

ORIGINAL

Decision No. 41794

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into)
the rates, rules, regulations, charges,)
allowances and practices of all common)
carriers, highway carriers and city)
carriers relating to the transportation)
of property.)

Case No. 4808

Appearances

Willard S. Johnson, Larry M. Fites and Arlo D. Poe for
petitioners.

H. J. Bischoff, Fred H. Chesnut, A. B. Clark, John W. Crowe,
Aaron H. Glickman, Morton G. Smith, Reginald L. Vaughan,
G. L. Parks, Lester Parker, H. M. Hendrix, A. W. Merrifield,
T. G. Fitzhenry, C. H. Manke for various respondent carriers
and carrier organizations.

J. J. Duvel, Edson Abel and Paul O. Helin for shippers and
shipper organizations.

(Appearances shown above are those entered in
the instant phase of this proceeding. For
earlier appearances, see previous decisions
in this case.)

O P I N I O N

The Truck Owners Association of California and the Motor
Truck Association of Southern California, by petition, seek an
increase of 15 per cent in the statewide minimum rates for transpor-
tation of fresh fruits and vegetables and related commodities as
set forth in Highway Carriers' Tariff No. 8 (Appendix "C" to Decision
No. 33977, as amended, in Case No. 4293).

Public hearings were held before Commissioner Potter and
Examiner Bryant at San Francisco on May 13 and at Los Angeles on
May 20, 1948. The matter is ready for decision.

The minimum rates in question govern transportation of fresh fruits and vegetables from production areas to the markets, and are not applicable to shipments moving to canneries, packing sheds, or processing plants. The rates were last increased by a general adjustment effective August 25, 1947.¹ Petitioners allege that since submission of the record on which that revision was based there have occurred further substantial increases in the cost of performing the service; and that by reason of such cost increases the minimum rates are now unreasonably low.

Three transportation engineers introduced revenue studies. One testified on behalf of the petitioning associations, another on behalf of three carriers specifically, and the third as a member of the Commission's transportation staff.

The association engineer introduced and explained an exhibit consisting of a consolidated income statement and of other revenue and expense figures for seven carriers. He said that, from a list of some 75 carriers believed to be transporting fruits and vegetables, the seven were selected as representing a fair cross-section of the responsible highway carriers engaged in transporting these commodities to the markets. Most of the others, he said, were found to be handling primarily tonnage not covered by the tariff, such as the field-to-shed movements, or to be "itinerant" operators² whose records were inadequate for his purposes. According to the figures contained in his exhibits, four of the carriers earned a profit in the year 1947, while three incurred a net loss. Consolidating the figures, the engineer showed that collectively the carriers

¹

Decision No. 40512 dated July 8, 1947, in Case No. 4293 (47 Cal. P.U.C. 339).

²

The seven selected carriers are: Coast Line Truck Service, Inc. (and Produce Express), Sacramento Freight Lines, Smith Transportation Co., Western Transport Company, V.P. Hunt Company, Fred C. Wilson and Sons, and Clark Bros. Motor Express.

received a small profit for the year, and also for the last four months thereof, but incurred a small loss for the first two months of 1948. Modifying the latest six months' figures to reflect recent increases in wages and fuel costs, he estimated that had such increases been effective throughout the period the carriers would have incurred a combined loss of \$91,373, producing a modified operating ratio of 104.62. On this basis he developed that a 15 per cent increase in operating revenues would produce an operating ratio of 93.55 per cent after income taxes.³ The witness emphasized that this result would follow only if the total operating revenues from all sources were increased by the indicated 15 per cent. He declared that gross revenues would be deficient to the extent that rates for traffic not involved herein, shown to represent about 40 per cent of the gross operating revenue, were not increased,⁴ or were increased by less than 15 per cent.

The second consulting transportation engineer, who testified in support of the petition on behalf of three of the same carriers, submitted estimated revenue requirements and related supplementary data in some detail. According to his estimates, the gross revenues of Clark Bros. Motor Transport, Inc. should be increased about 13 per cent; and those of Coast Line Truck Service, Inc. and Produce Express (whose figures were shown in a consolidated manner by this witness as well as by the association engineer)

3

The witness explained that the six months from September to February, inclusive, were used in his calculations for the reason that they represented the latest available period within which wages and transportation rates were constant. Wages were increased on May 1 by amounts which he estimated would raise payroll expenses at least 10 per cent. The increase in fuel cost was shown as 9.8 per cent.

