

ORIGINAL

Decision No. 48055

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. 4208

Appearances

Edward M. Berol and Robert O. Boynton, for Truck
Owners Association of California, petitioner.
Edson Abel, H. J. Bischoff, L. W. L. Cooper,
J. G. Fitzhenry, Paul Helim, R. C. Neill,
Lester Parker, Thomas R. Phillips and
Charles C. Wilson, for certain shippers, shipper
organizations and respondent carriers.
Grant L. Malquist and James H. Morrison, for
the Commission's staff.

SUPPLEMENTAL OPINION

Minimum rates, rules and regulations for the transportation of fresh fruits and vegetables are set forth in Highway Carriers' Tariff No. 8. They were first established, on a state-wide basis, in 1941 by Decision No. 33977, dated March 11, 1941, in Case No. 4293. These rates have been modified from time to time to meet the higher cost of operations and changed operating conditions arising from the inflationary forces which have prevailed during the past years. The rate adjustments that have been made were, for the most part, by application of percentage increases in amounts sufficient to enable the carriers, as a group, to offset the higher costs experienced in their operations. The last increase accorded the carriers was 9 percent. It was in the form of a surcharge. This increase was of a temporary nature and is scheduled to expire December 31, 1952.

Generally the amount of increase applied to the existing rates was determined from a showing made of the over-all revenues and expenses of a group of carriers. The minimum rates resulting from such adjustments were not entirely predicated upon the costs of performing the various services entailed in the transportation of produce. As a result it is represented that the rate structure has become distorted and maladjustments therein exist. The instant phase of this proceeding is for the purpose of establishing a just and reasonable rate structure for the transportation of fresh fruits and vegetables under existing operating conditions.

Public hearings were held at San Francisco before Examiner Lake. Evidence was submitted by members of the Commission's staff and by carrier representatives. Representatives of shippers and shipper organizations appeared at the hearings. They did not, however, state their position with respect to the recommended rate adjustments nor otherwise participate in the development of the record.

On behalf of the Commission's staff, a transportation engineer submitted a report on the cost of transporting fresh fruits and vegetables by motor vehicle from producing points to the various market areas within the State of California. A transportation rate expert submitted an economic and rate study which included a suggested scale of minimum rates.

The engineer's study was based upon cost and performance data obtained from 56 certificated and permitted carriers. These carriers were said to be representative of the carriers engaged in the transportation here in issue. The operating and cost information was secured for the most part from the carriers' records. Performance data was developed from on-the-spot observations made by Commission engineers during the harvesting seasons throughout the

calendar year of 1951. In addition, special studies were made of the various services rendered by the carriers in performing the transportation of produce from the point of pickup to the point of delivery.¹ His study included the development of total estimated costs for transporting produce in various types of equipment for various lengths of haul. These estimated costs, the record shows, are higher than the present rates for hauls of less than 300 miles and generally are below the present rates for greater distances except rates subject to a minimum weight of 24,000 pounds. For this weight bracket the estimated costs are higher for all distances than the present rates.

The rate expert's study was developed in part from official reports of the United States and California Departments of Agriculture. He based his recommended rates upon his analysis of the costs of record developed by the engineer after giving consideration to the threat of proprietary operations and to the legislative mandate contained in the Public Utilities Code.² On cross-examination it was developed that the rate witness, through a misunderstanding, believed that certain costs had been overstated. He said that to this extent his proposed rates were somewhat depressed. Under his original recommendation the 2,000-pound rates for distances of 50 miles and less, the 10,000-pound rates for distances of 120 miles and less, the 18,000-pound rates for distances of 170 miles and less, and all the 24,000-pound rates are below full

¹ The services involved pickup, delivery, line-haul, terminal platform handling, and billing and collecting phases of the operation.

² Section 3661 of the Public Utilities Code reads as follows: "It is the policy of the State to be pursued by the Commission to establish such rates as will promote the freedom of movement by carriers of the products of agriculture, including livestock, at the lowest lawful rates compatible with the maintenance of adequate transportation service." Section 726 of the Code reads the same.

costs before provision for profit. Generally, in all other respects, the recommended rates are above the cost of performing the service by an amount which he said was sufficient to provide a reasonable profit.

The proposed rates are higher than the present rates in all weight brackets for distances of 300 miles and less, but for the most part, are lower than the present rates for greater distances.

