

Decision No. 34486.

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. )

ORIGINAL

Case No. 4293

ADDITIONAL APPEARANCES

E.F. Larsen, for Mutual Orange Distributors.

Starr Thomas, for Atchison, Topeka & Santa Fe  
Railway Company and Santa Fe  
Transportation Company.

Beauford Hayes, for Cal-King Avocado Company

Homer A. Harris, for Associated Produce Dealers  
and Brokers.

Irwin L. Hearsh, for Associated Citrus Dealers  
of Los Angeles

R.B. Sprich, for V.P. Hunt Company.

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

This decision deals with proposed modifications in Deci-  
sion No. 33977 of March 11, 1941, as amended, in this proceeding,  
by which the Commission established minimum rates, rules and regu-  
lations for the transportation of fresh fruits and fresh vegetables  
between points in southern California, and from southern California  
to San Francisco Bay territory. Evidence concerning these proposals  
was received at a public hearing held before Examiner Bryant at Los  
Angeles on July 17, 1941.

Exemption of Shipments to Citrus Auction Market

By Decision No. 34263 of May 27, 1941, shipments destined to the Citrus Auction Market in Los Angeles were exempted from the minimum rates theretofore established. This exemption was made upon representations that transportation to this market was similar to transportation to canneries and packing and processing plants for which rates had not been established and was not analogous to transportation to wholesale markets. Subsequently representations were made to the Commission that the Citrus Auction Market was a private facility of the California Fruit Growers Exchange, and that the exemption of shipments destined to this facility had resulted in discrimination against shippers and carriers serving other wholesale markets. Accordingly this matter was set for further hearing as hereinbefore indicated.

Shipper and carrier witnesses called by Mutual Orange Distributors, a cooperative association of citrus fruit growers, testified that the Citrus Auction Market was a part of the Los Angeles Distributing Plant of the California Fruit Growers Exchange and that growers not affiliated with the Exchange did not, as a practical matter, distribute their products through this market. They asserted that as the result of the exemption, members of the Exchange were able to and in fact did ship their citrus fruit from points of origin in southern California to the Citrus Auction Market by highway carriers at rates and charges lower than those provided in Highway Carriers' Tariff No. 8 for shipments destined to other markets in the Los Angeles area.<sup>1</sup> The witnesses said that this resulted in a situation which they believed to be discriminatory and unfair to growers not able to use the Citrus Auction Market. They urged that this alleged discrimination be

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<sup>1</sup> The prescribed minimum rates have been incorporated in that tariff.

removed, either by cancelling the exemption of the Citrus Auction Market as a point of destination or by extending the exemption so as to include all markets in the Los Angeles area.

The secretary-manager of the Associated Produce Dealers and Brokers, and the president of Associated Citrus Dealers of Los Angeles, two organizations representing collectively all, or substantially all, independent wholesale dealers and brokers of citrus fruits in the Los Angeles area,<sup>2</sup> testified that the exemption of the Citrus Auction Market had placed wholesale merchants at a disadvantage, and urged that this discriminatory situation be corrected either by removing the exemption of the Citrus Auction Market or by extending the exemption to include the facilities of the members of these two associations. These witnesses stated on cross-examination that they would prefer the latter alternative.

No one questioned the testimony of the witnesses that growers and shippers not affiliated with the California Fruit Growers Exchange were prejudiced by the present provisions. The Exchange was not opposed to the proposed broadening of the exemption but did object to the alternative proposal that the exemption of its Citrus Auction Market be cancelled. The California Farm Bureau Federation, whose representative had originally recommended the exemption of the Citrus Auction Market, agreed that the present unequal treatment as between members and non-members should be corrected, but likewise opposed a cancellation of the existing exemption. He stated that 75 per cent of southern California citrus growers were members of the Exchange and said that he could not

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2

The record shows that Associated Citrus Dealers of Los Angeles has in excess of 100 members.

agree to any change which would in effect result in a rate increase for the majority for the purpose of relieving the alleged discrimination against the minority. This witness declared that the minimum rates heretofore established were too high for the transportation of small shipments of citrus fruits and urged that an adjourned hearing in this proceeding be scheduled at an early date for the purpose of receiving further evidence relative to the rates, rules and regulations for that transportation.<sup>3</sup>

On the other hand, the representative of Southern California Freight Lines and Southern California Freight Forwarders objected to the proposal that the exemption be extended. He claimed that such an exemption, designed to remove an alleged discrimination between shippers, would have the effect of providing unequal treatment between communities.