4

Another phase of this proceeding, pending when the instant matter was heard, involved a proposal to increase minimum rates for the transportation of general commodities by varying amounts said to average about 7 per cent.

should be increased about 12 per cent. In the case of Clark Bros. specifically, and the seven carriers enumerated in footnote 2 collectively, he calculated that an increase of nearly 20 per cent would be necessary in the produce rates, in view of the lesser increases sought on other commodities.⁵ He was of the view that the carriers' revenue needs should be measured by an operating ratio of about 90 per cent before income taxes, which he believed to be necessary if financial integrity were to be assured.

The Commission engineer introduced and explained an exhibit consisting of an analysis of the investments, revenues, expenses and operating ratios of a group of 21 motor carriers engaged in the transportation of fresh fruits and vegetables for the year 1947 and for the first three months of 1948. As a group the carriers earned some profit in each accounting period, including the year 1947, the first quarter of 1948, and the six months ending with March, 1948. For the six months, according to the engineer, they would have incurred a loss represented by an operating ratio of 102.80 per cent if current wages and fuel costs had prevailed. Using the adjusted six-month figures, he showed that gross revenues would have to be increased 10.88 per cent to produce an operating ratio of 93 per cent, and 8.47 per cent to produce an operating ratio of 95 per cent. All of the 21 carriers included in this study derived some revenue from the transportation of fruits and vegetables to market. The proportion of revenue from such traffic, in relation to revenue from other sources, ranged for the various carriers from 95 per cent to less than 5 per cent. This witness did not adjust or supplement his figures to indicate the extent to which revenue deficiencies might be assigned to the produce traffic.

In addition to the revenue data, rate comparisons were introduced by the carrier witnesses. It was shown that certain of

⁵ See Footnote 4, supra.

the minimum rates for transportation of fresh fruits and vegetables have received lesser increases in recent years than have those for the movement of general freight; and that certain of the 3rd and 4th class rates for general commodities currently exceed the minimum produce rates by amounts ranging up to 87 per cent. Supplementing this information, the engineers testified that in their opinion the produce traffic is more costly to handle than is the average 3rd or 4th class freight, principally due to the perishable nature of the former and to differences in terminal conditions and requirements.

Two other carrier witnesses testified concerning the operations and revenue experiences of their respective companies. Both stated that the existing minimum rates are inadequate, that their companies operate as permitted carriers, and that rates above the minimum level are assessed in most cases. Three carrier representatives introduced evidence relating to refrigeration charges and to differences between actual weights and the established estimated weights for certain commodities moving in standard containers. Testimony was offered also concerning inadequacy of the established man-hour charges for loading, unloading, or accessorial services.

No shipper representatives offered evidence, and no one specifically opposed the establishment of increased minimum rates for the transportation herein involved. A representative of the California Farm Bureau Federation explained that from his experience few carriers were willing to haul produce at the minimum rates. He believed, however, that the range of transportation characteristics within the commodities covered by the produce tariff was so great that more than one scale of rates should be provided. Citing strawberries and potatoes as examples, he stated that any rate per

100 pounds adequate for the transportation of strawberries must necessarily be excessive for the transportation of potatoes. With reference to discrepancies in the estimated weights, he said that he had long since come to the conclusion that all charges for transportation of fresh fruits and vegetables by highway carriers should be governed by actual rather than estimated or prescribed weights. This representative explained that his comments were not intended to provide the basis for any revision of the tariff, but were for the purpose of suggesting to the Commission that the minimum rates be made the subject of further study.

Conclusions

The petition herein considered seeks from this Commission a mandatory order requiring all carriers to increase their rates to a proposed higher level. The evidence offered by petitioners is subject to some infirmities which it is not necessary to discuss in detail.⁶ The sufficiency of the minimum produce rates cannot be determined with accuracy from the combined over-all revenue needs of the selected carrier groups. The rate comparisons do not in themselves demonstrate the extent to which the produce rates should be revised. Furthermore, there is basis for questioning whether the best interests of carriers or shippers are served by the pyramiding of horizontal rate increases. It appears probable that the development of a fully equitable rate structure may require the adjustment of particular rates and charges.