Like the present, the recommended point-to-point rates consist of a single scale for application between the Los Angeles territory, on the one hand, and the San Francisco and Sacramento territories, on the other. These rates are higher than present rates and exceed costs except in the 24,000-pound weight bracket where they are slightly lower.

No point-to-point rates, as now provided, are proposed between points in Monterey, San Benito and Santa Cruz Counties, on the one hand, and points in San Francisco, Alameda and Santa Clara Counties, on the other. The rate witness explained that the state-wide costs were on the same or higher levels than the present point-to-point rates between these points. Therefore, he recommended that they be canceled. A comparison of the costs, the recommended rates and the present rates for certain constructive mileages and between San Francisco and Sacramento territories, on the one hand, and Los Angeles territory on the other hand, are set forth in Appendix "A" attached hereto.

It is contended that the class of traffic with which we are here concerned, perhaps more than any other, requires an efficient, dependable and adequate transportation service. In addition, the transportation services necessary properly to handle these commodities must be of a highly specialized nature. The

producing seasons for most fruits and vegetables are of a relatively short duration. They vary with the type of produce and the location of the producing areas. Most shipments require expeditious handling so that the commodities may be delivered to the consignee in a fresh condition. Because of the inherent nature of the commodities and their susceptibility to damage, specialized equipment, personnel and handling is said to be necessary.

The movement of fruits and vegetables is such as to require carriers to maintain equipment in sufficient quantities to transport the shipments during the peak periods. The record shows that the demands for transportation often exceed the available supply. During off-season periods and to a limited extent during all of the seasons the carriers engage in the transportation of general commodities which they contend is more attractive because earnings therefrom are greater than those under the present fruit and vegetable rates. In addition, the general commodity traffic affords a more sustained movement and a greater use factor but frequently does not require the meticulous handling necessary in the transportation of produce.

According to the record, produce carriers are seeking more and more general commodity traffic to the prejudice of the fruit and vegetable movements. It is necessary, therefore, that a rate structure be established which will promote the freedom of movement of these agricultural commodities, but it is of equal importance to the shippers of these products that the rate structure be such that other classes of traffic will not be preferred. It is clear from the record that the present rate structure does not reflect present operating conditions nor the existing costs of performing the service. For movements of 250 miles or less the present rates fall far short of meeting the cost of operations. For greater distances the present rates exceed costs in all weight brackets except the

24,000-pound rate scale. Under the rate witness's proposal the maladjustments existing between the cost of operations and present rates would in most respects be removed. This scale, however, requires modification to remove the arbiguities resulting from the witness's misunderstanding of the engineer's cost study. Otherwise, this witness's recommendations appear to be reasonable and will be adopted.

We turn now to a discussion of the proposed revisions in the rules and regulations applicable in connection with the produce rates. The rate witness pointed out that under the present rules additional charges for helpers in the loading and unloading of shipments must be assessed in addition to the rates for transportation. He explained that the use of helpers for these services is experienced in almost all movements. The carrier witness corroborated this testimony and stated further that difficulty had been experienced in collecting the charges for such services. The rate witness stated that the cost for helpers had been included in his proposed rates and that, therefore, the charges should be eliminated from the rules. This proposal appears to be reasonable and will be adopted.

The carrier witness also proposed that the charges for split pickup and delivery shipments, for demurrage, refrigeration, minimum per shipment charges, collection of C.O.D. shipments and other accessorial charges be adjusted to correspond to the over-all increase experienced in the cost of labor. He pointed out that labor expenses, which comprise most of the costs of providing these accessorial services had been increased 15 percent. The witness recommended that these charges be increased 13 percent. The witness's proposal will be adopted.

There remains to be discussed the establishment of rates for the return of empty carriers. Neither the cost engineer nor the rate expert offered proposals in this regard. The carrier witness suggested that the present empty carrier rates be increased 13 percent to reflect the increased labor costs. Historically, rates for the transportation of fruit and vegetable containers have been rated at one-half of 4th class less carload. The present rates when originally established were based upon this rating at rates provided in Highway Carriers' Tariff No. 2. Nothing has been adduced on this record which would warrant a departure from this method of prescribing rates for the empty containers returning. In the order which follows the rates established for this transportation will reflect one-half of the 4th class rates provided in Highway Carriers' Tariff No. 2, adjusted to the nearest cent.

