

ORIGINALDecision No. 39263

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4293

BY THE COMMISSION:

Additional Appearance

Arthur H. Glanz, for Vernon P. Hunt, dba V.P. Hunt Company.

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 33977 in this proceeding, minimum rates, rules and regulations have been established for the transportation of fresh fruits, fresh vegetables, and empty containers between points in southern California, and from southern California points to San Francisco and Oakland. These rates have been incorporated in a tariff designated as Highway Carriers' Tariff No. 8 (Appendix "C" to Decision No. 33977). Requests subsequently received for interpretations of the rules and regulations set forth in the tariff indicated that certain rules may be obscure or ambiguous. To determine whether or not modifications should be made in the established rules and regulations, a public hearing was had at Los Angeles on May 14, 1941 before Examiner Howard G. Freas.

At this hearing an assistant rate expert for the Commission recommended various changes in the rules and regulations set forth in the tariff. He testified that the proposed changes if adopted would clarify rules which appeared complex and would remove ambiguities and inconsistencies. No one objected to the proposed modifications; on the contrary interested parties stated that the changes were constructive and urged the adoption thereof.

The rules involved are set forth in Exhibit No. 120 in both their present and recommended form. They are identified by item or page number and subject in the margin.¹ For the most part these proposals would have little if any effect upon the application of the established rates and a detailed discussion of them would serve no useful purpose. The record is convincing that the adoption of the modifications will remove many ambiguities and infirmities, simplify the determination of rates, and create a sound rate structure. They will be adopted.

A witness for the California Farm Bureau Federation requested that transportation to the Citrus Auction Market, located at 780 South Alameda Street, Los Angeles, be excluded from the application of the tariff. He stated that shipments destined to canneries, packing plants, packing sheds and processing plants were now excluded because of certain circumstances surrounding their transportation and that shipments destined to Citrus Auction Market involved similar conditions. The witness asserted that this transportation was not analogous to transportation to wholesale markets. No objections were made to this proposal. For the reasons urged the witness's request will be granted.

The tariff provides four territorial groupings, namely, San Francisco, Los Angeles, Coachella Valley and Imperial Valley territories. They were adopted primarily as a means of preserving a rate equality for shippers situated within these territories. Vernon P. Hunt, a common carrier, urged the establishment of an additional group comparable to those now provided but applicable

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Items Nos. 10 and 11 (Definition of Technical Terms), Item No. 40 (Application of Tariff-Commodities), Items Nos. 20 and 81 (Estimated or Certified Weights), Item No. 100 (Mixed Shipments), Item No. 110 (Computation of Distances), Item No. 120 (Application of Rates-Deductions), Item No. 180 (Split Delivery), Item No. 230 (Alternative Application of Split Pickup under rates constructed by use of Combinations with Common Carrier Rates), Item No. 240 (Alternative Application of Split Delivery under rates constructed by use of Combinations with Common Carriers Rates), Item No. 281 (Territorial Descriptions), Items Nos. 300, 301 and 320 and page 34 (Description of Commodities).

only to shipments destined to Los Angeles Harbor and Long Beach.² The proposed group lies in the vicinity of Redlands. It embraces the communities of Redlands, Highlands, East Highlands, Crafton, Bryn Mawr and Mentone with Crafton serving as the mileage basing point. In justification of the proposal the witness asserted that prior to the establishment of minimum rates, shippers situated within the proposed grouping had enjoyed rate equality in connection with movements to Los Angeles Harbor; that since establishment of minimum rates on a mileage scale the equality no longer exists and hence shippers no longer enjoy a parity of rates on shipments from or to the points situated in this territory. The witness testified shippers were in accord with the suggested proposal. No objections were made to the request of this witness.

The record is convincing that the interests of the carriers, shippers, and the public will be served by the adoption of the proposed new group, with Crafton as the mileage basing point. The order will so provide.

Evidence was also received regarding estimated weights prescribed in the tariff for avocados and the contention was made that other estimated weights required revision. However, interested parties requested that disposition of these matters be withheld pending an opportunity to present additional evidence. Pursuant to these requests an adjourned hearing will be scheduled in this phase of the proceeding within the near future.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 8 (Appendix "C" to Decision No. 33977, in this proceeding) be and it is hereby amended by substituting therein and adding thereto the revised pages attached hereto and by this reference made a part

²

This witness also recommended that the town of Mecca be grouped with Indio in the Coachella Valley, but subsequently withdrew his request.