None the less, the record shows clearly and indisputably that certain unavoidable increases in costs have been added to the carriers' expenses since the minimum rates were last adjusted. These are an increase in wages which took place on or about May 1, 1948,

⁶ The evidence introduced by all of the association and carrier witnesses, collectively, was based upon the records of only nine carriers. Five of the seven carriers studied by the association engineer derived their principal revenues from non-produce tonnage. The twenty-one carriers studied by the Commission engineer derived less than 23 per cent of their combined revenues from produce traffic.

adding an estimated 10 per cent to the payroll expenses; and an increase in fuel costs averaging about 9.8 per cent which became effective on January 1, 1948. It appears from the data of record that the combination of these two increases added about 4.8 per cent to the carriers' total operating expenses. On this basis an increase of 5 per cent in the minimum rates has been justified.

In some other minor respects, hereinbefore alluded to but not discussed, the record discloses a need for tariff revision. Testimony of carrier witnesses, based upon checks of many thousands of crates moving from different production areas, shows that the estimated weights prescribed in Highway Carriers' Tariff No. 8 for cantaloupes, carrots and lettuce in certain containers are substantially below the average weights actually determined by scale tests.⁷ The witnesses urged that the prescribed weights be corrected. The evidence shows also the need for removal of a territorial restriction which now limits the application of certain refrigeration charges to movements between specified central California counties only. It was testified further that the additional charge for accessorial service, now established as \$1.33 per man hour, is insufficient. This charge was shown to be below the current cost of providing the service, and substantially lower than the charge named in Highway Carriers' Tariff No. 2 for rendering the same services in connection with general commodities. Witnesses stated that the services were no less costly to perform in connection with produce shipments than in connection with general freight, and urged that the charge be made uniform in both tariffs. In these several respects the revision of Highway Carriers' Tariff No. 8 is justified by the evidence of record.

⁷

Data regarding weights of other commodities were submitted also, but were insufficient in their sampling or inconclusive in results.

Upon careful consideration of all of the facts and circumstances of record we are of the opinion and find that the proposed modifications have been justified to the extent provided in the order which follows. In all other respects the petition filed in this proceeding on April 5, 1948, by the Truck Owners Association of California and the Motor Truck Association of Southern California, will be denied.

O R D E R

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

IT IS HEREBY ORDERED that Decision No. 33977 of March 11, 1941, in Case No. 4293, as amended, be and it is hereby further amended by substituting in Highway Carriers' Tariff No. 8 (Appendix "C" to said decision, as amended) the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Third Revised Page 13 cancels Second Revised Page 13
 Third Revised Page 14 cancels Second Revised Page 14
 Second Revised Page 15 cancels First Revised Page 15
 Third Revised Page 16 cancels Second Revised Page 16
 Third Revised Page 29 cancels Second Revised Page 29
 Third Revised Page 30 cancels Second Revised Page 30
 Second Revised Page 31 cancels First Revised Page 31
 Second Revised Page 32 cancels First Revised Page 32
 Third Revised Page 33 cancels Second Revised Page 33
 Fourth Revised Page 36 cancels Third Revised Page 36
 Third Revised Page 37 cancels Second Revised Page 37

IT IS HEREBY FURTHER ORDERED that tariff publications herein required to be made by common carriers as a result of the revision of Highway Carriers' Tariff No. 3 as hereinbefore provided shall be made effective on or before August 1, 1948, on not less than ten (10) days' notice to the Commission and to the public.

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

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

Dated at San Francisco, California, this 29th day of June, 1948.

R. T. Dwyer
Justice J. G. Allen
Frank R. Rocco
Harold P. Hule
Kenneth Potter
Commissioners

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

*130-B
Cancels
130-A

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 7 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 Increase }
* Change } Decision No. 41794

