43	
	Grapes	54	Packed	-	50	
	Grapes	55	Packed	-	32	
	Grapes	56	Packed	-	31	
	Grapes	57	Packed	-	33	
	Grapes	58	Packed	-	29	
	Grapes	59	Packed	-	33	
	Grapes	60	Packed 4 Baskets		33	
	Grapes	61	Packed 9 Baskets		29	
	Grapes	62	Packed 9 Baskets		31	
	Grapes	63	Packed in Sawdust		50	
	Kohl Rabi	1	3-Dozen Bunches		63	
	Leeks	1	4-Dozen Bunches		61	
	Lemons	64	Packed		84	
	Lemons	64	Loose		68	
	Lemons	65	Packed		92	
	Lemons	65	Loose		76	
	Lemons	66	Packed		42	
	Lettuce	1	4 to 6-Dozen Heads		76	
	Lettuce	67	36 Heads		40	
	Loquats	5	Loose		32	
	Melons:					
	Cantaloupes and Honey Balls	68	Packed		26	
	do	69	Packed		28	
	do	70	Packed		32	
	do	71	Packed		57	
	do	72	Packed		68	
	do	73	Packed		78	
Melons: not otherwise specified	74	Packed		34		
do	75	Packed		44		
do	76	Packed		54		
do	77	Packed		56		
do	78	Packed		60		
do	72	Packed		68		

(Continued in Item No. 403)

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Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
	ESTIMATED WEIGHTS			
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)
	Mushrooms	38	4 2½-Pound Baskets	13
	Mushrooms	38	9 1-Pound Baskets	12
	Mushrooms	79	24 ½-Pound Cartons	14
	Mushrooms	79	12 1-Pound Cartons	14
	Mustard Greens	2	Packed or Loose	53
	Mustard Greens	1	Packed or Loose	75
	Nectarines	38	Packed or in Baskets	25
	Nectarines	5	Loose	32
	Okra	5	Loose	25
	Olives	5	Loose	32
	Onions	5	.....	27
	Onions	1	.....	61
	Onions	90	25 Pounds net	25½
	Onions	91	50 Pounds net	50½
	Onions	92	100 Pounds net	101
	Oranges	44	Packed 64 to 392	78
	Oranges	44	Loose	63
	Oranges	45	Packed	39
	Oyster Plant (Salsify)	1	4-Dozen Bunches	51
	Parsley	1	6 to 10-Dozen Bunches	31
	Parsnips - Topped	5	.....	31
403	Parsnips - with tops	1	4-Dozen Bunches	56
	Peaches	80	Packed	21½
	Peaches	5	Packed 2 Layers	25
	Peaches	5	Packed 3 to 4 Layers	38
	Peaches	38	4 5-Pound Baskets	23
	Peaches	81	6 5-Pound Baskets	34
	Pears	82	Packed	50
	Pears	83	Packed	27
	Pears	84	Packed	51
	Pears	4	Loose	40
	Pears	5	Packed 2 to 3 Layers	31
	Peas	5	.....	23
	Peas	5	.....	78
	Peas	85	.....	57
	Peas	86	.....	59
	Peas	15	.....	32
	Peppers	87	Loose	47
	Peppers	5	Loose	21
	Peppers	1	Loose	68
	Persimmons	88	Packed - 1 Layer	12
	Persimmons	5	Packed - 2 Layers	30
	Plums	80	Wrapped and Packed	21½
	Plums	5	Loose	32
	Plums	38	4 Baskets	26
(Continued in Item No. 404)				
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Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
	ESTIMATED WEIGHTS			
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)
404	Plums	38	4 Baskets, Packed 3 Layers per basket; Size 3x4	33
	Plums	38	Size 4x4	31
	Plums	38	Size 3 to 4x5	31
	Plums	38	Size 4 to 5x5	27½
	Pomegranates	5	Packed 2-Layers	30
	Pomegranates	89	Packed by size	41
	Potatoes	90	25 Pounds net	25½
	Potatoes	91	50 Pounds net	50½
	Potatoes	92	100 Pounds net	101
	Potatoes, new	5	Loose	35
	Potatoes, sweet	5	Loose	37
	Potatoes, sweet	93	Loose	56
	Prickly Pears	24	Packed	21½
	Prunes, fresh	38	4 Baskets, packed	26
	Prunes, fresh	38	4 Baskets, packed 3 Layers, Size 3x4	33
	Prunes, fresh	38	4 Baskets, Size 3 to 4x4 to 5	31
	Prunes, fresh	38	4 Baskets, Size 4 to 5x5	27½
	Prunes, fresh	38	4 Baskets, Size 5 to 6x6	26
	Quinces	5	Loose	30
	Quinces	3	Loose	47
	Radishes - with tops	1	.....	90
	Radishes - with tops	1	10 to 15 Dozen	56
	Rhubarb	94	.....	23½
	Rhubarb	5	.....	27
	Rhubarb	95	.....	46
	Romaine	1	Packed	66
	Rutabagas	1	4-Dozen Bunches	78
	Spinach	1	Packed	72
	Spinach	1	Loose	53
	Spinach	2	Packed	46
	Squash, Cream	96	Loose	58
	Squash, Italian	5	Loose	33
	Squash, Table Queen	5	Loose	37
	Squash, Summer	38	4 5-Pound Baskets	22
	Tangerines	44	Loose	61
	Tangerines	45	Loose	38
	Tangerines	5	Loose	32
	Tomatoes	5	Loose or Packed	32
	Tomatoes	97	Lidded - Packed	34
	Tomatoes	98	Lidded - Packed	35½
Tomatoes	38	4 5-Pound Baskets	23	
Turnips with tops	1	3-Dozen Bunches	78	
Turnips without tops	1	Loose	90	