The rates established by the order to follow will be reasonable and nondiscriminatory for the transportation of fruits and vegetables and empty containers. The record as a whole is convincing that rates of the volume herein established are necessary in order to preserve an adequate and efficient service for this class of traffic. As heretofore indicated, the charges under the present rates applicable to the commodities herein are subject to a surcharge of 9 percent. This surcharge is scheduled to expire with December 31, 1952. For the sake of orderly process, therefore, the rates established by the order herein will be made effective January 1, 1953. It has been brought to our attention that Item No. 120 series, Application of Rates, in Highway Carriers' Tariff No. 8, refers to Item No. 210 series instead of Item No. 290 series. This change will also be made.

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.

APPENDIX "A" TO DECISION NO. 43055

Comparison of Costs, Proposed Rates and Present Rates for Representative Distances

| <u>Any Quantity</u> | Point to- Point Rates (1) | <u>Constructive Mileage</u> | | | | | |
|--------------------------------|---------------------------------------|-----------------------------|-----------|------------|------------|------------|------------|
| | | <u>30</u> | <u>75</u> | <u>150</u> | <u>250</u> | <u>400</u> | <u>600</u> |
| Staff Engineer's Costs | 106 | 61 | 66 | 90 | 99 | 114 | 136 |
| Staff Witness's Proposed Rates | 113 | 69 | 79 | 94 | 106 | 121 | 144 |
| *Present Rates | 100 | 54 | 64 | 75 | 95 | 118 | 154 |
| <u>2,000-Pound Minimum</u> | | | | | | | |
| Staff Engineer's Costs | 84 | 45 | 49 | 66 | 76 | 90 | 111 |
| Staff Witness's Proposed Rates | 90 | 41 | 52 | 68 | 81 | 95 | 118 |
| *Present Rates | 80 | 33 | 42 | 54 | 74 | 93 | 133 |
| <u>4,000-Pound Minimum</u> | | | | | | | |
| Staff Engineer's Costs | 76 | 37 | 42 | 58 | 67 | 82 | 103 |
| Staff Witness's Proposed Rates | 81 | 37 | 47 | 61 | 72 | 86 | 109 |
| *Present Rates | 71 | 28 | 37 | 48 | 66 | 87 | 121 |
| <u>10,000-Pound Minimum</u> | | | | | | | |
| Staff Engineer's Costs | 66 | 32 | 36 | 48 | 57 | 71 | 92 |
| Staff Witness's Proposed Rates | 71 | 24 | 34 | 50 | 61 | 75 | 97 |
| *Present Rates | 64 | 19 | 28 | 40 | 56 | 73 | 102 |
| <u>18,000-Pound Minimum</u> | | | | | | | |
| Staff Engineer's Costs | 57 | 27 | 31 | 39 | 48 | 62 | 83 |
| Staff Witness's Proposed Rates | 60 | 15 | 24 | 37 | 52 | 66 | 87 |
| *Present Rates | 52 | 11½ | 20 | 31 | 47 | 64 | 91 |
| <u>24,000-Pound Minimum</u> | | | | | | | |
| Staff Engineer's Costs | 56 | None | 31 | 39 | 49 | 62 | 82 |
| Staff Witness's Proposed Rates | 48 | 12 | 20 | 31 | 44 | 58 | 78 |
| *Present Rates | 42 | 10 | 17 | 26 | 38 | 54 | 76 |

(1) Between Los Angeles territory, on the one hand, and San Francisco and Sacramento territories on the other hand.

* Exclusive of the 9 percent surcharge.

End of Appendix

SUPPLEMENT NO. 7
(Cancels Supplement No. 6)