EFFECTIVE AUGUST 1, 1948

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

Correction No. 67

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
*140-C Cancels 140-B	<p>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 \$2.78 per hour shall be assessed for the time consumed in excess of 20 minutes per ton.</p>												
*150-C Cancels 150-B	<p>ACCESSORIAL CHARGES</p> <p>An additional charge of \$1.40 per man per hour, minimum charge 69 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>												
*155-B Cancels 155-A	<p>REFRIGERATION--TOP OR BODY ICING</p> <p>◇ (Territorial restriction removed)</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> <tr> <th>Minimum Weight (In Pounds)</th><th>◇ Additional Charge (Per Shipment)</th></tr> <tr> <td>10,000</td><td>\$1.97</td></tr> <tr> <td>18,000</td><td>3.94</td></tr> <tr> <td>24,000</td><td>5.91</td></tr> </table>	Minimum Weight (In Pounds)	◇ Additional Charge (Per Shipment)	10,000	\$1.97	18,000	3.94	24,000	5.91				
Minimum Weight (In Pounds)	◇ Additional Charge (Per Shipment)												
10,000	\$1.97												
18,000	3.94												
24,000	5.91												
*160-C Cancels 160-B	<p>MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be as follows:</p> <p>(a) When the constructive distance from point of origin to point of destination does not exceed 150 miles:</p> <table> <tr> <th>Weight of Shipment</th><th>◇ Minimum Charge in Cents</th></tr> <tr> <td>25 pounds or less</td><td>49</td></tr> <tr> <td>Over 25 pounds but not over 50 pounds...</td><td>62</td></tr> <tr> <td>Over 50 pounds but not over 75 pounds...</td><td>75</td></tr> <tr> <td>Over 75 pounds but not over 100 pounds...</td><td>87</td></tr> <tr> <td>Over 100 pounds</td><td>93</td></tr> </table> <p>(b) When the constructive distance exceeds 150 miles: The charge for 100 pounds at the commodity rate applicable thereto but not less than \$1.05.</p>	Weight of Shipment	◇ Minimum Charge in Cents	25 pounds or less	49	Over 25 pounds but not over 50 pounds...	62	Over 50 pounds but not over 75 pounds...	75	Over 75 pounds but not over 100 pounds...	87	Over 100 pounds	93
Weight of Shipment	◇ Minimum Charge in Cents												
25 pounds or less	49												
Over 25 pounds but not over 50 pounds...	62												
Over 50 pounds but not over 75 pounds...	75												
Over 75 pounds but not over 100 pounds...	87												
Over 100 pounds	93												

◇ Increase) Decision No. 41794
*Change)

EFFECTIVE AUGUST 1, 1948.

Issued by The Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 68

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL AFFILIATION (Continued)		
	SPLIT PICKUP		
	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:		
	Weight of Component Part (In Pounds)	Additional Charge For Each Component Part Picked Up (In Cents)	
	Over But not over		
	0 100	36	
	100 500	49	
*170-B	500 1,000	69	
Cancels	1,000 2,000	105	
170-A	2,000 4,000	140	
	4,000 10,000	174	
	10,000 20,000	209	
	20,000 —	278	
	The provisions of this item shall not apply:		
	(1) if split delivery service is to be accorded;		
	(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.		
	In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, said charge may be applied.		
	◊ Increase } *Change } Decision No. 41794		
	EFFECTIVE AUGUST 1, 1948		
	Issued by The Public Utilities Commission of the State of California, San Francisco, California.		
	Correction No. 69		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	SPLIT DELIVERY		
	The charge for transportation of a split delivery shipment (as defined in Item No. 11 series) shall be the pickup and delivery charge (as defined in Item No. 10 series) applicable under rates in Section No. 2, or any combination of said rates, for transportation of a single shipment of like kind and quantity of property,		
	(a) from point of origin to point of destination of any component part via the points of destination of all other component parts;		
	(b) for one-half the distance from point of origin to that same point via each of the points of destination to which deliveries are made; (See Note 1.)		
	plus the following additional charges:		
	Weight of Component Part (In Pounds)		◇ Additional Charge for Each Component Part Delivered (In Cents)
	Over	But not over	
	0	100	36
	100	500	49
	500	1,000	69
*180-C	1,000	2,000	105
Cancels	2,000	4,000	140
180-B	4,000	10,000	174
	10,000	20,000	209
	20,000		278
	The provisions of this item shall not apply:		
	(1) if split pickup service has been accorded;		
	(2) unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignee, the point of destination and the kind of property in each component part.		
	In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, said charge may be applied.		
	See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.		
	NOTE 1.--Point-to-point rates in this tariff may also be used in combination with other rates in this tariff in the following manner: Add to the rate applicable to transportation of a single shipment of like kind and quantity of property from point of origin to any other point, the		

rate applicable for 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. 41794
*Change }

EFFECTIVE AUGUST 1, 1948.