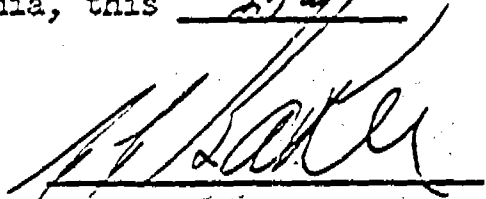
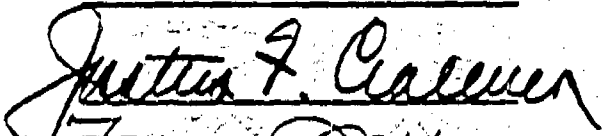

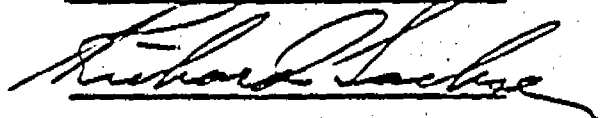
hereof, which pages are numbered as follows:

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IT IS HEREBY FURTHER ORDERED that the tariff publications required to be made by common carriers as a result of the amendments herein of the aforesaid tariff shall be made effective on July 1, 1941, on not less than three (3) days' notice to the Commission and to the public; and that tariff publications which are not required to be made but which are herein authorized may be made effective not earlier than July 1, 1941, and on not less than three (3) days' notice if published to become effective on that date.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 27th
day of May, 1941.





Commissioners.

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HIGHWAY CARRIERS' TARIFF NO. 8

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EFFECTIVE JULY 1, 1941.

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

Correction No. 1

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HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
10-A Cancels 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) CARRIERS' 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. (See also Item No. 120, paragraph 2.)</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>
	* Change, Decision No.
	EFFECTIVE JULY 1, 1941.
	Issued by The Railroad Commission of the State of California, San Francisco, California.
	Correction No. 2

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HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
11-A Cancels 11	<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 located within the territories described or referred to in Item No. 30 series, or (b) more than one consignor at one or more points of origin located within the territories described or referred to in Item No. 30 series, 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 located within the territories described or referred to in Item No. 30 series, or (b) more than one consignee at one or more points of destination located within the territories described or referred to in Item No. 30 series, 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>
* Change, Decision No.	
EFFECTIVE JULY 1, 1941.	
Issued by The Railroad Commission of the State of California, San Francisco, California.	
Correction No. 3	

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HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>40-A Cancel 40</p>	<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, precooling plant, processing plant or the Citrus Auction Market as described below; nor to the empty containers used or shipped out for use in connection with such transportation.</p> <p>The Citrus Auction Market includes that district within the City of Los Angeles 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>50</p>	<p style="text-align: center;">SHIPMENTS TO BE RATE 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>
<p>60</p>	<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>
<p>*Reduction, Decision No.</p>	
<p style="text-align: right;">EFFECTIVE JULY 1, 1941.</p>	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 4</p>	

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HIGHWAY CARRIERS' TARIFF NO. 8

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-A Cancel 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 each such certificate for a period of not less than three years from its issuance. 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, 2, and 3).</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> <p>*NOTE 3. - No certificate issued in compliance with the provisions of this item shall remain in effect longer than one (1) year from the date of its issuance.</p>
* Change, Decision No.	
EFFECTIVE JULY 1, 1941.	
Issued by The Railroad Commission of the State of California, San Francisco, California.	
Correction No. 5	

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HIGHWAY CARRIERS' TARIFF NO. 8

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:															
	<table style="width:100%; border: none;"> <tr> <td style="border: none;">Certificate of Average Gross Weight</td> <td style="border: none; text-align:right;">Number _____</td> </tr> </table>	Certificate of Average Gross Weight	Number _____													
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: (See Notes 1 and 2.)															
*81-A Cancels 81	<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align:center;">Date of Test <u>Weighing</u></th> <th style="text-align:center;">Point of Origin</th> <th style="text-align:center;">Number of Containers Weighed***</th> <th style="text-align:center;">Description of Container Type Size*</th> <th style="text-align:center;">Average Gross Weight</th> </tr> </thead> <tbody> <tr> <td style="border-top: 1px solid black;">_____</td> <td style="border-top: 1px solid black;">_____</td> <td style="border-top: 1px solid black;">_____</td> <td style="border-top: 1px solid black;">_____</td> <td style="border-top: 1px solid black;">_____</td> </tr> <tr> <td style="border-top: 1px solid black;">_____</td> <td style="border-top: 1px solid black;">_____</td> <td style="border-top: 1px solid black;">_____</td> <td style="border-top: 1px solid black;">_____</td> <td style="border-top: 1px solid black;">_____</td> </tr> </tbody> </table>	Date of Test <u>Weighing</u>	Point of Origin	Number of Containers Weighed***	Description of Container Type Size*	Average Gross Weight	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
Date of Test <u>Weighing</u>	Point of Origin	Number of Containers Weighed***	Description of Container Type Size*	Average Gross Weight												
_____	_____	_____	_____	_____												
_____	_____	_____	_____	_____												
	*Show inside dimensions in inches, viz.: Length, depth and height. ***Not less than 10 containers must be weighed.															
	Date Issued _____															
	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 1. - The term "shipper" as used in this certificate means the consignor, consignee or owner, or the authorized agent of any of them.															
	NOTE 2. - This certificate shall not remain in effect longer than one year from the date issued.															
	* Change, Decision No.															