The recommendation made at the earlier hearing that shipments destined to the Citrus Auction Market be exempted was made, among other things, upon the assumption that this was in all respects a public market,<sup>4</sup> and there was no indication on that record that this was not the case. The present record leaves no room for questioning that the exemption of this facility by name resulted in discrimination against shippers not associated with the California Fruit Growers Exchange. This discriminatory situation can be corrected by revoking the exemption or by extending the exemption to include facilities used by other shippers. The showing made in support of removing the exemption would be convincing were it not for the

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<sup>3</sup> This recommendation was supported by California Fruit Growers Exchange, Mutual Orange Distributors, Southern California Freight Lines and Southern California Freight Forwarders, as well as by other interested parties.

<sup>4</sup> The representative of California Farm Bureau Federation who had originally recommended the exemption, stated at the hearing of July 17, 1941, that he had been under the impression that the market was a public auction market.

strength of the allegations that the citrus fruit rates are too high and that to remove the discrimination in this manner would create undue hardships on the majority of growers and shippers. Therefore, we are of the opinion that the existing discrimination should be removed by exempting all markets in the Los Angeles area from the minimum rates, rules and regulations heretofore established on citrus fruits. The order will so provide. It should be understood that this course is taken solely for the purpose of removing discrimination pending the receipt of further testimony and that the rates with necessary modifications if any are to be restored at an early date.

Estimated Weights and Container Descriptions

An avocado buyer urged that the estimated weight established for the transportation of avocados in "flats" be reduced from 16 to 15 pounds, or that an additional weight be provided in order to make the 15-pound weight available. This witness represented Cal-King Avocado Company, and stated that he spoke also for various other avocado dealers not affiliated with Calavo Growers of California. According to the witness his company, as well as some other independent buyers, pack their fruit in containers with dimensions differing slightly from the containers used by members of the Calavo association. According to the witness, the proposed weight of 15 pounds would be a fair average for the shipments made by his company. He

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An adjourned hearing has been set for 10 A.M., September 22, 1941, in the Commission's Courtroom, State Building, Los Angeles, this being the first date on which all interested parties are able to participate in the proceeding.

6

The record indicates that the inside dimensions of the Calavo crate are 16½" in length by 13-¾" in width and 3½" in height, while the corresponding dimensions of the crate used by the Cal-King Avocado Company are 16¼" by 13½" by 3-¾". The dimensions of the "standard avocado flat" on which the prescribed minimum weight of 16 pounds applies are 16-1/8" by 13½" by 3½" to 3-¾".

readily admitted that he had not made a check of the weights of other shippers' packages, but indicated the suggested weight would be representative of at least some of the others.

The traffic manager of Calavo Growers of California, a growers' cooperative association, testified that members of his association market approximately 70 per cent of the commercial production of this fruit in California. He declared that avocados packed in standard flats were accepted by the transcontinental rail lines at an agreed weight of  $15\frac{1}{2}$  pounds per flat, and that negotiations were under way between the carriers and shippers with a view to establishing this figure as a published tariff weight. He stated that in his opinion a weight of  $15\frac{1}{2}$  pounds would more nearly reflect the shipping weight of avocados in this type of container than either the present estimated weight of 16 pounds or the suggested weight of 15 pounds. This weight, he said, would be proper for both types of containers. He explained that this commodity is generally sold on a "box-basis" and that the containers are generally understood by buyers and are represented by sellers to be the same.

The fractional difference in dimensions of the containers referred to does not appear to be sufficient to materially affect the weight of the avocados packed therein, or to justify prescription of different estimated weights. It is clear from the record that an estimated weight of  $15\frac{1}{2}$  pounds rather than 16 pounds, as now provided, would more nearly reflect a proper average estimated weight for avocados, packed in standard avocado flats (Container No. 13 as described in Highway Carriers' Tariff No. 8). The estimated weight will be modified accordingly.