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

Correction No. 70

Third Revised Page 29

Cancels

Second Revised Page ... 29

HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 2 - \diamond 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
	0	3	43	22	20	12	6
	3	5	43	25	21	13	7
	5	10	44	25	21	13	7 $\frac{1}{2}$
	10	15	45	26	22	14	8 $\frac{1}{2}$
	15	20	46	26	24	16	9
	20	25	46	27	25	16	9 $\frac{1}{2}$
	25	30	48	29	25	17	10
	30	35	47	29	26	19	12
	35	40	50	30	27	19	13
	40	45	51	30	27	20	14
	45	50	51	32	29	21	14
	50	60	55	33	30	22	15
	60	70	56	36	32	24	17
	70	80	57	37	33	25	18
	80	90	60	38	36	27	19
	90	100	62	40	37	29	21
	100	110	64	41	38	30	23
	110	120	65	43	40	32	24
	120	130	66	45	41	33	26
	130	140	67	46	42	35	27
	140	150	67	48	43	36	29
	150	160	69	50	45	37	30
	160	170	70	51	47	38	32
	170	180	71	53	48	40	33
	180	190	72	54	50	42	36
	190	200	75	56	51	43	37
	200	220	77	57	54	46	39
	220	240	81	62	57	48	40
	240	260	85	64	59	51	44
	260	280	87	68	62	54	45

*300-C
Cancels
300-B

(Continued in Item No. 301 series)

\diamond Increase }
* Change } Decision No. 41794

EFFECTIVE AUGUST 1, 1948

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

Correction No. 71

Third Revised Page....30
 Cancels
 Second Revised Page...30

HIGHWAY CARRIERS' TARIFF NO. 8

Item No.	SECTION NO. 2 - (DISTANCE COMMODITY RATES (In Cents per 100 Pounds)						
	FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40 series. (Items Nos. 300 and 301 series)						
	MILES		MINIMUM WEIGHT				
	But not Over over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds
	280 300	90	72	64	58	48	39
	300 325	93	77	68	62	50	42
	325 350	99	80	72	64	55	45
	350 375	102	84	75	67	57	48
	375 400	106	88	78	71	59	50
*301-C Cancels 301-B	400 425	111	92	83	75	63	53
	425 450	114	96	85	78	67	56
	450 475	118	100	89	82	69	58
	475 500	123	104	95	85	71	61
	500 525	127	108	98	88	76	63
	525 550	130	111	101	92	78	67
	550 575	134	116	105	96	81	69
	575 600	139	120	109	99	84	71
	600 625	143	124	113	101	87	75
	625 650	146	129	117	105	90	77
	650 675	150	131	121	109	93	80
	675 700	154	135	125	111	96	82
	For dis- tances over 700 miles add for each 25 miles or fraction thereof	4 $\frac{1}{4}$	4 $\frac{1}{4}$	3 $\frac{1}{4}$	3 $\frac{1}{4}$	2	2
(Increase) Decision No. 41794 *Change)							
EFFECTIVE AUGUST 1, 1948							
Issued by the Public Utilities Commission of the State of California, San Francisco, California							
Correction No. 72							

Second Revised Page....31

Cancels

First Revised Page.....31

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
	0	3	23	16	13	5½
	3	5	23	16	13	7½
	5	10	24	17	13	7½
	10	15	24	17	14	7½
	15	20	25	19	14	8½
	20	25	25	19	14	8½
	25	30	25	20	16	8½
	30	35	27	20	16	10
	35	40	27	21	16	10
	40	45	27	21	17	10
	45	50	28	21	17	11
	50	60	28	22	19	11
	60	70	29	22	19	13
	70	80	30	24	20	13
	80	90	30	24	21	14
	90	100	33	25	21	14
	100	110	34	26	22	16
	110	120	35	27	22	16
	120	130	35	27	24	17
	130	140	36	29	24	17
	140	150	39	30	25	19
	150	160	39	30	25	19
	160	170	40	32	26	20
	170	180	41	32	26	20
	180	190	41	33	27	21
	190	200	43	33	27	22
	200	220	45	36	29	24
	220	240	46	38	32	25
	240	260	48	40	33	26
	260	280	50	41	36	27

*310-B
Cancels
310-A

(Continued in Item No. 311 series)

◇ Increase) Decision No. 41794
*Change)

EFFECTIVE AUGUST 1, 1948.