To

HIGHWAY CARRIERS' TARIFF NO. 8

Naming

MINIMUM RATES, RULES AND REGULATIONS

For The

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

BY

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

NOTE

Surcharge shown in Supplement No. 6

canceled by Decision No. 48055

EFFECTIVE JANUARY 1, 1953

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California

| Item No. | SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued) | | | | | | | | | | | | |
|--|--|--|--|--|---------|--|-----------------------|-----------------------|--------------------|---------------------------------|------------------|----------------------------------|------------------|
| | APPLICATION OF RATES | | | | | | | | | | | | |
| | <p>1. Deductions</p> <p>(a) Rates provided in this tariff are for transportation of shipments, as defined in Item No. 11(k), (l) and (m) series from point of origin to point of destination, subject to Items Nos. 130, 140 and 150 series.</p> <p>(b) Except as provided in Notes 1, 2, 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:</p> <table style="margin-left: 40px;"> <tr> <td style="text-align: right;">When shipment moves under rates subject to minimum weights of:</td> <td style="text-align: center;">Deductions, in cents per 100 lbs. except as shown:</td> </tr> <tr> <td></td> <td style="text-align: center;">Columns</td> </tr> <tr> <td></td> <td style="text-align: center;">(1) (2) (3)</td> </tr> <tr> <td style="text-align: right;">Less than 2000 pounds</td> <td style="text-align: center;">#15 #5 #20</td> </tr> <tr> <td style="text-align: right;">2000 but less than 4,000 pounds</td> <td style="text-align: center;">10 5 15</td> </tr> <tr> <td style="text-align: right;">4000 but less than 10,000 pounds</td> <td style="text-align: center;">5 5 10</td> </tr> </table> <p>#In cents per shipment when shipment weighs less than 100 pounds.</p> <p>Column (1) - Applies on shipments originating at carrier's established depot.</p> <p>Column (2) - Applies on shipments destined to carrier's established depot.</p> <p>Column (3) - Applies on shipments originating at and destined to carrier's established depots.</p> <p>NOTE 1.-No deduction shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, or from minimum charges provided by Item No. 160 series.</p> <p>NOTE 2.-No deduction shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.</p> <p>NOTE 3.-Deductions made under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots, subject to Note 2.</p> <p>NOTE 4.-In no case shall the net transportation rate be less than 14 cents per 100 pounds, or less than the pickup and delivery rate, whichever is lower.</p> <p>2. Deliveries Within a Single Market Area</p> <p>* For the purpose of applying the rates in this tariff, multiple deliveries within a single market area as defined in Item No. 290 series shall be deemed to be made to one consignee at one point of destination provided charges are paid by a single consignor or a single consignee.</p> | When shipment moves under rates subject to minimum weights of: | Deductions, in cents per 100 lbs. except as shown: | | Columns | | (1) (2) (3) | Less than 2000 pounds | #15 #5 #20 | 2000 but less than 4,000 pounds | 10 5 15 | 4000 but less than 10,000 pounds | 5 5 10 |
| When shipment moves under rates subject to minimum weights of: | Deductions, in cents per 100 lbs. except as shown: | | | | | | | | | | | | |
| | Columns | | | | | | | | | | | | |
| | (1) (2) (3) | | | | | | | | | | | | |
| Less than 2000 pounds | #15 #5 #20 | | | | | | | | | | | | |
| 2000 but less than 4,000 pounds | 10 5 15 | | | | | | | | | | | | |
| 4000 but less than 10,000 pounds | 5 5 10 | | | | | | | | | | | | |

*120-D
Cancels
120-C

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

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.

*130-C
Cancels
130-B

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 8 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.

◇Increase)
*Change) Decision No. 43055

EFFECTIVE JANUARY 1, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 119

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

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:

| Weight of Shipment | ◇ Minimum Charge in Cents |
|--|------------------------------|
| *160-D Cancels 160-C 25 pounds or less..... | 55 |
| Over 25 pounds but not over 50 pounds..... | 70 |
| Over 50 pounds but not over 75 pounds..... | 85 |
| Over 75 pounds but not over 100 pounds..... | 98 |
| Over 100 pounds..... | 105 |

(b) When the constructive distance exceeds 150 miles:
 The charge for 100 pounds at the commodity rate applicable thereto but not less than ◇\$1.19.

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 | 46 |
| 100 500 | 62 |
| 500 1,000 | 88 |
| *170-D Cancels 170-C 1,000 2,000 | 133 |
| 2,000 4,000 | 179 |
| 4,000 10,000 | 221 |
| 10,000 20,000 | 266 |
| 20,000 | 354 |

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) Decision No. 43055
 *Change)

EFFECTIVE JANUARY 1, 1953

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

Correction No. 121

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 | 46 |
| 100 | 500 | 62 |
| 500 | 1,000 | 88 |
| 1,000 | 2,000 | 133 |
| 2,000 | 4,000 | 179 |
| 4,000 | 10,000 | 221 |
| 10,000 | 20,000 | 266 |
| 20,000 | | 354 |

*180-E
 Cancels
 180-D

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)
 *Change) Decision No. 48055

JANUARY 1, 1953

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

Correction No. 122

| Item No. | SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued) |
|----------------------------|--|
| *190-D Cancels 190-C | <p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000.00).</p> <p>(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars (\$2,000.00), payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty (30) days' notice to the Commission.</p> <p>(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten (10) days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.</p> <p>(d) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p> |

