

Decision No. 40512**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of )  
 rates, rules and regulations of common )  
 and highway carriers for the transporta- ) Case No. 4293  
 tion of agricultural products. )

Appearances

C. G. Anthony, J. T. Arsenio, Willard Barr,  
 H. J. Bischoff, John W. Crowe, Aaron H.  
 Glickman, Marvin Handler, Hugh Hendrick,  
 H. M. Hendrix, J. E. Lyons, W. A. Steiger,  
 Roy B. Thompson, and F. W. Turcotte, for  
 various respondent carriers and carrier  
 associations.

Myron D. Alexander, Benjamin Chapman, and C. O.  
 Burgin, for the Office of Price Administration.

Richard F. McCarthy, for the United States  
 Department of Agriculture.

Edson Abel, Jack Bias, James E. Harris, C. B. Moore,  
 Thomas R. Phillips, J. C. Simpson, and W. G.  
 Stone, for interested shippers and shipper  
 organizations.

SUPPLEMENTAL OPINION

Minimum rates established for the transportation of fresh  
 fruits and vegetables by highway carriers are set forth in Highway  
 Carriers' Tariff No. 8 (Appendix "C" to Decision No. 33977 of  
 March 11, 1941, as amended, in this proceeding). Territorially,  
 these rates are restricted to movements between southern California  
 points and from southern California and central coast county points  
 to "San Francisco Territory."<sup>1</sup> Minimum rates have also been

<sup>1</sup>  
 The southern California area consists of the counties of Imperial,  
 San Diego, Riverside, San Bernardino, Orange, Los Angeles, Ventura,  
 Santa Barbara and San Luis Obispo. The central coast counties involved  
 are Monterey, San Benito, Santa Clara, Santa Cruz and San Mateo.  
 San Francisco, Oakland, Richmond, San Jose and points between those  
 cities are within the area to which the San Francisco rates apply.  
 See Item No. 30-C of Highway Carriers' Tariff No. 8 for the territorial  
 application of the rates contained therein and Item No. 280 for the  
 full description of "San Francisco Territory."

established for the transportation of asparagus from the Sacramento-San Joaquin Delta area to San Francisco Bay Territory and for the transportation of pears from Lake County points to San Francisco Bay points and other specified destinations throughout the state. The asparagus rates are named in Appendix "A" to Decision No. 33901 of February 11, 1941, in this proceeding, and the pear rates in Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606 of December 27, 1938, as amended, in Case No. 4246).

Transportation to canneries and other designated processing plants has been exempted from the established rates, except in the case of the pear rates. With this exception, the prescribed fruit and vegetable rates are thus in effect limited to market hauling. Rates are also provided for second-hand containers returning and for such containers shipped for a return paying load, except in connection with the delta asparagus rates.

Various revisions of the above-described rates and of the rules and regulations by which they are governed were submitted at public hearings had at San Francisco and Los Angeles before Examiner Mulgrew.

The Truck Owners Association of California initially proposed a rate adjustment limited to transportation between southern California points, on the one hand, and points in the counties of Monterey, San Benito, Santa Cruz, Santa Clara, San Mateo, Alameda, Contra Costa and San Francisco, on the other hand.<sup>2</sup> It urged that the northbound rates applicable to movements from southern California to the San Francisco Bay area be increased. It also urged that these higher rates be established for southbound as well as northbound transportation between the two areas. This proposed enlargement of

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No adjustment was at that time sought in the southern California rates or in the central coast to San Francisco rates.

the territorial scope of the fruit and vegetable rates was supported by producers and wholesalers who stated that in the interest of avoiding the disruption of orderly marketing which attends unwarranted and unrestricted transportation rate cutting, they favored the establishment of uniform rates. With respect to the reasonableness of the proposed rates, the producers took no position other than to say that they were opposed to rates so high that shippers would be forced into proprietary hauling. The wholesalers said they were unable to appraise the propriety of the rates proposed and that ordinarily transportation charges are ultimately paid by the producers.

In conjunction with the sought adjustments in the highway carrier minimum rates, The Truck Owners Association requested that the rail lines and other common carriers maintaining Class "C" carload and truckload rates on fruits and vegetables be required to cancel these rates. Such action, the Association claimed, was necessary in order to prevent a breakdown of whatever truckload rates might be specifically established as a result of this further inquiry. The Association pointed out that highway carriers are permitted to use the rail rates when they are lower than the truck rates between the same points. For "tailgate" (within 25 feet of carrier's equipment) loading or unloading, no additional charge is provided in connection with highway carrier transportation under the rail rates on the alternative rate basis. For rail transportation, however, the loading and unloading is performed by the consignor or consignee. The Association recommended that loading and unloading charges at the rate of \$1.65 per man per hour be required to be assessed by highway carriers when the competitive rail rates are used, on the ground that this is necessary to equalize transportation conditions.

Following the public hearings at which the foregoing proposals were submitted, an examiner's proposed report was issued recommending that the Commission find that minimum rates on the same level as the existing northbound rates had been justified for the southbound traffic. The establishment of such rates, the examiner said, had been shown to be necessary and desirable in the interest of rate stability. With respect to the rate level, he stated that petitioner's studies tended to show that, for the most part, the rates proposed to be increased were below the full cost of providing service. He pointed out, however, that the cost estimates were based largely on the records of one relatively large highway common carrier. He also pointed out that, in the 18,000- and 24,000-pound minimum weight brackets, where the indicated rate deficiencies were pronounced, the proposed rates would rarely be operative because of the alternative application of carload rail rates.

In regard to the sought cancellation of the Class "C" rates and the proposed establishment of loading and unloading charges when the alternative rail rates are used by highway carriers, the examiner concluded that these proposals involved radical departures from the Commission's rate-making practices which had not been justified on the relatively meager showing made.

On exception to the proposed report, Southern Pacific Company and Pacific Motor Trucking Company urged that certain language used by the examiner respecting the maximum reasonableness of Class "C" rates be eliminated on the grounds that changed conditions had been experienced since the decisions relied upon by examiner were issued. Otherwise, no exceptions to the proposed report were filed.

Meanwhile, further and broader studies were undertaken by petitioner and by members of the Commission's staff. It was deemed advisable to defer the issuance of a decision until the results of these studies were incorporated in the record.

At the adjourned hearings, a rate expert from the Commission's Transportation Department submitted studies compiled from reports issued by the United States and California Departments of Agriculture covering deliveries of fruits and vegetables at the Los Angeles, San Francisco and Oakland markets by all classes of for-hire and proprietary carriers. The studies show that to these markets, the only three California markets for which reports are made, the movement is predominantly a truck movement. In 1945, the latest year for which reports were available at the time the studies were prepared, deliveries by truck amounted to 94.4 per cent of the Los Angeles receipts, 84.8 per cent of the San Francisco receipts and 87.4 per cent of the Oakland receipts. Some 30 per cent of the Los Angeles traffic originated at points in the San Joaquin and Sacramento Valleys and at points in the central coast counties. At San Francisco and Oakland, approximately 25 per cent of the total tonnage was shipped from Sacramento and San Joaquin Valley points. This is traffic not subject to minimum rates. Produce shipped to Sacramento and San Joaquin Valley markets, not covered either by the reports or by minimum rates, is illustrative of other traffic exempted from minimum rate provisions. The witness said, that, in the aggregate, the exempted traffic amounts to more than 50 per cent of the total truck movement. He expressed the opinion that production and distribution problems were much the same throughout the state and that minimum rates of state-wide application would best serve the needs of producers and shippers.

At the further hearings, The Truck Owners Association urged that minimum rates of state-wide scope be prescribed. The Manager of its Rate Department testified that highway common carriers which regularly operate between specified producing and market areas and serve the public generally under rates on file with the Commission compete with so-called "itinerant carriers." The latter carriers, the witness said, select the areas they will serve and the traffic they will handle. He claimed that they obtain the more desirable hauling by offering rates lower than the tariff rates of the common carriers.

At the adjourned hearings, costs for the transportation of fresh fruits and vegetables were treated on a state-wide basis in studies submitted by an engineer from the Commission's Transportation Department and by a consultant engaged by The Truck Owners Association. The consultant generally agreed with and used the basic cost figures developed by the engineer. The consultant's study, however, reflects wage increases which became effective subsequent to the development of the engineer's figures. The consultant's study also reflects relatively higher costs for handling "any-quantity" shipments and relatively lower costs for larger consignments. These differences are based on studies made by the consultant in which he analyzed the cost of insurance, billing, and allied expenses as experienced in the handling of shipments of various sizes. Both studies develop costs for produce weighing 25 pounds or more per cubic foot and for produce of lesser density. They show variations in costs resulting from the type and size of equipment used in hauls of

various lengths where more than one type of equipment is used by the carriers.<sup>3</sup>

In addition to treating with costs, the studies disclose the results of expanding cost figures, before provision for income taxes, by selected operating ratios. The engineer used an operating ratio of 93; the consultant used 90. The latter claimed that his lower operating ratio is necessary because of the hazards of the business, because of the prospect of further increases in operating costs, and because the for-hire carrier industry as a whole has not been able for a number of years to accumulate the surplus essential to a "healthy financial condition." Provision for income taxes, he said, would increase the operating ratio of 93 used by the engineer to 94.63 in the case of a corporation with a net income of \$5,000 and to 95.80 in the case of a corporation with a net income of \$50,000.

Rate proposals were submitted by the Commission's rate witness and by the Manager of the Association's Rate Department. According to the former, the minimum rates he proposed would return the "unexpanded cost" of transporting "high-density" (25 pounds or more per cubic foot) commodities in the most economical type of equipment for the distance transported, as developed by the engineer. Additional revenue, he contended, would accrue from the transportation of empty carriers returning, from accessorial services, and from other traffic moved under generally higher rates.