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Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
CONTAINER DESCRIPTIONS AND DIMENSIONS The container numbers shown in Items Nos. 410, 411 and 412 series refer to the containers specified in connection with the commodities described in Items Nos. 400, 401, 402, 403 and 404 series. Variations from the dimensions prescribed herein which increase the cubic capacity of a container by 5 per cent or more will cancel the application of the estimated weights provided in Items Nos. 400, 401, 402, 403 and 404 series.				
	CONTAINER Num-ber Description	Inside Dimensions in Inches		
		Depth	Width	Length
410	1 Lettuce Crate	13-13-3/4	17-18	21-5/8
	2 Cauliflower	8 1/2	18	21-5/8
	3 Special Apple Box	9-3/4	11-11 1/2	20-5/8
	4 Standard Apple Box	10 1/2	11 1/2	18
	5 Los Angeles Lug Box	5-3/4	13 1/2	16-1/8
	6 California Apricot Box	4-5	12 1/2-13 1/2	16-1/8
	7 4-Basket Apricot Crate	4-4 1/2	16	16-1/8
	8 Standard Artichoke Box	9-3/4	11	20-5/8
	9 Half Standard Artichoke Box	4-7/8	11	20-5/8
	10 Drum	30 1/2	(Diameter 19 1/2)	
	11 Half Drum	21 1/2	(Diameter 15 1/2)	
	12 Pyramid Crate	10 1/2	(Top 9 1/2)	
			(Bottom 11)	18
	13 Standard Avocado Flat	3 1/2-3-3/4	13 1/2	16-1/8
	14 Standard Avocado Box	5 1/2	13-3/4	16-1/8
	15 Hamper 32-quart	19	(Diameter Bottom 8-7/8)	(Diameter Top 14-3/4-15-1/8)
	16 Special Bean Crate	8-1/8	15 1/2	17-1/16
	17 Strawberry Crate	3-3/4	13-5/8	18-1/8
	18 Strawberry Crate	4-3/4	15 1/2	19 1/2
	19 Strawberry Crate	7-8	13-3/4	19-3/8
	20 Half Box	4-3/4	11	22
	21 Crate	7-15/16	10	20 1/2
	22 Celery Crate	18	5-7/8	12-1/8
	23 Celery Crate	14	11	20-5/8
	24 Celery Crate	16	11	20-5/8
	25 Celery Crate	18	11	20-5/8
	26 Celery Crate	20	11	20-5/8
	27 Celery Crate	22	11	20-5/8
	28 Celery Crate	24	11	20-5/8
	29 Eastern Flat	2 1/2	9	18
	30 Martino Lug Box	2-3/4	11 1/2	18
	31 Crate	2-7/8	13 1/2	18
	32 Lambert Lug Box	3	9-3/4	18
	33 San Jose Lug Box	3-3/8	11 1/2	16-1/8
34 Campbell Lug Box	3-3/4	11 1/2	14-1/8	
(Continued in Item No. 411)				
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Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS				
	CONTAINER DESCRIPTIONS				
	Number	CONTAINER Description	Inside Dimensions in Inches		
Depth			Width	Length	
411	35	Bulk Cherry Box	3-3/4	13 1/2	16-1/8
	36	Merced Flat	3 1/2	11 1/2	18 1/2
	37	Merced Flat	3 1/2	15 1/2	16
	38	California Standard Crate	4-5	16	16-1/8
	39	Special Eggplant Box	7 1/2	13 1/2	16
	40	Fresh Fig Box	1-3/4	11	16-1/8
	41	Fresh Fig Box	2 1/2	11	16-1/8
	42	Fresh Fig Box	3	9 1/2	18
	43	Fresh Fig Crate	3	16	16-1/8
	44	Standard Orange Box	11 1/2	11 1/2	24-5/8
	45	Half Standard Orange Box	5-3/4	11 1/2	24-5/8
	46	Grape Lug Box	4-4-7/16	13 1/2	16-1/8
	47	Grape Lug Box	over 4-7/16 to 5-7/16	13 1/2	16-1/8
	48	Grape Lug Box	over 5-7/16 to 5-3/4	13 1/2	16-1/8
	49	Grape Lug Box	over 5-3/4 to 6-3/16	13 1/2	16-1/8
	50	Grape Lug Box	over 6-3/16 to 6-5/16	13 1/2	16-1/8
	51	Grape Lug Box	over 6-5/16 to 6-7/16	13 1/2	16-1/8
	52	Grape Lug Box	over 6-7/16 to 6-5/8	13 1/2	16-1/8
	53	Grape Lug Box	over 6-5/8 to 7-1/8	13 1/2	16-1/8
	54	Grape Lug Box	over 7-1/8 to 7-5/8	13 1/2	16-1/8
	55	Lug Box Tapered (See Note 5)	6-3/16 to 6-7/16	Top 14 1/2 to 14-7/8 Bottom 10 1/2 to 10-7/8	16-1/8
	56	Lug Box (See Note 1)	5-7/8 to 6-1/8	13 1/2	16-1/8
	57	Lug Box (See Note 1)	6-7/16	13 1/2	16-1/8
	58	Lug Box (See Note 2)	5-3/4	13 1/2	16-1/8
	59	Lug Box (See Note 3)	5-7/16	16	16-1/8
	60	Crate (Grapes packed 4 Baskets per Crate) (See Note 4)	over 5 to 5-5/8	16	16-1/8
	61	Crate (Grapes packed 9 Baskets per Crate) (See Note 4)	not over 5	16	16-1/8
	62	Crate (Grapes packed 9 Baskets per Crate) (See Note 4)	over 5 to 5-5/8	16	16-1/8
	63	Chests (Grapes packed in Sawdust)	7-3/4	14-7/8 to 15	19-3/8
	64	Standard No. 1 Lemon Box	10	13	25-5/8
	65	Standard Jumbo Lemon Box	11-1/8	13-1/8	25-5/8
	66	Half Standard No. 1 Lemon Box	5	13	25-5/8
	67	Half Standard Lettuce Crate	9	13	21-5/8 to 21-3/4
	68	Cantaloupe Pony Flat Crate	4	13 1/2	22-1/8
	69	Cantaloupe Standard Flat Crate	4 1/2	13 1/2	22-1/8