When the amount collected is

◊ Charge for Collecting and Remitting will be

| | | | | |
|----------|----------|------------|-----------------------|---------|
| Not over | \$2.50 | | | \$ 0.27 |
| Over | \$2.50 | not over | \$5.00 | .31 |
| Over | 5.00 | not over | 10.00 | .42 |
| Over | 10.00 | not over | 20.00 | .45 |
| Over | 20.00 | not over | 25.00 | .49 |
| Over | 25.00 | not over | 40.00 | .55 |
| Over | 40.00 | not over | 50.00 | .60 |
| Over | 50.00 | not over | 60.00 | .75 |
| Over | 60.00 | not over | 80.00 | .78 |
| Over | 80.00 | not over | 100.00 | .81 |
| Over | 100.00 | not over | 102.50 | 1.03 |
| Over | 102.50 | not over | 105.00 | 1.05 |
| Over | 105.00 | not over | 110.00 | 1.10 |
| Over | 110.00 | not over | 120.00 | 1.13 |
| Over | 120.00 | not over | 140.00 | 1.15 |
| Over | 140.00 | not over | 150.00 | 1.20 |
| Over | 150.00 | not over | 160.00 | 1.28 |
| Over | 160.00 | not over | 180.00 | 1.30 |
| Over | 180.00 | not over | 200.00 | 1.34 |
| Over | 200.00 | not over | 250.00 | 1.50 |
| Over | 250.00 | not over | 300.00 | 1.73 |
| Over | 300.00 | not over | 350.00 | 1.94 |
| Over | 350.00 | not over | 400.00 | 2.13 |
| Over | 400.00 | not over | 450.00 | 2.41 |
| Over | 450.00 | not over | 500.00 | 2.63 |
| Over | 500.00 | not over | 550.00 | 2.86 |
| Over | 550.00 | not over | 600.00 | 3.07 |
| Over | 600.00 | not over | 650.00 | 3.30 |
| Over | 650.00 | not over | 700.00 | 3.53 |
| Over | 700.00 | not over | 750.00 | 3.76 |
| Over | 750.00 | not over | 800.00 | 3.99 |
| Over | 800.00 | not over | 850.00 | 4.20 |
| Over | 850.00 | not over | 900.00 | 4.43 |
| Over | 900.00 | not over | 950.00 | 4.66 |
| Over | 950.00 | not over | 1,000.00 | 4.88 |
| Over | 1,000.00 | at rate of | \$4.88 per \$1,000.00 | |

* Change)
 ◊ Increase) Decision No. 48955

EFFECTIVE JANUARY 1, 1953

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

Correction No. 123

| Item No. | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued) |
|---|---|
| *250-B Cancels 250-A | <p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event under the provisions of Items Nos. 210 to 240 series, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by highway carrier, the following charges for such accessorial services shall be added:</p> <ol style="list-style-type: none">(1) For tailgate loading or tailgate unloading - no additional charge;(2) For loading or unloading other than tailgate loading or tailgate unloading - 02½ cents per 100 pounds;(3) For C.O.D. service - charges provided in Item No. 190 series;(4) For other accessorial services - charges provided in Item 150 series;(5) Split pickup or split delivery shall not be accorded unless included in the common carrier rate. (See Items Nos. 230 and 240 series for exceptions.) |
| 255-A Cancels 255 | <p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ol style="list-style-type: none">(a) Name of shipper.(b) Name of consignee.(c) Point of origin.(d) Point of destination.(e) Description of the shipment.(f) Weight of the shipment.(g) Rate and charge assessed.(h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>The form of shipping document in Item No. 510 series will be suitable and proper.</p> <p>A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p> |
| * Change ◊ Increase | Decision No. 48055 |
| EFFECTIVE JANUARY 1, 1953 | |
| Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 124 | |