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The types of equipment for which costs were developed and the distances involved follow:

- (a) Gasoline driven vehicles having a capacity of approximately 10 tons and generally transporting produce up to 60 miles.
- (b) Gasoline driven vehicles having a capacity of between 10 and 15 tons and transporting produce between 50 and 150 miles.
- (c) Diesel powered vehicles having a capacity of over 15 tons and generally engaged in transporting produce over 150 miles.

On the basis of his study of the flow of produce from the San Joaquin Valley to the Los Angeles market, the Commission's rate witness concluded that the movement of so-called "low-density" (less than 25 pounds per cubic foot) commodities was so small as not to require that higher transportation costs be taken into consideration in the prescription of minimum rates for produce generally.

In support of the generally higher rates he proposed, the Association's rate witness testified that these rates were based on the "expanded costs" developed by the consultant. This witness also proposed only one scale of rates for commodities regardless of their density. The proposed scale, he said, had been weighted to give effect to higher costs encountered in the transportation of "low-density" commodities which, according to an association study, move to the San Francisco-Oakland market area in considerably greater relative volume than such commodities move to the Los Angeles markets.

Both rate witnesses recommended mileage rate scales of state-wide application similar in form to the rate scales now in effect within and between the areas where the present minimum rates apply. They also agreed that "point-to-point" rates should be established for transportation between the San Francisco and Los Angeles areas, where such rates now apply only to northbound traffic. The rate witness from the Commission's staff also recommended the establishment of "point-to-point" rates for Sacramento-Los Angeles traffic on the same level as the San Francisco-Los Angeles traffic. He said that favorable load factors are enjoyed by carriers engaged in the transportation of property between these metropolitan areas, that historically Sacramento and San Francisco have enjoyed like rates on fruit and vegetable traffic to southern



California, and that under such conditions rates lower than the mileage rates are appropriate and proper. This proposal was strongly supported by the Sacramento Chamber of Commerce. The rate witness for the Association took the position that without knowledge of the Association's specific views he would have to oppose the recommendation for the establishment of "point-to-point" rates from and to Sacramento.

The rate witnesses were in agreement that the minimum rates heretofore established for the transportation of asparagus from the Sacramento-San Joaquin Delta area and of pears from Lake County points should be canceled and that the proposed state-wide rates should be made applicable to such traffic. They also recommended that the present origin zones maintained in connection with these rates be brought forward in Highway Carriers' Tariff No. 8, the general fruit and vegetable tariff.

No one opposed the recommended broadening of the territorial scope of the minimum rates. The shipper interests represented at the hearings generally took no position with respect to the recommended rate levels. One of the larger shippers urged, however, that increases in fruit and vegetable rates be no higher than like increases on other commodities. Various other related proposed changes remain for discussion.

The president of Southern California Freight Lines and Southern California Freight Forwarders recommended, and no one opposed, adjustment of the allowances provided for shipments received at carriers' established depots at origin points. He urged that these allowances be increased from 5 to 15 cents per 100 pounds (or from 5 to 15 cents per shipment when shipments weigh less than 100 pounds) in connection with shipments transported under "any-quantity" rates, and from 5 to 10 cents per 100 pounds in connection with shipments transported under rates subject to a

minimum weight of 2,000 pounds. He testified that these greater allowances would encourage shippers to tender their smaller shipments at carriers' depots. This, he said, would not only tend to reduce the high costs experienced by the carriers in performing pickup service but also foster fuller use of all available equipment, for-hire and proprietary, during peak seasons. The witness explained that in actual operations no shipments are delivered to consignees at carriers' established depots and for this reason no adjustments of allowances at destination points is proposed. He also recommended that the "any-quantity" (less than 2,000 pounds) weight bracket now in effect be replaced by three weight brackets, namely, 100 pounds and less, over 100 to but not including 500 pounds, and over 500 to but not including 2,000 pounds. These changes, he claimed, would give more appropriate effect to cost differences experienced in handling shipments of these sizes.

The Association's rate witness proposed that rates for the transportation of empty carriers named in the fruit and vegetable tariff (Highway Carriers' Tariff No. 8) be canceled and that such traffic be made subject to the higher rates provided for other empty carriers in the general commodity tariff (Highway Carriers' Tariff No. 2).<sup>4</sup> He testified that less than 15 per cent of the containers for outbound movements of market fruits and vegetables are returned to points of origin, and that under the low rates for this transportation the containers are undesirable cargo for highway carriers.

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<sup>4</sup> Highway Carriers' Tariff No. 2 provides classification ratings for the transportation of empty carriers returning or shipped for return paying load of  $\frac{1}{2}$  of 4th class for less-than-truckload shipments, Class "E" for shipments subject to a minimum weight of 30,000 pounds.

The Association's rate witness also proposed the establishment of an accessorial charge of 2½ cents per 100 pounds in lieu of the present charge of \$1.06 per man per hour for helpers for loading or unloading or any other accessorial or incidental service which is not authorized to be performed under the transportation rates and for which a charge is not otherwise provided. He testified that a charge stated in cents per 100 pounds would assist materially in determining charges for accessorial services. The average cost of providing this service, he said, amounted to 2½ cents per 100 pounds, according to a study of deliveries in the San Francisco Bay area made by a large fruit and vegetable carrier.

By Decision No. 39584 of October 29, 1946, in this proceeding, estimated weights of 104 pounds and 95½ pounds were established for carrots and lettuce, respectively, when packed with ice in "No. 1 containers" and transported from points in the central coast counties to points in the San Francisco Bay area. The Association's rate witness proposed that these estimated weights be made state-wide in application. He said that no actual showing of the weights for other traffic were available because the season was some months away at the time of the hearing but claimed that there was no reason for treating this traffic any differently than the Pajaro Valley to San Francisco movements.

The Commission's rate witness recommended certain changes in Item 100 series of Highway Carriers' Tariff No. 8 with respect to the computation of distances relative to split pickup and split delivery shipments for points of origin or points of destination within zones or territories defined in the tariff. He testified that the proposed changes are for the purpose of clarifying existing provisions of the item and that they are not designed to increase or reduce charges. The witness also recommended certain increased estimated weights on grapefruit, lemons and oranges which recommended weights, he said, were the same as estimated weights established by the Interstate Commerce Commission in I & S Docket No. 4786, Package Rates on Citrus Fruits (251 I.C.C. 691).

As has previously been indicated herein, the cost estimates of the Commission's engineer are understated due to an increase in wages which took place after his study was made. For "any-quantity" traffic, the engineer's figures do not reflect the relatively higher cost of insurance, billing and allied expenses disclosed by the consultant's analysis. The revisions in the engineer's costs made by the consultant in these respects appear fully warranted.

It is clear that in handling the so-called "low density" commodities the carriers experience higher costs than in handling "high density" articles. The extent and importance of the "low density" traffic and the effect to be given to the higher costs for this traffic are in dispute. It has not been demonstrated that these higher costs should be reflected in minimum rates for produce generally as recommended by the Association's rate witness. Nor is the record sufficiently comprehensive and definite to permit the proper establishment of higher minimum rates for "low density" traffic.

Similarly, it has not been demonstrated that varying costs resulting from the equipment operated should be "blended" or averaged, as urged by the Association, for transportation for distances where different types of equipment are used. The Association's rate proposals, moreover, appear to fail to give effect to additional revenues from merchandise traffic moving under generally higher rates than the fruit and vegetable traffic, from accessorial services, and from empty fruit and vegetable carrier shipments.

In view of the foregoing, it appears that the rate level proposed by the Commission's rate witness is too low, and that the level proposed by the Association's witness is too high for minimum rates of general application. The fruit and vegetable rate level, established on May 1, 1941, has not been adjusted since April 24, 1942, when the less-truckload rates were increased 6 per cent and the

truckload rates 3 per cent. This adjustment was made in connection with the establishment of increased rates for general commodities. On the general commodities, both less-truckload and truckload rates were, for the most part, increased 6 per cent. Subsequently, the general commodity rate level was increased, first by 12 per cent on June 10, 1946, by Decision No. 39004 in Case No. 4808, and then again by 12 per cent on less-truckload and 8 per cent on truckload traffic on March 31, 1947, by Decision No. 39945 in the same proceeding. In connection with the latter adjustment, an additional increase of 3 cents per 100 pounds was made in "any quantity" rates.

Increases in the present fruit and vegetable rate levels of approximately 25 per cent for less-truckload shipments, plus a 3-cent 100-pound arbitrary in "any quantity" rates, and of approximately 20 per cent in truckload rates would, on an over-all basis, return the consultant's costs for transporting "high density" produce in the most economical form of equipment for the distances involved. These increases, with corresponding adjustments in minimum and accessorial service charges would substantially restore the relationship which existed between fresh fruit and vegetable minimum rates and general commodity minimum rates prior to the June 1946 increase in the latter rates. Higher rates, such as those proposed by the Association's witness, have not been shown to be justified.

It is not disputed and the record shows that it is desirable and necessary that the present territorial restrictions on fruit and vegetable rates be removed and the resulting state-wide rates be made applicable to Lake County pear and Delta asparagus movements, as well as to other fruit and vegetable traffic. Highway Carriers' Tariff No. 2 will be amended by cancelling the pear rates and empty pear container rates. Appendix "A" to Decision No. 33901 naming the asparagus rates will likewise be cancelled.

"Point-to-point" rates for Sacramento-Los Angeles movements on the same basis as San Francisco-Los Angeles hauling have been shown to be warranted for the reasons advanced in support of such rates.

The increased estimated weight for grapefruit, lemons and oranges corresponding with the weight established by the Interstate Commerce Commission should be established.