(For Notes referred to in this item, see Item No. 412 series.)

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Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS				
	CONTAINER DESCRIPTIONS				
	Number	CONTAINER Description	Inside Dimensions in Inches		
Depth			Width	Length	
412	70	Cantaloupe Jumbo Flat Crate	5	14 $\frac{1}{2}$	22- $\frac{1}{8}$
	71	Cantaloupe Pony Crate	11	11	22- $\frac{1}{8}$
	72	Cantaloupe Standard Crate	12	12	22- $\frac{1}{8}$
	73	Cantaloupe Jumbo Crate	13	13	22- $\frac{1}{8}$
	74	Persian Melon Crate	6- $\frac{3}{4}$	12	22- $\frac{1}{8}$
	75	Persian Melon Crate	7- $\frac{3}{4}$	14	22- $\frac{1}{8}$
	76	Persian Melon Crate	8- $\frac{3}{4}$	16	22- $\frac{1}{8}$
	77	Persian Melon Crate	9- $\frac{3}{4}$	16	22- $\frac{1}{8}$
	78	Persian Melon Crate	11- $\frac{3}{4}$	18	22- $\frac{1}{8}$
	79	Crate	3 $\frac{1}{2}$	16	25
	80	Standard Peach Box	4-5	11 $\frac{1}{2}$	18 to 18- $\frac{1}{8}$
	81	Crate	5	14 $\frac{1}{2}$	21
	82	Standard Pear Box	8 $\frac{1}{2}$	11 $\frac{1}{2}$	18
	83	Half Standard Pear Box	4 $\frac{1}{2}$	11 $\frac{1}{2}$	18
	84	Pear Lug Box	7- $\frac{3}{4}$	13 $\frac{1}{2}$	20- $\frac{3}{4}$
	85	Special Pea Crate	10 to 10 $\frac{1}{2}$	17 $\frac{1}{2}$ to 18	20- $\frac{5}{8}$
	86	Special Pea Crate	13	13	22 $\frac{1}{2}$
	87	Pepper Crate	14	11	22- $\frac{1}{8}$
	88	Standard Persimmon Box	3	11 $\frac{1}{2}$	18
	89	Standard Pomegranate Box	6 $\frac{1}{2}$	11 $\frac{1}{2}$	24- $\frac{5}{8}$
	90	Sack - 25 pounds net			
	91	Sack - 50 pounds net			
	92	Sack -100 pounds net			
	93	Sweet Potato Crate	9- $\frac{3}{4}$	10 $\frac{1}{2}$	29- $\frac{3}{8}$
	94	Standard Rhubarb Box	4- $\frac{3}{4}$ to 5	11	20- $\frac{5}{8}$
	95	Rhubarb Box	9 $\frac{1}{2}$	11	20- $\frac{5}{8}$
	96	Squash Lug Box	8 $\frac{1}{2}$	14	22- $\frac{3}{4}$
	97	Standard Tomato Lidded Lug Box	6- $\frac{7}{16}$	13 $\frac{1}{2}$	16- $\frac{1}{8}$
98	Lidded Lug Box	7- $\frac{1}{8}$	13 $\frac{1}{2}$	16- $\frac{1}{8}$	