Cancel

| 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 | 24,000 Pounds | |
| | 0 | 3 | 65 | 43 | 37 | 23 | 18 | 15 |
| | 3 | 5 | 65 | 43 | 37 | 23 | 18 | 15 |
| | 5 | 10 | 66 | 43 | 38 | 24 | 19 | 16 |
| | 10 | 15 | 67 | 43 | 39 | 25 | 20 | 17 |
| | 15 | 20 | 68 | 44 | 40 | 26 | 21 | 18 |
| | 20 | 25 | 69 | 44 | 41 | 27 | 22 | 19 |
| | 25 | 30 | 70 | 45 | 42 | 28 | 23 | 20 |
| | 30 | 35 | 71 | 46 | 43 | 29 | 24 | 21 |
| | 35 | 40 | 72 | 47 | 44 | 30 | 25 | 22 |
| | 40 | 45 | 73 | 48 | 45 | 31 | 26 | 23 |
| | 45 | 50 | 75 | 49 | 46 | 32 | 27 | 24 |
| | 50 | 60 | 77 | 50 | 47 | 33 | 28 | 25 |
| | 60 | 70 | 78 | 52 | 48 | 34 | 29 | 26 |
| | 70 | 80 | 80 | 54 | 49 | 35 | 30 | 27 |
| | 80 | 90 | 81 | 56 | 50 | 36 | 31 | 28 |
| | 90 | 100 | 83 | 58 | 52 | 39 | 32 | 29 |
| | 100 | 110 | 85 | 60 | 54 | 41 | 33 | 30 |
| | 110 | 120 | 87 | 62 | 56 | 43 | 34 | 31 |
| | 120 | 130 | 89 | 64 | 58 | 45 | 35 | 32 |
| | 130 | 140 | 90 | 66 | 60 | 47 | 36 | 33 |
| | 140 | 150 | 92 | 68 | 61 | 50 | 37 | 34 |
| | 150 | 160 | 94 | 71 | 63 | 52 | 39 | 35 |
| | 160 | 170 | 96 | 73 | 64 | 53 | 41 | 36 |
| | 170 | 180 | 98 | 74 | 65 | 54 | 43 | 37 |
| | 180 | 190 | 99 | 75 | 66 | 55 | 45 | 38 |
| | 190 | 200 | 101 | 76 | 67 | 56 | 46 | 39 |
| | 200 | 220 | 102 | 77 | 68 | 57 | 48 | 40 |
| | 220 | 240 | 104 | 79 | 70 | 59 | 50 | 42 |
| | 240 | 260 | 106 | 81 | 72 | 61 | 52 | 44 |
| | 260 | 280 | 108 | 83 | 74 | 63 | 54 | 46 |

*300-F
Cancels
300-E

(Continued in Item No. 301 series)

\diamond Increase)
* Change) Decision No. 48055

EFFECTIVE JANUARY 1, 1953

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

Correction No. 125

| 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 | |
| *301-E Cancel 301-D | 280 | 300 | 111 | 85 | 76 | 65 | 56 | 48 | |
| | 300 | 325 | 113 | 86 | 79 | 67 | 58 | 50 | |
| | 325 | 350 | 116 | 90 | 81 | 70 | 60 | 53 | |
| | 350 | 375 | 118 | 93 | 84 | 72 | 63 | 55 | |
| | 375 | 400 | 121 | 95 | 86 | 75 | 66 | 58 | |
| | 400 | 425 | 124 | 98 | 89 | 78 | 68 | 60 | |
| | 425 | 450 | 127 | 101 | 92 | 80 | 71 | 63 | |
| | 450 | 475 | 130 | 104 | 95 | 83 | 74 | 65 | |
| | 475 | 500 | 133 | 107 | 97 | 86 | 76 | 68 | |
| | 500 | 525 | 135 | 109 | 100 | 89 | 79 | 70 | |
| | 525 | 550 | 138 | 112 | 103 | 91 | 82 | 73 | |
| | 550 | 575 | 141 | 115 | 106 | 94 | 84 | 75 | |
| | 575 | 600 | 144 | 118 | 109 | 97 | 87 | 78 | |
| | 600 | 625 | 147 | 121 | 111 | 100 | 90 | 80 | |
| | 625 | 650 | 150 | 123 | 114 | 102 | 93 | 83 | |
| | 650 | 675 | 153 | 126 | 117 | 105 | 95 | 86 | |
| | 675 | 700 | 156 | 129 | 120 | 108 | 98 | 88 | |
| | For distances over 700 miles add for each 25 miles or fraction thereof | | | 3 | 3 | 2-3/4 | 2-3/4 | 2 1/2 | 2 1/2 |

- ◊ Increase, except as noted)
- o No change)
- e Reduction)
- * Change)