Increased allowances on less-truckload consignments tendered to carriers for transportation from their established depots, as proposed by a carrier witness, would give more adequate recognition to the cost and value of pickup service and at the same time make available equipment for use during peak season periods. They should, therefore, be incorporated in the rate structure.

On the other hand, proposals under which additional less-truckload weight brackets would be created, empty container rates cancelled, loading and unloading charges changed from a per-man-per-hour to a weight basis, and estimated weights on iced lettuce and carrots increased were not supported by showings sufficient to demonstrate that their adoption is justified. They may be resubmitted when and if the parties are prepared to supply adequate information relating thereto.

The examiner's recommendations that the sought cancellation of Class "C" rates of rail and other common carriers and the requested additional loading and unloading charges be not approved will be adopted for the reason that the showing made in support of these changes is not sufficient to warrant such radical departures from established rate-making practices. It is not necessary here to concern ourselves with the maximum reasonableness of Class "C" rates for this traffic under existing conditions. This will dispose of the exception filed by Southern Pacific Company and Pacific Motor Trucking Company.

Various changes in the rules and regulations necessary in order to cover the greater scope of the rate structure and in some instances for clarification of existing provisions will be adopted.

Parcel carriers, passenger stage corporations and certain carriers operating in rural areas on a noncompetitive basis providing service in areas for which minimum fruit and vegetable rates now apply have been exempted from the minimum rates heretofore established in this proceeding principally in connection with shipments weighing 100 pounds and less. Similar exemptions on general commodity traffic are enjoyed by carriers of these classes operating between points which will be included in the enlarged territorial scope of the fruit and vegetable rates. These exemptions should be extended to the fruit and vegetable traffic.

Upon consideration of all the facts of record we are of the opinion and find that the proposed modifications of existing rates, rules and regulations have been justified to the extent provided in the order herein.

#### O R D E R

Based on the evidence of record and the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Decision No. 33977 of March 11, 1941, as amended, in this proceeding, be and it is hereby further amended by substituting in Highway Carriers' Tariff No. 3 (Appendix "C" to said decision, as amended) the supplement and revised and new pages attached hereto and by this reference made a part hereof which

supplement and pages are numbered as follows:

Supplement No. 4 cancels Supplements 1, 2 and 3  
Third Revised Page 2 cancels Second Revised Page 2  
Second Revised Page 5 cancels First Revised Page 5  
Fourth Revised Page 6 cancels Third Revised Page 6  
First Revised Page 7 cancels Original Page 7  
Fourth Revised Page 8 cancels Third Revised Page 8  
Fourth Revised Page 12 cancels Third Revised Page 12  
Second Revised Page 13 cancels First Revised Page 13  
Second Revised Page 14 cancels First Revised Page 14  
First Revised Page 15 cancels Original Page 15  
Second Revised Page 16 cancels First Revised Page 16  
First Revised Page 17 cancels Original Page 17  
First Revised Page 21 cancels Original Page 21  
Second Revised Page 25 cancels First Revised Page 25  
First Revised Page 26 cancels Original Page 26  
Original Page 26-A  
Original Page 26-B  
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Third Revised Page 27 cancels Second Revised Page 27  
Second Revised Page 29 cancels First Revised Page 29  
Second Revised Page 30 cancels First Revised Page 30  
First Revised Page 31 cancels Original Page 31  
First Revised Page 32 cancels Original Page 32  
Second Revised Page 33 cancels First Revised Page 33  
Third Revised Page 35 cancels Second Revised Page 36  
Second Revised Page 37 cancels First Revised Page 37  
First Revised Page 38 cancels Original Page 38  
First Revised Page 44 cancels Original Page 44

IT IS HEREBY FURTHER ORDERED that, effective August 25, 1947, Appendix "A" to Decision No. 33901 of February 11, 1941, in this proceeding be and it is hereby canceled.

IT IS HEREBY FURTHER ORDERED that Decision No. 33977, as amended, in this proceeding be and it is hereby further amended by adding the following to the list of carriers contained in



Finding No. 12 thereof:

- (a) Rates, rules and regulations of Alturas-Fort Bidwell Stage Line; Amador Stage Lines, Inc.; Auburn and Forest Hill Stage Lines; Bay Rapid Transit Company; Big Trees Sightseeing Tours; Calaveras Transit Co.; Citrus Belt Lines; Columbia Stage Line; Cook's Stages; Eagleville-Cedarville Stage Line; Gibson Lines; Loyd F. Harvey; Interstate Transit Lines; Lassen National Park Co.; Las Vegas-Needles-Phoenix Stage Line; Charles E. Loveland; C. W. McCrum; Mendocino Transit Co.; Modesto-Riverbank-Oakdale Stage Line; Moyers' Stages; Nevada County Bus Line; North Sacramento Transit Lines; Orange Belt Stages; Palomar Mountain Stages; M. Passalacqua Benicia-Vallejo Stage Line; Peerless Stages, Inc.; Reno-Calpine-Loyalton Stage Line; San Diego-Campo Bus Line; San Jose-Agnew-Alviso Stages; Santa Barbara Transit Co.; Sequoia and Kings Canyon National Parks Co.; Stanislaus Stage Line; St. Helena Sanitarium & Pacific Union College Bus Line; St. Marys-Moraga-Orinda Bus Line; Joseph R. Vierra;
- (b) Rates, rules and regulations for the transportation of shipments weighing 100 pounds or less, each, maintained by Arvin Line Inc.; Blairsden Stage Co.; California Western Railroad & Navigation Company; Downieville Stage Co.; Hines-Williams Service; French Gulch Carrville Motor Stage; Mitchell Stages; and Mt. Hamilton Stage Line.

IT IS HEREBY FURTHER ORDERED that tariff publications herein required or authorized to be made by common carriers as a result of the amendment of Highway Carriers' Tariff No. 8 or the cancellation of Appendix "A" to Decision No. 33901 as hereinbefore provided shall be made effective on or before August 25, 1947, on not less than ten (10) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that common carriers be and they are hereby authorized to depart from the provisions of Section 24(a) of the Public Utilities Act and of Article XII, Section 21 of the State Constitution, to the extent necessary to carry out the effect of the order herein.

In all other respects Decision No. 33977, as amended, shall remain in full force and effect.

The effective date of the order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 8<sup>th</sup> day of July, 1947.

Harold P. Lusk  
Justice J. Calver  
W. H. Powell  
A. J. Smith  
Herbert H. Lott  
Commissioners

SUPPLEMENT NO. 4  
(Cancels Supplements Nos. 1, 2 and 3)

to

HIGHWAY CARRIERS' TARIFF

NO. 3

Naming

MINIMUM RATES, RULES AND REGULATIONS

For The

Transportation of Fresh Fruits, Fresh

Vegetables And Empty Containers

Over The Public Highways Be-

tween Points in The State

Of California As

Described Herein

By

RADIAL HIGHWAY COMMON CARRIERS

And

HIGHWAY CONTRACT CARRIERS

| Item No.                     | Cancels<br>Item No. |   |
|------------------------------|---------------------|---|
| *1-A                         | 1                   | Items canceled; rates and<br>charges in individual items of<br>tariff will apply. |
| *2-A                         | 2                   |   |
| *3-A                         | 3                   |   |
| EFFECTIVE AUGUST 25, 1947    |                     |   |
| * Change, Decision No. 40512 |                     |   |

Issued by the  
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

State Building, Civic Center  
San Francisco, California

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\* Change, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.

Correction No. 33

|                         |   |
|-------------------------|---|
| Item No.                | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)  |
| 11-B<br>Cancels<br>11-A | <p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)<br/>(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 SHIPMENTS 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 on one shipping document at one point of origin at one time 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. 40512  |
|                         | EFFECTIVE AUGUST 25, 1947   |
|                         | Issued by The Public Utilities Commission of the State of California,<br>San Francisco, California.   |
|                         | Correction No. 34   |

|  |  |
|--|--|
| 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-D<br>cancels<br>30-C   | <p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply between all points within the State of California, except:</p> <p>(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>(b) Shipments between San Francisco and South San Francisco;</p> <p>(c) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in Items Nos. 30 and 31 series of City Carriers' Tariff No. 7 —Highway Carriers' Tariff No. 9 (Appendix "A" of Decision No. 35055, in Cases Nos. 4246 and 4134);</p> <p>(d) Shipments having both point of origin and point of destination within the Los Angeles Drayage Area, as described in Items Nos. 20 to 33 series, inclusive, of City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504 in Case No. 4121).</p> |
| <p style="text-align: center;">* Change, Decision No. <b>40512</b></p>   |  |
| <p style="text-align: center;">EFFECTIVE AUGUST 25, 1947</p>   |  |
| <p style="text-align: center;">Issued by The Public Utilities Commission of the State of California,<br/>San Francisco, California.</p> <p>Correction No. 35</p> |  |

First Revised Page .... 7

    Cancels

Original Page .... 7

HIGHWAY CARRIERS' TARIFF NO. 8

| Item No.  | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued) |
|---|--|
| *31-A<br>cancels<br>31  | CANCEL - PROVISIONS NO LONGER REQUIRED.                                  |
| * Change Decision No. 40512   |  |
| EFFECTIVE AUGUST 25, 1947   |  |
| Issued by The Public Utilities Commission of the State of California,<br>San Francisco, California. |  |
| Correction No. 36   |  |

| Item No.   | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)  |
|--|---|
| <p>40-D<br/>Cancels<br/>40-C</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;<br/>Vegetables, fresh or green, including<br/>Mushrooms, fresh;<br/>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, winery 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 Drayage Area, as referred to in Item No. 30 series; nor to the empty containers used or shipped out for use in connection with such transportation.</p> <p>(c) Sugar beets when the point of destination of the shipment is a beet sugar factory or a railroad loading dump.</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 allowances shall be made for the weight of containers. (See Items Nos. 80 and 81 series.)</p>  |
| * Change, Decision No. 40512   |   |
| EFFECTIVE AUGUST 25, 1947  |   |
| <p>Issued by The Public Utilities Commission of the State of California,<br/>San Francisco, California.</p> <p>Correction No. 37</p> |   |



Cancels

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

## COMPUTATION OF DISTANCES

Distances to be used in connection with distance rates named herein shall be the shortest constructive highway mileages 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:

1. Distances from or to points located within zones as described in Items Nos. 270, 271 and 272 series or within territories described in Items Nos. 280, 281, 282 and 283 series having mileage basing points shall be computed from or to the mileage basing point designated in connection with such descriptions. (See Exception 2.) The provisions of this exception will not apply in computing mileages between points located within a single zone or territory having a mileage basing point. (See Notes 1 and 2.)