A witness for the Associated Produce Dealers and Brokers

of Los Angeles sought revision of the estimated weights established for the transportation of snap beans in "lettuce crates" (Container No. 1 as described in Highway Carriers' Tariff No. 8) from 86 pounds to 70 pounds. In support of his proposal the witness testified that a weight check of over 188 crates of snap beans received at the Los Angeles Market from various districts had revealed actual shipping weights ranging from 55 to 85 pounds with an average of 70 pounds per crate. He asserted that this commodity could not, from a practical standpoint, be packed to the established estimated weight of 86 pounds because of its susceptibility to deterioration from overheating. No objections were offered to this proposal.

This witness also urged that the estimated weight of 32 pounds established as the shipping weight for corn in Los Angeles Lugs be eliminated from the tariff. In support of this proposal the witness asserted that the weight of corn varies as much as 10 pounds per lug depending upon the variety and the districts in which it is produced. He stated that corn produced in the early districts of Coachella Valley weighed from 22 to 25 pounds per lug; other varieties from later districts averaged 25 and 28 pounds per lug; while still later varieties would, in his opinion, weight 32 pounds per lug. No one objected to this proposal. On the contrary, the California Farm Bureau Federation's representative stated that he was fully aware of the differences in size and weight of corn produced in different districts and that in his opinion no fair estimated weight could be used throughout a season.

The record is persuasive that the estimated weights on snap beans in lettuce crates and on corn in Los Angeles Lugs do not

fairly represent the average shipping weight of these commodities and that the proposed weight changes should be adopted. The order will so provide.

Rates for Pickups at More than One Point

An assistant rate expert of the Commission recommended modification in rules and regulations of Highway Carriers' Tariff No. 8 relating to "Definition of Point of Origin" (Rule 10-A paragraph (G)) and "Computation of Mileages" (Rule 110-A of Highway Carriers' Tariff No. 8). The witness testified that the changes proposed, if adopted, would (1) permit carriers to accept as one shipment quantities of property delivered to them at more than one location at a packing plant or shipping shed or within 100 yards of any point within a single field and (2) remove any doubt that may now exist as to the method to be used in determining mileages on split pickup and split delivery shipments when two or more component parts originate at or are destined to points within a zone described in Items Nos. 270, 271 and 272 series or within a territory described in Item 281 series of the tariff.

According to this witness many truckload lots of fruits and vegetables are not available for loading on the carrier's equipment at "one point of origin" as that term is defined in Tariff No. 8, due to the methods employed in packing and harvesting. Consequently such lots require pickups at various points along a shed or in a field or necessitate additional handling on the part of the shipper for the purpose of consolidation at one precise point. The witness recommended that such loading points be considered as a single point of origin and be subject to single shipment rates.

No objections were made to these proposals although it was

pointed out on cross-examination that the 100-yard limitation with respect to field pickup may not be sufficient in certain instances. However, no other proposal was made nor was any testimony offered in support of a different limitation. Should there be specific instances where the parties deem different treatment necessary they may be brought to the Commission's attention. For the reasons advanced, the proposal of the witness concerning modifications in the method of computation of distances will be adopted.

Items Nos. 281-A and 290-A of Tariff No. 8 will also be amended in the interest of clarity.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 8 (Appendix "C" to Decision No. 33977, as amended), be and it is hereby amended by substituting therein the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows, the changes thereby made to become effective as shown on said pages.

Second Revised Page 4	Cancels First Revised Page 4
Second Revised Page 8	Cancels First Revised Page 8
Second Revised Page 12	Cancels First Revised Page 12
Second Revised Page 27	Cancels First Revised Page 27
First Revised Page 35	Cancels Original Page 35
First Revised Page 36	Cancels Original Page 36

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 September 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 the effective dates shown on said pages

and on not less than one (1) day's notice if published to become effective on those dates or not later than thirty(30) days thereafter.

This order shall become effective five (5) days from the date hereof.

Dated at San Francisco, California, this 12<sup>th</sup> day of August, 1941.