NOTE 1.--Weight applies only when insert of double-faced corrugated strawboard not less than $\frac{1}{8}$ inch thick or pad not less than $\frac{3}{4}$ inch thick at time of loading is used, reducing the capacity of the lug to not more than 1252 cubic inches.

NOTE 2.--Weight applies only when insert of double-faced corrugated strawboard not less than $\frac{1}{8}$ inch thick or pad not less than $\frac{3}{4}$ inch thick at time of loading is used, reducing the capacity of the lug to not more than 1142 cubic inches.

NOTE 3.--Weight applies only when insert of double-faced corrugated strawboard not less than $\frac{3}{16}$ inch thick is used, reducing the capacity of the lug to not more than 1252 cubic inches.

NOTE 4.--When grapes are not packed in baskets as indicated, actual weight applies subject to tariff minimum weights and Items Nos. 80-81 series.

NOTE 5.--Weight applies only when insert of double-faced corrugated strawboard not less than $\frac{1}{8}$ inch thick or pad not less than $\frac{3}{4}$ inch thick at time of loading is used.

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San Francisco, California.

SECTION NO. 4

ROUTING

Routing in this section applies in connection
with rates in Section No. 2 of this tariff.

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San Francisco, California.

Item No.	SECTION NO. 4	ROUTING
		<p style="text-align: center;">ROUTES APPLICABLE BETWEEN LOS ANGELES TERRITORY AND SAN FRANCISCO TERRITORY</p> <p>When applied via the following highway routes, rates making specific reference to this item are intermediate in application. They apply at all points located within a distance of one mile on either side of the highway and at all points located within incorporated cities through which the highway route passes.</p> <p style="text-align: center;">(The following routes apply in either direction)</p> <p>ROUTE NO. 1: From Los Angeles Territory via U. S. Highway 99 to Manteca, thence via State Highway No. 120 to its junction with U. S. Highway No. 50 5.0 miles west of Manteca, U. S. Highway No. 50 to County Road 3.9 miles west of Tracy, said County Road through Byron to its junction with State Highway No. 4 1.5 miles north of Byron, State Highway No. 4 to Crockett thence via U. S. Highway No. 40 to San Francisco Territory.</p> <p>ROUTE NO. 2: From Los Angeles Territory via U. S. Highway No. 99 to Manteca, State Highway No. 120 to its junction with U. S. Highway No. 50 5.0 miles west of Manteca, thence via U. S. Highway No. 50 to San Francisco Territory.</p> <p>500 ROUTE NO. 3: From Los Angeles Territory via U. S. Highway No. 99 to Manteca, State Highway No. 120 to its junction with U. S. Highway No. 50 5.0 miles west of Manteca, U. S. Highway No. 50 to its junction with Niles Canyon Highway east of Livermore, Niles Canyon Highway through Livermore, Pleasanton and Sunol to San Francisco Territory.</p> <p>ROUTE NO. 4: From Los Angeles Territory via U. S. Highway 99 to its junction with State Highway No. 152 north of Madera, State Highway No. 152 to its junction with U. S. Highway No. 101 at Gilroy thence via U. S. Highway No. 101 to San Francisco Territory.</p> <p>ROUTE NO. 5: From Los Angeles Territory via (a) U. S. Highway No. 101 through Girard; or (b) via U. S. Highway No. 101 Alternate through Oxnard to its junction with U. S. Highway No. 101 at El Rio; or (c) via State Highway No. 118 through Chatsworth to its junction with U. S. Highway No. 101 4 miles southeast of Ventura; thence via U. S. Highway No. 101 to San Francisco Territory.</p> <p>ROUTE NO. 6: From Los Angeles Territory via U. S. Highway No. 99 to its junction with State Highway No. 152 north of Madera, State Highway No. 152 to Los Banos, State Highway No. 33 to its junction with U. S. Highway No. 50 3 miles east of Tracy, thence via routes 1, 2 or 3 beyond.</p> <p style="text-align: center;">END OF TARIFF</p>
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