2. (a) Distances to be used from or to points located within the San Francisco pickup and delivery zone, or from or to points located within the Oakland pickup and delivery zone, shall be the average of the constructive mileage from or to both the San Francisco and Oakland zones. The provisions of this paragraph apply only in connection with points more than 70 constructive miles distant from both the San Francisco and Oakland zones.

(b) When applied in connection with split pickup or split delivery shipments, the average mileage shall be used only when the distance computed under the provisions of Items Nos. 170 and 180 series, as the case may be, from or to both the San Francisco and Oakland pickup and delivery zones is more than 70 constructive miles.

(c) In the event the average mileage is less than the mileage computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point.

NOTE 1.-In computing distances under the provisions of Item No. 170 series on split pickup shipments originating at two or more points of origin within the zones or territories having mileage basing points as described in Items Nos. 270, 271, 272, 280, 281, 282 and 283 series add to the mileage from the basing point to point of destination, the difference, if any, between the distances computed under the first paragraph hereof or Exception 2, whichever applies: (1) from point of origin of any component part to point of destination via the point or points of origin of the other component parts, and (2) from the first point of origin used in (1) to point of destination as if no split pickup had been performed.

NOTE 2.-In computing distances under the provisions of Item No. 180 series on split delivery shipments destined to two or more points of destination within a zone or territory having mileage basing points as described in Items Nos. 270, 271, 272, 280, 281, 282 and 283 series add to the mileage from the basing point to point of destination the difference, if any, between the distance computed under the first paragraph hereof or Exception 2, whichever applies: (1) One-half the distance from point of origin to point of destination of any component part via the point or points of destination of the other component parts and return to point of origin, and (2) from point of origin to the last point of destination used in (1) as if no split delivery had been performed.

\* Change, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

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

Correction No. 38

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

APPLICATION OF RATES

1. DEDUCTIONS

(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.

(b) Except as provided in Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, the pickup and delivery rates specifically named in this tariff shall be subject to the following deductions:

|  |  |
|--|--|
| When shipment moves under rates subject to minimum weights of: | Deductions, in cents per 100 pounds except as shown: |
|--|--|

|     |         |     |
|-----|---------|-----|
|     | Columns |     |
| (1) | (2)     | (3) |

|                                  |      |     |      |
|----------------------------------|------|-----|------|
| Less than 2000 pounds            | # 15 | # 5 | # 20 |
| 2000 but less than 4000 pounds   | 10   | 5   | 15   |
| 4000 but less than 10,000 pounds | 5    | 5   | 10   |

120-B  
Cancel  
120-A

# In cents per shipment when shipment weighs less than 100 pounds.

Column (1) - Applies on shipments originating at carrier's established depot.

Column (2) - Applies on shipments destined to carrier's established depot.

Column (3) - Applies on shipments originating at and destined to carrier's established depots.

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.

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

Note 3.-Deductions made under this rule on split 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.

Note 4.-In no case shall the net transportation rate be less than  $\phi$  13 cents per 100 pounds, or less than the pickup and delivery rate, whichever is lower.

2. DELIVERIES WITHIN A SINGLE MARKET AREA

For the purpose of applying the rates in this tariff, multiple deliveries within a single market area as defined in Item No. 210 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.

APPLICATION OF RATES ON SHIPMENTS SUBJECT  
TO MINIMUM WEIGHTS OF 10,000 POUNDS OR LESS

130-A  
Cancels  
130

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.

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  $\diamond 6\frac{1}{2}$  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.

$\diamond$  Reduction )  
Decision No. 40512  
 $\diamond$  Increase )

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 39

| <p>Item No.</p>                    | <p>SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</p>  |                               |                                     |        |        |        |      |        |      |
|------------------------------------|--|-------------------------------|-------------------------------------|--------|--------|--------|------|--------|------|
| <p>140-B<br/>cancels<br/>140-A</p> | <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 \$2.65 per hour shall be assessed for the time consumed in excess of 20 minutes per ton.</p>  |                               |                                     |        |        |        |      |        |      |
| <p>150-B<br/>cancels<br/>150-A</p> | <p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of \$1.33 per man per hour, minimum charge 66 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>  |                               |                                     |        |        |        |      |        |      |
| <p>155-A<br/>cancels<br/>155</p>   | <p style="text-align: center;">REFRIGERATION - TOP OR BODY ICING</p> <p>(Applies only to transportation from points of origin in Monterey, San Benito, Santa Clara, Santa Cruz and San Mateo Counties to points of destination in Alameda, San Francisco and Santa Clara Counties).</p> <p>When shipments of fruits and vegetables, including mushrooms, as described in Item No. 40 series, are refrigerated by the shipper or his agent by means of top or body icing, the weight of the ice used, less 30 per cent meltage allowance, shall be added to the weight of the fruits and vegetables determined under the provisions of this tariff and the applicable fruit and vegetable rate applied thereto, provided that on the basis of the aggregate weight so ascertained the shipment is subject to a rate governed by a minimum weight of 10,000 pounds or more. On such shipments the following additional charges shall be assessed:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Minimum Weight<br/>(In Pounds)</th> <th style="text-align: center;">Additional Charge<br/>(Per Shipment)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">\$1.88</td> </tr> <tr> <td style="text-align: center;">18,000</td> <td style="text-align: center;">3.75</td> </tr> <tr> <td style="text-align: center;">24,000</td> <td style="text-align: center;">5.63</td> </tr> </tbody> </table> | Minimum Weight<br>(In Pounds) | Additional Charge<br>(Per Shipment) | 10,000 | \$1.88 | 18,000 | 3.75 | 24,000 | 5.63 |
| Minimum Weight<br>(In Pounds)      | Additional Charge<br>(Per Shipment)  |                               |                                     |        |        |        |      |        |      |
| 10,000                             | \$1.88   |                               |                                     |        |        |        |      |        |      |
| 18,000                             | 3.75   |                               |                                     |        |        |        |      |        |      |
| 24,000                             | 5.63   |                               |                                     |        |        |        |      |        |      |

MINIMUM CHARGE

The minimum charge per shipment shall be as follows:

(a) When the constructive distance from point of origin to point of destination does not exceed 150 miles:

160-B  
cancels  
160-A

| <u>Weight of Shipment</u>                   | <u>Minimum Charge<br/>in Cents</u> |
|---|------------------------------------|
| 25 pounds or less.....                      | ◇ 47                               |
| Over 25 pounds but not over 50 pounds.....  | ◇ 59                               |
| Over 50 pounds but not over 75 pounds.....  | ◇ 71                               |
| Over 75 pounds but not over 100 pounds..... | ◇ 83                               |
| Over 100 pounds.....                        | ◇ 89                               |

(b) When the constructive distance exceeds 150 miles:

The charge for 100 pounds at the commodity rate applicable thereto but not less than \$1.00.

◇ Increase, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 40

| 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>   |              |  |
|                         | Weight of Component Part<br>(In Pounds)   |              | Additional Charge For Each<br>Component Part Picked Up<br>(In Cents) |
|                         | Over  | But not over |  |
|                         | 0   | 100          | 34   |
|                         | 100   | 500          | 47   |
| 170-A<br>Cancels<br>170 | 500   | 1,000        | 66   |
|                         | 1,000   | 2,000        | 100  |
|                         | 2,000   | 4,000        | 133  |
|                         | 4,000   | 10,000       | 166  |
|                         | 10,000  | 20,000       | 199  |
|                         | 20,000  | —            | 265  |
|                         | <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> |              |  |

↻ Increase, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

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

Correction No. 41

| 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.)</p> <p>plus the following additional charges:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Component Part<br/>(In Pounds)</th> <th style="text-align: center;">Additional Charge for Each<br/>Component Part Delivered<br/>(In Cents)</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But not over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100</td> <td style="text-align: center;">34</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">500</td> <td style="text-align: center;">47</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">66</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">100</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">133</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">166</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">20,000</td> <td style="text-align: center;">199</td> </tr> <tr> <td style="text-align: center;">20,000</td> <td style="text-align: center;">—</td> <td style="text-align: center;">265</td> </tr> </tbody> </table> | Weight of Component Part<br>(In Pounds)                              |  | Additional Charge for Each<br>Component Part Delivered<br>(In Cents) | Over | But not over |  | 0 | 100 | 34 | 100 | 500 | 47 | 500 | 1,000 | 66 | 1,000 | 2,000 | 100 | 2,000 | 4,000 | 133 | 4,000 | 10,000 | 166 | 10,000 | 20,000 | 199 | 20,000 | — | 265 |
| Weight of Component Part<br>(In Pounds)               |   | Additional Charge for Each<br>Component Part Delivered<br>(In Cents) |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| Over  | But not over  |  |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| 0   | 100   | 34   |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| 100   | 500   | 47   |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| 500   | 1,000   | 66   |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| 1,000   | 2,000   | 100  |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| 2,000   | 4,000   | 133  |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| 4,000   | 10,000  | 166  |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| 10,000  | 20,000  | 199  |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| 20,000  | —   | 265  |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |
| <p>◇180-B<br/>         Cancels<br/>         180-A</p> | <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>See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.</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</p>   |  |  |  |      |              |  |   |     |    |     |     |    |     |       |    |       |       |     |       |       |     |       |        |     |        |        |     |        |   |     |

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.