W. J. Baker  
Ray & Rice  
Justin F. Casper  
Francis C. Hawes  
Richard L. Taylor

Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
<p>*10-B Cancels 10-A</p>	<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. (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; except that all locations on or along a single packing or shipping shed, and all locations within a radius of 100 yards from a single point, within a single field will be considered as one point of origin.</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>
<p>* Change, Decision No.            † Reduction</p>	
	EFFECTIVE SEPTEMBER 1, 1941
Correction No. 17	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*40-B Cancel 40-A	<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:</p> <p>♦(a) 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 or processing plant ***; nor to the empty containers used or shipped out for use in connection with such transportation.</p> <p>♦(b) Citrus fruits when the point of destination of the shipment is within the Los Angeles Drainage Area, as described in Item No. 31 series; 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>
<p>***The Citrus Auction Market eliminated. *Change, Decision No. ♦Increase. ♦Reduction. © Effective August 18, 1941.</p>	
EFFECTIVE SEPTEMBER 1, 1941, (Except as noted)	
Correction No. 18	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*110-B Cancels 110-A	<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 (See Notes 1 and 2). 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> <p>▲ NOTE 1.-When two or more component parts of a split pickup shipment originate at points within a zone described in Items Nos. 270, 271 and 272 series or within a territory described in Item No. 281 series add to the basing point mileage the distance by which the distance from point of origin of any component part within said zone or territory to destination via the other points of origin within said zone or territory exceeds the shortest constructive mileage from that same point of origin to destination.</p> <p>▲ NOTE 2.-When two or more component parts of a split delivery shipment are destined to points within a zone described in Items Nos. 270, 271 and 272 series or within a territory described in Item No. 281 series add to the basing point mileage the distance by which the distance from point of origin to destination of any component part within said zone or territory via the other points of destination within said zone or territory exceeds the shortest constructive mileage from point of origin to that same point of destination.</p>
	<p>*Change, Decision No.                      ▲ Change, neither increase nor reduction.</p>
EFFECTIVE SEPTEMBER 1, 1941	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California,                      San Francisco, California.</p> <p>Correction No. 19</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*281-B Cancel 281-A</p>	<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>5. REDLANDS TERRITORY: (Mileage Basing Point Crafton.) Includes all points located within the following boundaries:                      ▲(Applies only in connection with transportation to or from points within Los Angeles Harbor Zone as described in Item No. 270 series.)                      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>
<p>*290-B Cancel 290-A</p>	<p style="text-align: center;">SINGLE MARKET AREAS</p> <p>▲Each of the markets described below constitutes a single market area.</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.</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.

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.

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\*Change, Decision No.

▲Change, neither increase nor reduction.

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EFFECTIVE SEPTEMBER 1, 1941

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

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Correction No. 20

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)
	Aniso	1	Packed or Loose	71
	Aniso	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
*400-1	*Avocados	13	Packed	15½
Cancel	Avocados	14	Packed 2-Layers	29½
400	Beans	15	.....	35
	Beans, Fava	1	.....	86
	*Beans, Snap	1	.....	70
	Beans, Snap or Fava	16	.....	35
	Beets - with tops	1	4 Dozen Bunches	66
	Berries-Strawberries	17	Packed or Loose, 12 12-ounce Baskets	12½
	Berries-Strawberries	18	Packed or Loose, 20 12-ounce Baskets	23
	Berries-Strawberries	19	Packed or Loose, 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 (Cardene)	1	.....	85

(Continued in Item No. 401)

\*Change, Decision No.  
\*Reduction.

EFFECTIVE SEPTEMBER 1, 1941

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 21

Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
	ESTIMATED WEIGHTS			
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	Gross Weight (In Pounds)
	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
*401-A	Cherries	33	Packed	17
Cancel	Cherries	34	Face and Fill	17
401	Cherries	35	Packed	19
	Cherries	5	Loose or Face and Fill	32
	Chicory (Endive)	1	.....	72
	◆◆◆◆	--	.....	--
	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)

\*\*\*Corn eliminated  
\*Change, Decision No.  
♦Increase  
\*Reduction

EFFECTIVE SEPTEMBER 1, 1941

Correction No. 22 Issued by The Railroad Commission of the State of California,  
San Francisco, California.