Issued by The Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 73

Second Revised Page....32

Cancels

First Revised Page32

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
*311-B Cancels 311-A	280	300	51	42	37	29
	300	325	55	45	38	30
	325	350	56	46	40	32
	350	375	57	47	41	33
	375	400	60	50	43	37
	400	425	62	51	45	38
	425	450	65	53	46	40
	450	475	66	54	47	41
	475	500	67	56	48	43
	500	525	70	59	51	45
	525	550	71	61	53	46
	550	575	75	63	54	47
	575	600	76	64	56	48
	600	625	77	66	59	51
	625	650	80	68	61	53
	650	675	81	69	62	54
	675	700	83	72	63	56
		For distances over 700 miles add for each 25 miles or fraction thereof		2	2	1
◊Increase } Decision No. 41794 *Change }						
EFFECTIVE AUGUST 1, 1948						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 74						

Item No.	SECTION NO. 2 - \diamond POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)						
(1) *320-C Cancels 320-B	FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40 series.						
	BETWEEN	AND	MINIMUM WEIGHT				
			Any Quan- tity	2,000 Pounds	4,000 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. SACRAMENTO TERRITORY, as described in Item No. 282 series.	90	72	64	58	48
(1) *330-B Cancels 330-A	EMPTY CONTAINERS, as described in Item No. 40 series.						
	BETWEEN	AND	MINIMUM WEIGHT				
			Any Quan- tity	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. SACRAMENTO TERRITORY, as described in Item No. 282 series.	51	42	37	29	
<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>\diamond Increase) * Change) Decision No. 41794</p>							
EFFECTIVE AUGUST 1, 1942							
<p>Issued by The Public Utilities Commission of the State of California, Correction No. 75</p> <p>San Francisco, California.</p>							

Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS			
	ESTIMATED WEIGHTS			GROSS WEIGHT (In Pounds)
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	
*401-D Cancels 401-C	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 Layers	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	76
	Grapefruit	45	Packed	36
	Grapefruit	44	Loose	60
(Continued in Item No. 402 series)				

- ◇ (1) Applies only to transportation of commodity shown packed with ice in crato.
- (2) Will not apply in connection with transportation for which an estimated weight is provided by reference (1) hereof.

◇ Increase) Decision No. 41794
* Change)

EFFECTIVE AUGUST 1, 1948

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

Correction No. 76

Item No.	SECTION NO. 3 - ESTIMATED WEIGHTS AND CONTAINER DESCRIPTIONS					
	ESTIMATED WEIGHTS					
	COMMODITY	CONTAINER NUMBER	PACKING SPECIFICATIONS	GROSS WEIGHT (In Pounds)		
				Unlidded		Lidded
* 402-C Cancels 402-B	Grapes	46	Packed	-	27	
	Grapes	47	Packed	27	29	
	Grapes	48	Packed	29	31	
	Grapes	49	Packed	30	35	
	Grapes	50	Packed	30	37	
	Grapes	51	Packed	30	39	
	Grapes	52	Packed	-	41	
	Grapes	53	Packed	-	43	
	Grapes	54	Packed	-	50	
	Grapes	55	Packed	-	32	
	Grapes	56	Packed	-	31	
	Grapes	57	Packed	-	33	
	Grapes	58	Packed	-	29	
	Grapes	59	Packed	-	33	
	Grapes	60	Packed 4 Baskets		33	
	Grapes	61	Packed 9 Baskets		29	
	Grapes	62	Packed 9 Baskets		31	
	Grapes	63	Packed in Sawdust		50	
	Kohl Rabi	1	3-Dozen Bunches		63	
	Leeks	1	4-Dozen Bunches		61	
	Lemons	64	Packed		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)	85	
	Lettuce	1	4 to 6-Dozen Heads	◇ (1)	100	
	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	◇	88		
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)

(Continued in Item No. 403 series)

- ◇ (1) Applies only to transportation of commodity shown packed with ice in crate.
- (2) Will not apply in connection with transportation for which an estimated weight is provided by reference (1) hereof.
- ◇ Increase) Decision No. **41794**
* Change)

EFFECTIVE AUGUST 1, 1948

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

Correction No. 77