↔ Increase, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

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

Correction No. 42



| Item No.                                    | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
|---|---|------------------------------|---|-----------------------|--------|-----------------------------------|-----|--------------------------------|-----|---------------------------------|-----|---------------------------------|-----|---------------------------------|-----|---------------------------------|-----|---------------------------------|-----|---------------------------------|-----|----------------------------------|-----|-----------------------------------|-----|-----------------------------------|-----|-----------------------------------|-----|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-----------------------------------|------|-------------------------------------|------|---|--|
|   | COLLECT ON DELIVERY (C.O.D.) SHIPMENTS  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
|   | (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.   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
|   | (b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
|   | <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">When the amount collected is</td> <td style="text-align: center;">Charge for Collecting and Remitting will be</td> </tr> <tr> <td>Not over \$2.50 .....</td> <td style="text-align: right;">\$0.24</td> </tr> <tr> <td>Over \$2.50 not over \$5.00 .....</td> <td style="text-align: right;">.27</td> </tr> <tr> <td>Over 5.00 not over 10.00 .....</td> <td style="text-align: right;">.37</td> </tr> <tr> <td>Over 10.00 not over 20.00 .....</td> <td style="text-align: right;">.40</td> </tr> <tr> <td>Over 20.00 not over 25.00 .....</td> <td style="text-align: right;">.43</td> </tr> <tr> <td>Over 25.00 not over 40.00 .....</td> <td style="text-align: right;">.49</td> </tr> <tr> <td>Over 40.00 not over 50.00 .....</td> <td style="text-align: right;">.53</td> </tr> <tr> <td>Over 50.00 not over 60.00 .....</td> <td style="text-align: right;">.66</td> </tr> <tr> <td>Over 60.00 not over 80.00 .....</td> <td style="text-align: right;">.69</td> </tr> <tr> <td>Over 80.00 not over 100.00 .....</td> <td style="text-align: right;">.72</td> </tr> <tr> <td>Over 100.00 not over 102.50 .....</td> <td style="text-align: right;">.91</td> </tr> <tr> <td>Over 102.50 not over 105.00 .....</td> <td style="text-align: right;">.93</td> </tr> <tr> <td>Over 105.00 not over 110.00 .....</td> <td style="text-align: right;">.97</td> </tr> <tr> <td>Over 110.00 not over 120.00 .....</td> <td style="text-align: right;">1.00</td> </tr> <tr> <td>Over 120.00 not over 140.00 .....</td> <td style="text-align: right;">1.02</td> </tr> <tr> <td>Over 140.00 not over 150.00 .....</td> <td style="text-align: right;">1.06</td> </tr> <tr> <td>Over 150.00 not over 160.00 .....</td> <td style="text-align: right;">1.13</td> </tr> <tr> <td>Over 160.00 not over 180.00 .....</td> <td style="text-align: right;">1.15</td> </tr> <tr> <td>Over 180.00 not over 200.00 .....</td> <td style="text-align: right;">1.19</td> </tr> <tr> <td>Over 200.00 not over 250.00 .....</td> <td style="text-align: right;">1.33</td> </tr> <tr> <td>Over 250.00 not over 300.00 .....</td> <td style="text-align: right;">1.53</td> </tr> <tr> <td>Over 300.00 not over 350.00 .....</td> <td style="text-align: right;">1.72</td> </tr> <tr> <td>Over 350.00 not over 400.00 .....</td> <td style="text-align: right;">1.93</td> </tr> <tr> <td>Over 400.00 not over 450.00 .....</td> <td style="text-align: right;">2.13</td> </tr> <tr> <td>Over 450.00 not over 500.00 .....</td> <td style="text-align: right;">2.33</td> </tr> <tr> <td>Over 500.00 not over 550.00 .....</td> <td style="text-align: right;">2.53</td> </tr> <tr> <td>Over 550.00 not over 600.00 .....</td> <td style="text-align: right;">2.72</td> </tr> <tr> <td>Over 600.00 not over 650.00 .....</td> <td style="text-align: right;">2.92</td> </tr> <tr> <td>Over 650.00 not over 700.00 .....</td> <td style="text-align: right;">3.12</td> </tr> <tr> <td>Over 700.00 not over 750.00 .....</td> <td style="text-align: right;">3.33</td> </tr> <tr> <td>Over 750.00 not over 800.00 .....</td> <td style="text-align: right;">3.53</td> </tr> <tr> <td>Over 800.00 not over 850.00 .....</td> <td style="text-align: right;">3.72</td> </tr> <tr> <td>Over 850.00 not over 900.00 .....</td> <td style="text-align: right;">3.92</td> </tr> <tr> <td>Over 900.00 not over 950.00 .....</td> <td style="text-align: right;">4.12</td> </tr> <tr> <td>Over 950.00 not over 1,000.00 .....</td> <td style="text-align: right;">4.32</td> </tr> <tr> <td>Over 1,000 at rate of \$4.32 per \$1,000.00</td> <td></td> </tr> </table> | When the amount collected is | Charge for Collecting and Remitting will be | Not over \$2.50 ..... | \$0.24 | Over \$2.50 not over \$5.00 ..... | .27 | Over 5.00 not over 10.00 ..... | .37 | Over 10.00 not over 20.00 ..... | .40 | Over 20.00 not over 25.00 ..... | .43 | Over 25.00 not over 40.00 ..... | .49 | Over 40.00 not over 50.00 ..... | .53 | Over 50.00 not over 60.00 ..... | .66 | Over 60.00 not over 80.00 ..... | .69 | Over 80.00 not over 100.00 ..... | .72 | Over 100.00 not over 102.50 ..... | .91 | Over 102.50 not over 105.00 ..... | .93 | Over 105.00 not over 110.00 ..... | .97 | Over 110.00 not over 120.00 ..... | 1.00 | Over 120.00 not over 140.00 ..... | 1.02 | Over 140.00 not over 150.00 ..... | 1.06 | Over 150.00 not over 160.00 ..... | 1.13 | Over 160.00 not over 180.00 ..... | 1.15 | Over 180.00 not over 200.00 ..... | 1.19 | Over 200.00 not over 250.00 ..... | 1.33 | Over 250.00 not over 300.00 ..... | 1.53 | Over 300.00 not over 350.00 ..... | 1.72 | Over 350.00 not over 400.00 ..... | 1.93 | Over 400.00 not over 450.00 ..... | 2.13 | Over 450.00 not over 500.00 ..... | 2.33 | Over 500.00 not over 550.00 ..... | 2.53 | Over 550.00 not over 600.00 ..... | 2.72 | Over 600.00 not over 650.00 ..... | 2.92 | Over 650.00 not over 700.00 ..... | 3.12 | Over 700.00 not over 750.00 ..... | 3.33 | Over 750.00 not over 800.00 ..... | 3.53 | Over 800.00 not over 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| Not over \$2.50 .....                       | \$0.24  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over \$2.50 not over \$5.00 .....           | .27   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 5.00 not over 10.00 .....              | .37   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 10.00 not over 20.00 .....             | .40   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 20.00 not over 25.00 .....             | .43   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 25.00 not over 40.00 .....             | .49   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 40.00 not over 50.00 .....             | .53   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 50.00 not over 60.00 .....             | .66   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 60.00 not over 80.00 .....             | .69   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 80.00 not over 100.00 .....            | .72   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 100.00 not over 102.50 .....           | .91   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 102.50 not over 105.00 .....           | .93   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 105.00 not over 110.00 .....           | .97   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 110.00 not over 120.00 .....           | 1.00  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 120.00 not over 140.00 .....           | 1.02  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 140.00 not over 150.00 .....           | 1.06  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 150.00 not over 160.00 .....           | 1.13  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 160.00 not over 180.00 .....           | 1.15  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 180.00 not over 200.00 .....           | 1.19  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 200.00 not over 250.00 .....           | 1.33  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 250.00 not over 300.00 .....           | 1.53  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 300.00 not over 350.00 .....           | 1.72  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 350.00 not over 400.00 .....           | 1.93  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 400.00 not over 450.00 .....           | 2.13  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 450.00 not over 500.00 .....           | 2.33  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 500.00 not over 550.00 .....           | 2.53  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 550.00 not over 600.00 .....           | 2.72  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 600.00 not over 650.00 .....           | 2.92  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 650.00 not over 700.00 .....           | 3.12  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 700.00 not over 750.00 .....           | 3.33  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 750.00 not over 800.00 .....           | 3.53  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 800.00 not over 850.00 .....           | 3.72  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 850.00 not over 900.00 .....           | 3.92  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 900.00 not over 950.00 .....           | 4.12  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 950.00 not over 1,000.00 .....         | 4.32  |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| Over 1,000 at rate of \$4.32 per \$1,000.00 |   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |
| 190-A<br>Cancels<br>190                     |   |                              |   |                       |        |                                   |     |                                |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                 |     |                                  |     |                                   |     |                                   |     |                                   |     |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                   |      |                                     |      |   |  |

○ Increase, Decision No. 40512

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Issued by The Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 43