EFFECTIVE JULY 1, 1941.

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

Correction No. 6

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HIGHWAY CARRIERS' TARIFF NO. 8

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>
44 100-A Cancels 100	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. Commodities for which rates are provided in this tariff:</p> <p>(a) When two or more commodities for which different rates are provided are shipped as a mixed shipment, without weights being furnished or obtained for the portions shipped under the separate rates, charges for the entire shipment will be computed at the rate applicable to the highest rated commodity contained in such mixed shipment, subject to Item No. 70 series.</p> <p>(b) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 70 series. 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.</p> <p>2. Commodities for which rates are provided herein moving in mixed shipments containing commodities for which rates are provided in other effective tariffs of the Commission:</p> <p>(a) When one or more commodities for which rates are provided herein are included in a shipment of one or more commodities for which rates are provided in other effective tariffs of the Commission without separate weights being furnished or obtained for the portions shipped under the separate tariffs, charges for the entire shipment will be computed at the rate applicable to the highest rated commodity contained in such mixed shipment, subject to Item No. 70 series.</p> <p>(b) When one or more commodities for which rates are provided herein are included in a shipment of one or more commodities for which rates are provided in other effective tariffs of the Commission and separate weights thereof are furnished or obtained, the charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 70 series. 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. If the latter basis is used, the highest minimum charge applicable to any commodity in the shipment shall apply to the entire shipment.</p> <p>3. Commodities for which rates are provided herein, moving in mixed shipments containing commodities upon which no minimum rates or charges</p>

have been established by the Commission:

When one or more commodities for which rates are provided in this tariff are included in a shipment of commodities for which no minimum rates have been established by the Commission, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff, subject to Item No. 70 series. (See Note.) 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.

NOTE. - The rate to be applied to the commodity for which no minimum rates have been established will be the rate applicable to the commodity with which it is mixed. In the event the commodity for which no minimum rates have been established is mixed with commodities taking different rates, the commodity for which no minimum rates have been established will be rated at the rates applicable to lowest rated commodity for which minimum rates have been established.

Estimated or average gross weights may be used to compute the weights of fresh fruits and fresh vegetables, including mushrooms, subject to the provisions of Items Nos. 80 and 81 series.

♦ Reduction)
♦ Increase) Decision No.

EFFECTIVE JULY 1, 1941.

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

Correction No. 7

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HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
110-A Cancels 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 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. The provisions of this paragraph will not apply in computing mileages between points located within a single zone or territory.</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).</p>
	* Change, Decision No.
	EFFECTIVE JULY 1, 1941.
	Issued by The Railroad Commission of the State of California, San Francisco, California.

Correction No. 8

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HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120-A Cancel's 120	<p style="text-align: center;">APPLICATION OF RATES</p> <p>1. DEDUCTIONS</p> <p>(a) Rates provided in this tariff are for transportation of shipments, as defined in Item No. 11(k), (l) and (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 carriers' 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, or less than the pickup and delivery rate, whichever is lower.</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> <p>2. DELIVERIES WITHIN A SINGLE MARKET AREA</p> <p>For the purpose of applying the rates in this tariff, multiple deliveries within a single market area as defined in Item No. 290 series shall be deemed to be made to one consignee at one point of destination provided charges are paid by a single consignor or a single consignee.</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 carriers' 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 assess-</p>

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ed for the service of handling shipment beyond carrier's equip-
ment; except that no additional charge shall be made for this
service in connection with shipments weighing 100 pounds or less.

*Reduction, Decision No.

EFFECTIVE JULY 1, 1941.

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

Correction No. 9

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HIGHWAY CARRIERS' TARIFF NO. 8

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

SPLIT DELIVERY

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,

(a) from point of origin to point of destination of any component part via the points of destination of all other component parts;

(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.)

plus the following additional charges:

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

*180-A
Cancels
180

The provisions of this item shall not apply:

(1) if split pickup service has been accorded;

(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.

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

See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.

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

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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.

* Change, Decision No.