First Revised Page .... 21  
Cancels  
Original Page ..... 21

HIGHWAY CARRIERS' TARIFF NO. 8

| Item No.  | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)  |
|---|---|
| 250-A<br>Cancels<br>250   | <p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED<br/>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"><li>(1) For tailgate loading or tailgate unloading - no additional charge;</li><li>(2) For loading or unloading other than tailgate loading or tailgate unloading - @ 2½ cents per 100 pounds;</li><li>(3) For C.O.D. service - charges provided in Item No. 190 series;</li><li>(4) For other accessorial services - charges provided in Item No. 150 series;</li><li>(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.)</li></ol> |
| ◇ Increase, Decision No. 40512  |   |
| EFFECTIVE AUGUST 25, 1947   |   |
| Issued by The Public Utilities Commission of the State of California,<br>San Francisco, California. |   |
| Correction No. 44   |   |

| Item No.   | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)   |
|--|--|
| <p>272-B<br/>Cancels<br/>272-A</p>   | <p style="text-align: center;">PICKUP AND DELIVERY ZONES (Concluded)<br/>(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; south-westerly 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; northeast-erly 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 southwest-erly 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> |
| * Change, Decision No. 40512   |  |
| EFFECTIVE AUGUST 25, 1947  |  |
| <p>Issued by the Public Utilities Commission of the State of California,<br/>San Francisco, California.</p> <p>Correction No. 45</p> |  |

| Item No.                        | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)  |
|---------------------------------|---|
| (1)<br>*280-A<br>Cancels<br>280 | <p style="text-align: center;">TERRITORIAL DESCRIPTIONS<br/>(Items Nos. 280, 281, 282 and 283 series)</p> <p>The following territorial descriptions include both sides of streets, boulevards, roads, avenues or highways named:</p> <p>1. CLARKSBURG TERRITORY: (Mileage Basing Point Clarksburg.) Includes all points within the following boundaries: Beginning at the intersection of the southern city limits of Sacramento and State Route 24; thence southerly along State Route 24 to the first county road running east, approximately 1 mile south of Riverside; easterly along said county road to point of intersection with first county road running north and south; southerly along said county road to its termination at county road running east and west; westerly along said county road to State Route 24; southerly along State Route 24 to the county road running east and west, approximately 2.5 miles north of Hood; easterly along said county road to county road known as Lower Stockton Road; southerly along Lower Stockton Road to county road approximately 4.5 miles south of Franklin; westerly and northerly along said county road to State Route 24; southwesterly along State Route No. 24 to a point opposite the southern tip of Merritt Island; northwesterly along an imaginary line to Sutter Slough; southerly along Sutter Slough and the southern boundary of Holland Land to the junction of Egbert Cut and Yolo Canal; northerly along Yolo Canal to the right-of-way of the Sacramento Northern Railway; northerly along said right-of-way to the southern city limits of Sacramento; easterly and southerly along said city limits to point of beginning.</p> <p>2. 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 Eden on Highway U. S. 99 and Indian Wells on State Route 111, and on the southeast by the Riverside-Imperial County Line on Highway U. S. 99 and Southern Pacific Company station of Mortmar on State Route 111.</p> <p>3. HOLT TERRITORY: (Mileage Basing Point Holt.) Includes all points within the following boundaries: Beginning at the intersection of the San Joaquin River and Dutch Slough; thence easterly along the southern boundary of Jersey Island to Old River; southerly along Old River to the northern boundary of Bacon Island; easterly and southerly along the northern and eastern boundaries of Bacon Island to Empire Cut; easterly along Empire Cut to Whiskey Slough; southeasterly along Whiskey Slough for a distance of 1 mile; easterly along an imaginary line for a distance of 1.6 miles; southerly along an imaginary line and an unnamed county road to State Route 4; easterly along State Route 4 to the San Joaquin River; southerly along the San Joaquin River to Highway U. S. 50; southwesterly along Highway U. S. 50 to Tom Paines Slough; northwesterly along Tom Paines Slough and Old River to an unnamed county road at the western terminus of Grant Line Canal; westerly, northwesterly and northerly along said county road and State Route 4 to a point 2.5 miles west of Oakley; northerly along an imaginary line to the San Joaquin River; easterly and northerly along the San Joaquin River to point of beginning.</p> |

(1) Territories formerly shown on this page transferred to pages 26-A and 26-C.

\* Change, Decision No. **40512**

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 46

| Item<br>No.                       | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)  |
|-----------------------------------|---|
| (1)<br>*281-C<br>Cancels<br>281-B | <p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued)<br/>(Items Nos. 280, 281, 282 and 283 series)</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 Highway U. S. 99; thence southerly to Plaster City on Highway U. S. 80; thence south to the International Boundary Line.</p>   |
|                                   | <p>5. LAKEPORT TERRITORY: (Mileage Basing Point Lakeport.) Includes all points not more than 20 miles distant by highway from Lakeport computed in accordance with Item No. 110 series (See Note).</p>  |
|                                   | <p>NOTE:-This territorial description applies only in connection with shipments of pears originating therein and shipped to points outside said territory.</p>  |
|                                   | <p>6. LOS ANGELES TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and Highway U. S. 101, Alternate; thence northeasterly along Sunset Boulevard to State Highway No. 7; northerly along State Route 7 to State Route 118; northeasterly along State Route 118 through and including the City of San Fernando, continuing northeasterly and southeasterly along State Route 118 to and including the City of Pasadena; easterly along Highway U. S. 66 to State Route 19; southerly along State Route 19 to its intersection with Highway U. S. 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 Highway U. S. 101, Alternate; thence northerly along an imaginary line to point of beginning.</p> |
|                                   | <p>7. REDLANDS TERRITORY: (Mileage Basing Point Crafton.) Includes all points located within the following boundaries (See Note):</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 Highway U. S. 99; northwesterly along Highway U. S. 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>NOTE:-Applies only in connection with transportation to or from points within Los Angeles Harbor Zone as described in Item No. 270 series.</p>   |

(1) For description of Coachella Valley Territory formerly carried  
in this Item see page 26.

\* Change, Decision No. **40512**

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 47

| Item No.  | SECTION NO. 1 RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)   |
|---|--|
| (A)<br>*282   | <p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued)</p> <p style="text-align: center;">(Items Nos. 280, 281, 282 and 283 series)</p> <p>8. RIO VISTA TERRITORY: (Mileage Basing Point Rio Vista.) Includes all points within the following boundaries: Beginning at the intersection of Egbert Cut and Miners Slough; thence southerly along Miners Slough to the northern boundary of Ryer Island; easterly along along the northern boundary of Ryer Island to Sutter Slough; northerly along Sutter Slough to the southern tip of Merritt Island; south-easterly along an imaginary line to State Route 24; southeasterly along State Route 24 and an unnamed county road which follows the course of the Sacramento River to Georgiana Slough at Walnut Grove; southerly along Georgiana Slough to the North Fork of the Mokelumne River; southerly along the North Fork of the Mokelumne River to the San Joaquin River; southeasterly along the San Joaquin River to Medford Island; southerly and westerly along the eastern and southern boundaries of Medford Island to Middle River; southerly along Middle River to Bacon Island; westerly along the northern boundary of Bacon Island to Old River; northerly along Old River to the southern boundary of Jersey Island; westerly along the southern boundary of Jersey Island to Sherman Island; westerly and northerly along the southern and western boundaries of Sherman Island to the Sacramento River; northeasterly along the Sacramento River to Ryer Island; north-westerly along the western boundary of Ryer Island and the southern boundary of Hastings Tract to Hastings Canal; northeasterly along Hastings Canal to Cache Slough; southeasterly along Cache Slough to Liberty Island; northeasterly along the western and northern boundaries of Liberty Island to Liberty Cut; southerly along Liberty Cut to Egbert Cut; northeasterly along Egbert Cut to point of beginning.</p> <p>9. SACRAMENTO TERRITORY includes all of the City of Sacramento and the territory located within one mile of the city limits, also the territory bounded as follows: Beginning at the point where Highway U. S. 40 - 99E (Del Paso Boulevard) intersects the northern city limits of Sacramento along said highway to Rio Linda Boulevard; northeasterly along Rio Linda Boulevard to Nogales Avenue; south-easterly along Nogales Avenue to 10th Street; southerly along 10th Street to East El Camino Avenue; easterly along East El Camino Avenue to 11th Street; southerly along 11th Street to Bassetlaw Avenue; southeasterly along Bassetlaw Avenue to its junction with Swanston Road at Swanston Station including the plants of C. Swanston &amp; Son, Lumbermen's Supply, Inc., Sacramento Wool Company, Sacramento Food Company and the Essex Lumber Company; returning westerly along Bassetlaw Avenue to its junction with Highway U. S. 40-99E (Del Paso Boulevard) and along Del Paso Boulevard to point of beginning.</p> |
|   | <p>* Change, Decision No. 40512</p> <p>(A) New Item</p>  |
| EFFECTIVE AUGUST 25, 1947   |  |
| Issued by the Public Utilities Commission of the State of California,<br>San Francisco, California. |  |
| Correction No. 48   |  |



Item  
No.

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

TERRITORIAL DESCRIPTIONS (Concluded)  
(Items Nos. 280, 281, 282 and 283 series)

10. 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 Highway U. S. 101; southerly along an imaginary line 1 mile west of and paralleling Highway U. S. 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 Route No. 17; northerly along State Route 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Miles 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 Highway U. S. 40 (San Pablo Avenue); northerly along Highway U. S. 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.

(A)  
\*283

11. TERMINUS TERRITORY: (Mileage Basing Point Terminus.) Includes all points within the following boundaries: Beginning at the intersection of the county road known as Lower Stockton Road and an unnamed county road approximately 4.5 miles south of Franklin; thence southerly along Lower Stockton Road to State Route 12; southeasterly along State Route 12 to the first county road running north and south approximately 1.8 miles southeast of Thornton; southerly along said county road for a distance of 1.4 miles; westerly along an imaginary line to the eastern boundary of Libbys Canal Ranch; southerly along the eastern boundaries of Libbys Canal Ranch, Brack Tract and Terminus Tract to Sargent Slough; westerly along Sargent Slough to Little Slough; southerly along Little Slough to Whites Slough; easterly along Whites Slough to the northwest corner of the Rio Blanco Tract; easterly and southerly along the northern and eastern boundaries of the Rio Blanco Tract and the eastern boundary of the Bishop Tract to the southern boundary of the Bishop Tract; easterly to Lower Stockton Road; southeasterly along Lower Stockton Road to Fourteen-Mile Slough; westerly along Fourteen-Mile Slough and Twenty-one Mile Slough to Disappointment Slough; southeasterly along Disappointment Slough and Twelve-Mile Slough to the northeast corner of the Elmwood Tract; southerly along the eastern boundaries of the Elmwood Tract and Sargent-Barnhart Tract to the Calaveras River; southwesterly along the Calaveras River to the San Joaquin River; northwesterly along the San Joaquin River to Burns Cutoff; southerly along Burns Cutoff to an unnamed county road running east and west; westerly along said county road for a distance of 3.25 miles; northerly along an imaginary line for a distance of .75 mile; westerly along an imaginary line to Whiskey Slough; northwesterly along Whiskey Slough to Empire Cut; westerly along Empire Cut to Middle River; northerly along Middle River to Medford Island; easterly and northerly along the southern and eastern boundaries of Medford Island to the San Joaquin River; northwesterly along the San Joaquin River to the North Fork of the Mokelumne River; northerly along the North Fork of the Mokelumne River to the southern terminus of Georgiana Slough; northerly

along Georgiana Slough to Walnut Grove; northwesterly along an unnamed county road which follows the course of the Sacramento River to its junction with State Route 24; northeasterly along State Route 24 to an unnamed county road approximately 1.5 miles northeast of Courtland; southerly and easterly along said county road to point of beginning.

(A) New Item.

\* Change, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 49

| Item No.                            | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)  |
|-------------------------------------|---|
| 290-B<br>Cancels<br>290-A<br>9-1-41 | <p style="text-align: center;">SINGLE MARKET AREAS</p> <p>Each of the markets described below constitutes a single market area:</p> <p><b>Los Angeles</b><br/>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.</p> <p>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> <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.</p> <p><b>San Francisco</b><br/>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><b>Oakland</b><br/>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> |
|                                     | <p>Item No. 281 series formerly carried on this page transferred to page 26-A. Decision No. <b>40512</b></p>  |
|                                     | <p style="text-align: center;">EFFECTIVE AUGUST 25, 1947</p>  |
|                                     | <p style="text-align: center;">Issued by The Public Utilities Commission of the State of California,<br/>San Francisco, California.</p> <p>Correction No. 50</p>  |

Cancel

| 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              | 41           | 21           | 19            | 11½           | 5-3/4         | 4-3/4 |
|          | 3   | 5              | 41           | 24           | 20            | 12            | 6½            | 5-3/4 |
|          | 5   | 10             | 42           | 24           | 20            | 12½           | 7             | 6½    |
|          | 10  | 15             | 43           | 25           | 21            | 13            | 8             | 6½    |
|          | 15  | 20             | 44           | 25           | 23            | 15            | 8½            | 7     |
|          | 20  | 25             | 44           | 26           | 24            | 15            | 9             | 8     |
|          | 25  | 30             | 46           | 28           | 24            | 16            | 9½            | 8½    |
|          | 30  | 35             | 47           | 28           | 25            | 18            | 11½           | 9     |
|          | 35  | 40             | 48           | 29           | 26            | 18            | 12            | 9½    |
|          | 40  | 45             | 49           | 29           | 26            | 19            | 13            | 11    |
|          | 45  | 50             | 49           | 30           | 28            | 20            | 13            | 11½   |
|          | 50  | 60             | 52           | 31           | 29            | 21            | 14            | 13    |
|          | 60  | 70             | 53           | 34           | 30            | 23            | 16            | 13    |
|          | 70  | 80             | 54           | 35           | 31            | 24            | 17            | 14    |
|          | 80  | 90             | 57           | 36           | 34            | 26            | 18            | 16    |
|          | 90  | 100            | 59           | 38           | 35            | 28            | 20            | 17    |
|          | 100   | 110            | 61           | 39           | 36            | 29            | 22            | 18    |
|          | 110   | 120            | 62           | 41           | 38            | 30            | 23            | 19    |
|          | 120   | 130            | 63           | 43           | 39            | 31            | 25            | 20    |
|          | 130   | 140            | 64           | 44           | 40            | 33            | 26            | 22    |
|          | 140   | 150            | 64           | 46           | 41            | 34            | 28            | 23    |
|          | 150   | 160            | 66           | 48           | 43            | 35            | 29            | 24    |
|          | 160   | 170            | 67           | 49           | 45            | 36            | 30            | 25    |
|          | 170   | 180            | 68           | 50           | 46            | 38            | 31            | 25    |
|          | 180   | 190            | 69           | 51           | 48            | 40            | 34            | 26    |
|          | 190   | 200            | 71           | 53           | 49            | 41            | 35            | 28    |
|          | 200   | 220            | 73           | 56           | 51            | 44            | 37            | 30    |
|          | 220   | 240            | 77           | 59           | 54            | 46            | 38            | 31    |
|          | 240   | 260            | 81           | 63           | 56            | 49            | 42            | 34    |
|          | 260   | 280            | 83           | 65           | 59            | 51            | 43            | 35    |

300-B  
Cancel  
300-A

(Continued in Item No. 301 series)

◇ Increase, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 51

| 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 | 15,000 Pounds |    |
|          | 280   | 300          | 86             | 69           | 61           | 55            | 46            | 37 |
|          | 300   | 325          | 89             | 73           | 65           | 59            | 48            | 40 |
|          | 325   | 350          | 94             | 76           | 69           | 61            | 52            | 43 |
|          | 350   | 375          | 97             | 80           | 71           | 64            | 54            | 46 |
|          | 375   | 400          | 101            | 84           | 74           | 68            | 56            | 48 |
| 301-B    | 400   | 425          | 106            | 88           | 79           | 71            | 60            | 50 |
| Cancel   | 425   | 450          | 109            | 91           | 81           | 74            | 64            | 53 |
| 301-A    | 450   | 475          | 112            | 95           | 85           | 78            | 66            | 55 |
|          | 475   | 500          | 117            | 99           | 90           | 81            | 68            | 58 |
|          | 500   | 525          | 121            | 103          | 93           | 84            | 72            | 60 |
|          | 525   | 550          | 124            | 106          | 96           | 88            | 74            | 64 |
|          | 550   | 575          | 128            | 110          | 100          | 91            | 77            | 66 |
|          | 575   | 600          | 132            | 114          | 104          | 94            | 80            | 68 |
|          | 600   | 625          | 136            | 118          | 108          | 96            | 83            | 72 |
|          | 625   | 650          | 139            | 123          | 111          | 100           | 86            | 73 |
|          | 650   | 675          | 143            | 125          | 115          | 104           | 89            | 76 |
|          | 675   | 700          | 147            | 129          | 119          | 106           | 91            | 78 |
|          | For distances over 700 miles add for each 25 miles or fraction thereof  |              | 4              | 4            | 3            | 3             | 2             | 2  |

◇ Increase, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California, San Francisco, California.

Correction No. 52

| Item No. | SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds) |              |                |              |              |               |
|----------|--|--------------|----------------|--------------|--------------|---------------|
|          | 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            | 22             | 15           | 12           | 5½            |
|          | 3  | 5            | 22             | 15           | 12           | 7             |
|          | 5  | 10           | 23             | 16           | 12           | 7             |
|          | 10   | 15           | 23             | 16           | 13           | 7             |
|          | 15   | 20           | 24             | 18           | 13           | 8             |
|          | 20   | 25           | 24             | 18           | 13           | 8             |
|          | 25   | 30           | 24             | 19           | 15           | 8             |
|          | 30   | 35           | 26             | 19           | 15           | 9½            |
|          | 35   | 40           | 26             | 20           | 15           | 9½            |
|          | 40   | 45           | 26             | 20           | 16           | 9½            |
|          | 45   | 50           | 27             | 20           | 16           | 10½           |
|          | 50   | 60           | 27             | 21           | 18           | 10½           |
|          | 60   | 70           | 28             | 21           | 18           | 12            |
|          | 70   | 80           | 29             | 23           | 19           | 12            |
|          | 80   | 90           | 29             | 23           | 20           | 13            |
|          | 90   | 100          | 31             | 24           | 20           | 13            |
|          | 100  | 110          | 32             | 25           | 21           | 15            |
|          | 110  | 120          | 33             | 26           | 21           | 15            |
|          | 120  | 130          | 33             | 26           | 23           | 16            |
|          | 130  | 140          | 34             | 28           | 23           | 16            |
|          | 140  | 150          | 37             | 29           | 24           | 18            |
|          | 150  | 160          | 37             | 29           | 24           | 18            |
|          | 160  | 170          | 38             | 30           | 25           | 19            |
|          | 170  | 180          | 39             | 30           | 25           | 19            |
|          | 180  | 190          | 39             | 31           | 26           | 20            |
|          | 190  | 200          | 41             | 31           | 26           | 21            |
|          | 200  | 220          | 43             | 34           | 28           | 23            |
|          | 220  | 240          | 44             | 36           | 30           | 24            |
|          | 240  | 260          | 46             | 38           | 31           | 25            |
|          | 260  | 280          | 48             | 39           | 34           | 26            |

310-A  
Cancelis  
310

(Continued in Item No. 511 series)

◇ Increase, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
- San Francisco, California.