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HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
230-A Cancels 230	<p data-bbox="430 523 1429 588">ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="354 619 1438 744">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 data-bbox="354 783 1471 914">(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 Notes 1 and 2.)</p> <p data-bbox="354 945 1458 1044">(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 data-bbox="430 1075 1407 1335">*NOTE 1. - In applying the provisions of paragraph (1) of this rule to shipments, the component parts of which originate at points within the scope of this tariff but for which no rates are herein established between the origin points, the rates named in Section 2 shall be used to determine the charges to be applied to the team track or established depot from the point of origin or points of origin of the several component parts.</p> <p data-bbox="430 1367 1441 1695">NOTE 2. - 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-A Cancels 240	<p data-bbox="413 1760 1441 1825">ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="354 1856 1471 1981">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 data-bbox="354 2012 1475 2111">(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 data-bbox="354 2143 1475 2273">(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 Notes 1 and 2.)</p>

NOTE 1. - In applying the provisions of paragraph (2) of this rule to shipments, the component parts of which are destined to points within the scope of this tariff but for which no rates are herein established between the destination points, the rates named in Section 2 shall be used to determine the charges to be applied from the team track or established depot to the point of destination or points of destination of the several component parts.

NOTE 2. - 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.

* Change, Decision No.

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Correction No. 11

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 280 and 281 series)</p> <p>3. COACHELLA VALLEY TERRITORY: (Mileage 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: (Mileage 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> <p>(Applies only in connection with transportation to or from points within Los Angeles Harbor Zone as described in Item No. 270 series.)</p> <p>*5. REDLANDS TERRITORY: (Mileage Basing Point Crafton.) Includes all points located within the following boundaries:</p> <p>Beginning at the intersection of Sterling Avenue and the San Bernardino National Forest boundary; thence easterly along the San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 3.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U. S. Highway No. 99; northwesterly along U. S. Highway No. 99 to the corporate boundary of the City of Redlands; westerly and northerly along said corporate boundary to Brookside Avenue; westerly along Brookside Avenue to Barton Avenue; westerly along Barton Avenue to Sterling Avenue and northerly along Sterling Avenue to point of beginning.</p>
*281-A Cancels 281	
*290-A Cancels 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;</p>

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.

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.

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.

- * Change, Decision No.
- ♦ Reduction
- ♦ Increase

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Correction No. 12

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HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)							
	*FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40 series, (Items Nos. 300 and 301 series)							
	MILES		MINIMUM WEIGHT					
Over	But not over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds	
	0	3	28	16½	14½	8½	4½	4
	3	5	28½	17½	15	9	5½	4½
	5	10	29½	18	15½	9½	6	5
	10	15	30	18½	16	10	6½	5½
	15	20	31	19	17	11	7	6
	20	25	31½	19½	17½	11½	7½	6½
	25	30	32	20½	18	12½	8	7
	30	35	33	21	18½	13	9	7½
	35	40	33½	21½	19½	13½	9½	8
	40	45	34½	22	20	14½	10	8½
300-A Cancel 300	45	50	35	22½	20½	15	10½	9
	50	60	36½	24	22	16	11½	10
	60	70	38	25	23	17	13	11
	70	80	39	26	24	18	14	12
	80	90	40½	27½	25½	19½	15	13
	90	100	42	28½	26½	20½	16½	14
	100	110	43	29½	27½	21½	17½	15
	110	120	44	31	28½	22½	18½	15½
	120	130	45	32	29½	23½	20	16½
	130	140	46	33	30½	24½	21	17½
	140	150	46½	34½	31½	25½	22	18
	150	160	47½	35½	32½	26½	23½	19
	160	170	48½	36½	33½	27½	24½	20
	170	180	49½	37½	34½	28½	25½	20½
	180	190	50	39	35½	30	27	21½
	190	200	51	40	36½	31	28	22½
	200	220	53	42½	38½	33	30	24
	220	240	55½	44½	40½	35	31½	25½
	240	260	58	47	42½	37	33½	27
	260	280	60	49	44½	39	35	28½

(Continued in Item No. 301)

* Change, Decision No.

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HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)							
	*FRUITS AND VEGETABLES, INCLUDING MUSEROOMS, as described in Item No. 40 series. (Items Nos. 300 and 301 series)							
	MILES		MINIMUM WEIGHT					
	Over	But not over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds
	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
301-A	425	450	80	69	61½	56	51	42½
Cancels	450	475	82½	71½	64½	58½	53	44½
301	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

* Change, Decision No.

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HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)							
	*FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40 series.							
			MINIMUM WEIGHT					
	FROM	TO	Any Quan- tity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds
(1) 320-A Cancel 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> <p>* Change, Decision No.</p>								
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Correction No. 15								

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HIGHWAY CARRIERS' TARIFF NO. 8

SECTION NO. 3

ESTIMATED WEIGHTS ON FRUITS, FRESH OR GREEN,
AND VEGETABLES, FRESH OR GREEN,
*INCLUDING MUSHROOMS,
IN
SPECIFIED CONTAINERS
WITH
DESCRIPTIONS AND SPECIFICATIONS
OF CONTAINERS

* Change, Decision No.

EFFECTIVE JULY 1, 1941.

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