Correction No. 53

First Revised Page .... 32

Cancel

Original Page .... 32

HIGHWAY CARRIERS' TARIFF NO. 8

| Item No.  | SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)     |              |                |              |              |               |
|---|--|--------------|----------------|--------------|--------------|---------------|
|   | 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 |
|   | 280  | 300          | 49             | 40           | 35           | 28            |
|   | 300  | 325          | 52             | 43           | 36           | 29            |
|   | 325  | 350          | 53             | 44           | 38           | 30            |
|   | 350  | 375          | 54             | 45           | 39           | 31            |
|   | 375  | 400          | 57             | 48           | 42           | 35            |
| ◇311-A<br>Cancel<br>311   | 400  | 425          | 59             | 49           | 43           | 36            |
|   | 425  | 450          | 62             | 50           | 44           | 38            |
|   | 450  | 475          | 63             | 51           | 45           | 39            |
|   | 475  | 500          | 64             | 53           | 46           | 41            |
|   | 500  | 525          | 67             | 56           | 49           | 43            |
|   | 525  | 550          | 68             | 58           | 50           | 44            |
|   | 550  | 575          | 71             | 60           | 52           | 45            |
|   | 575  | 600          | 72             | 61           | 53           | 46            |
|   | 600  | 625          | 73             | 63           | 56           | 49            |
|   | 625  | 650          | 76             | 65           | 58           | 50            |
|   | 650  | 675          | 77             | 66           | 59           | 51            |
|   | 675  | 700          | 79             | 69           | 60           | 53            |
|   | For distances over 700 miles add for each 25 miles or fraction thereof |              | 2              | 2            | 1            | 1             |
| ◇ Increase, Decision No. 40512  |  |              |                |              |              |               |
| EFFECTIVE AUGUST 25, 1947   |  |              |                |              |              |               |
| Issued by the Public Utilities Commission of the State of California,<br>San Francisco, California. |  |              |                |              |              |               |
| Correction No. 54   |  |              |                |              |              |               |

Cancel

| Item No.  | SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)  |     |                |              |              |               |               |
|---|---|-----|----------------|--------------|--------------|---------------|---------------|
| (1)<br>* 320-B<br>Cancel<br>320-A   | FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40 series.   |     |                |              |              |               |               |
|   | BETWEEN   | AND | MINIMUM WEIGHT |              |              |               |               |
|   |   |     | Any Quantity   | 2000 Pounds  | 4000 Pounds  | 10,000 Pounds | 18,000 Pounds |
| LOS ANGELES TERRITORY, as described in Item No. 281 series.   | SAN FRANCISCO TERRITORY, as described in Item No. 283 series.<br>SACRAMENTO TERRITORY, as described in Item No. 282 series. | 86  | 69             | 61           | 55           | 46            | 37            |
| (1)<br>* 330-A<br>Cancel<br>330   | EMPTY CONTAINERS, as described in Item No. 40 series.   |     |                |              |              |               |               |
|   | BETWEEN   | AND | MINIMUM WEIGHT |              |              |               |               |
|   |   |     | Any Quantity   | 2,000 Pounds | 4,000 Pounds | 10,000 Pounds |               |
| LOS ANGELES TERRITORY, as described in Item No. 281 series.   | SAN FRANCISCO TERRITORY, as described in Item No. 283 series.<br>SACRAMENTO TERRITORY, as described in Item No. 282 series. | 49  | 40             | 35           | 28           |               |               |
| <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> <input type="checkbox"/> Increase<br/> <input checked="" type="checkbox"/> Change                 ) Decision No. 40512             </p> |   |     |                |              |              |               |               |
| EFFECTIVE AUGUST 25, 1947   |   |     |                |              |              |               |               |
| Issued by the Public Utilities Commission of the State of California,<br>San Francisco, California.<br>Correction No. 55  |   |     |                |              |              |               |               |



| 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                 | (2)87                    |
| Carrots-with tops | 1  | 6-Dozen Bunches                 | (1)104                   |
| 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                       |
| 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                          | 376                      |
| Grapefruit        | 45   | Packed                          | 36                       |
| Grapefruit        | 44   | Loose                           | 60                       |

401-C  
Cancel  
401-B

(Continued in Item No. 402 series)

⊙ Increase, Decision No. **40512**

- (1) Applies only to transportation of commodity shown packed with ice in crate from points of origin in Monterey, San Benito, Santa Clara, Santa Cruz and San Mateo Counties to points of destination in Alameda, San Francisco and Santa Clara Counties.
- (2) Will not apply in connection with transportation for which an estimated weight is provided by reference (1) hereof.

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 56

Cancel

| Item No.                 | SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS |                  |                        |                          |        |
|--------------------------|--|------------------|------------------------|--------------------------|--------|
|                          | ESTIMATED WEIGHTS  |                  |                        |                          |        |
|                          | COMMODITY  | CONTAINER NUMBER | PACKING SPECIFICATIONS | Gross Weight (In Pounds) |        |
| Unlidded                 |  |                  |                        | Lidded                   |        |
|                          | 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     |
| 402-B<br>Cancel<br>402-A | Kohl Rabi  | 1                | 3-Dozen Bunches        |                          | 63     |
|                          | Leeks  | 1                | 4-Dozen Bunches        |                          | 61     |
|                          | Lemons   | 64               | Packed                 | 87                       |        |
|                          | Lemons   | 64               | Loose                  |                          | 68     |
|                          | Lemons   | 65               | Packed                 |                          | 92     |
|                          | Lemons   | 65               | Loose                  |                          | 76     |
|                          | Lemons   | 66               | Packed                 |                          | 42     |
|                          | Lettuce  | 1                | 4 to 6-Dozen Heads     | (2)                      | 76     |
|                          | Lettuce  | 1                | 4 to 6-Dozen Heads     | (1)                      | 95 1/2 |
|                          | 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 other-   |                  |                        |                          |        |
|                          | wise specified   | 74               | Packed                 |                          | 34     |
|                          | do   | 75               | Packed                 |                          | 44     |
|                          | do   | 76               | Packed                 |                          | 54     |
|                          | do   | 77               | Packed                 |                          | 56     |
|                          | do   | 78               | Packed                 |                          | 69     |
|                          | do   | 72               | Packed                 |                          | 68     |

(Continued in Item No. 403 series)

△ Increase, Decision No. 40512

- (1) Applies only to transportation of commodity shown packed with ice in crate from points of origin in Monterey, San Benito, Santa Clara, Santa Cruz and San Mateo Counties to points of destination in Alameda, San Francisco and Santa Clara Counties.
- (2) Will not apply in connection with transportation for which an estimated weight is provided by reference (1) hereof.

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 57

| 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                      |
| 403-A<br>cancels<br>403 | Oranges  | 44               | Packed                 | 85                       |
|                         | 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                       |
|                         | 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   | 1                | .....                  | 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 series)

↕ Increase, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.

| Item No.                          | SECTION NO. 4 - ROUTING  |
|-----------------------------------|--|
| <p>*500-A<br/>Cancels<br/>500</p> | <p style="text-align: center;">ROUTES</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 by highway on either side of the highway route 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 San Francisco Territory, as described in Item No. 283 series, via Highway U.S. 40 to its junction with unnumbered highway near Crockett, thence unnumbered highway generally paralleling Southern Pacific Company right-of-way located along the shore line of Carquinez Strait and Suisun Bay to Martinez, county road generally paralleling Southern Pacific Company right-of-way through Port Chicago to its junction with State Route 4 four miles west of Pittsburg, State Route 4 to its junction with county road 1.6 miles north of Byron, said county road through Byron to its junction with Highway U.S. 50 3.9 miles west of Tracy, Highway U.S. 50 to its junction with State Route 120 5.0 miles west of Manteca, State Route 120 to Manteca, thence via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 2: From San Francisco Territory, as described in Item No. 283 series, via Highway U.S. 50 to its junction with State Route 120 5.0 miles west of Manteca, State Route 120 to Manteca, thence via Highway U.S. No. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 3: From San Francisco Territory, as described in Item No. 283 series, via Niles Canyon Highway to Sunol, State Route 21 and unnumbered county road through Pleasanton and Livermore to its junction with Highway U.S. 50 east of Livermore, Highway U.S. 50 to its junction with State Route 120 5.0 miles west of Manteca, State Route 120 to Manteca, thence via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 4: From San Francisco Territory, as described in Item No. 283 series, via Highway U. S. No. 101 to Gilroy, State Route 152 through Los Banos to its junction with Highway U.S. 99 north of Madera, thence via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 5: From Sacramento Territory as described in Item No. 252 series via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 6: From San Francisco Territory, as described in Item No. 283 series, via Highway U.S. 101 to its junction with State Route 118 4.0 miles southeast of Ventura, thence via (a) State Route 118 through Chatsworth, or (b) Highway U.S. 101 through Girard, or (c) Highway U.S. 101 to its junction with Highway U.S. 101 - Alternate at El Rio, thence via Highway U.S. 101 - Alternate through Oxnard, to Los Angeles Territory, as described in Item No. 281 series.</p> |

Route No. 7: From San Francisco Territory, as described in Item No. 283 series, via Routes 1, 2 or 3 to the junction of Highway U.S. 50 and State Route 33, 3 miles east of Tracy; thence via State Route 33 to Los Banos; thence via State Route 152 to its junction with Highway U.S. 99 north of Madera; thence via Routes 1, 2 or 3 beyond to Los Angeles Territory, as described in Item No. 281 series.

END OF TARIFF

\* Change, Decision No. 40512

EFFECTIVE AUGUST 25, 1947

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

Correction No. 59