Decision No. 48055

EFFECTIVE JANUARY 1, 1953

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

Correction No. 126

Second Revised Page ... 30-A

Cancel

First Revised Page 30-A

HIGHWAY CARRIERS' TARIFF NO. 8

| Item No. | SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds) |
|---|---|
| *305-B Cancel 305-A | ◇ CANCELED, rates named in Items Nos. 300 and 301 series apply. |
| ◇ Increase) Decision No. 48055 *Change) | |
| EFFECTIVE JANUARY 1, 1953 | |
| Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 127 | |

| 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 | 43 | 25 | 19 | 11 |
| | 3 | 5 | 43 | 25 | 20 | 11 |
| | 5 | 10 | 44 | 25 | 21 | 11 |
| | 10 | 15 | 44 | 27 | 21 | 12 |
| | 15 | 20 | 44 | 28 | 22 | 13 |
| | 20 | 25 | 44 | 29 | 22 | 14 |
| | 25 | 30 | 45 | 30 | 23 | 15 |
| | 30 | 35 | 45 | 31 | 23 | 15 |
| | 35 | 40 | 45 | 32 | 25 | 15 |
| | 40 | 45 | 46 | 33 | 25 | 16 |
| | 45 | 50 | 46 | 34 | 26 | 17 |
| *310-D | 50 | 60 | 47 | 35 | 27 | 17 |
| Cancel | 60 | 70 | 48 | 37 | 27 | 18 |
| 310-C | 70 | 80 | 49 | 38 | 28 | 19 |
| | 80 | 90 | 49 | 39 | 29 | 20 |
| | 90 | 100 | 50 | 41 | 30 | 20 |
| | 100 | 110 | 52 | 47 | 31 | 21 |
| | 110 | 120 | 53 | 48 | 31 | 22 |
| | 120 | 130 | 53 | 49 | 32 | 22 |
| | 130 | 140 | 55 | 49 | 33 | 23 |
| | 140 | 150 | 56 | 50 | 34 | 24 |
| | 150 | 160 | 57 | 51 | 34 | 25 |
| | 160 | 170 | 57 | 52 | 36 | 26 |
| | 170 | 180 | 58 | 53 | 37 | 27 |
| | 180 | 190 | 59 | 55 | 37 | 27 |
| | 190 | 200 | 60 | 56 | 38 | 28 |
| | 200 | 220 | 62 | 58 | 39 | 30 |
| | 220 | 240 | 63 | 60 | 41 | 32 |
| | 240 | 260 | 65 | 63 | 44 | 34 |
| | 260 | 280 | 67 | 65 | 45 | 35 |

(Continued in Item No. 311 series)

◇ Increase)
*Change) Decision No.

EFFECTIVE JANUARY 1, 1953

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

Correction No. 128

Cancel

| 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 | 69 | 67 | 46 | 37 |
| | 300 | 325 | 70 | 70 | 49 | 39 |
| | 325 | 350 | 72 | 72 | 50 | 41 |
| | 350 | 375 | 73 | 73 | 52 | 43 |
| | 375 | 400 | 75 | 75 | 53 | 44 |
| | 400 | 425 | 76 | 76 | 55 | 45 |
| | 425 | 450 | 78 | 78 | 56 | 47 |
| | 450 | 475 | 80 | 80 | 58 | 49 |
| | 475 | 500 | 82 | 82 | 59 | 50 |
| *311-D Cancels: 311-C | 500 | 525 | 83 | 83 | 60 | 52 |
| | 525 | 550 | 87 | 87 | 64 | 54 |
| | 550 | 575 | 89 | 89 | 65 | 56 |
| | 575 | 600 | 90 | 90 | 68 | 58 |
| | 600 | 625 | 92 | 92 | 69 | 60 |
| | 625 | 650 | 95 | 95 | 71 | 62 |
| | 650 | 675 | 98 | 98 | 72 | 64 |
| | 675 | 700 | 100 | 100 | 75 | 67 |
| | For distances over 700 miles add for each 25 miles or fraction thereof | | ◇ 2 | ◇ 2 | 2 | 2 |

◇ Increase, except as noted)
 ◇ Reduction) Decision No. 48055
 * Change)

EFFECTIVE January 1, 1953

Issued by the Public Utilities Commission of the State of California,
 Correction No. 129 San Francisco, California.

| Item No. | SECTION No. 2 - \diamond POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds) | | | | | | | | |
|--|--|---|-----|----------------------|-----------------|-----------------|------------------|------------------|--|
| 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 | 24,000 Pounds |
| (1) *320-E Cancels 320-D | LOS ANGELES TERRITORY, as described in Item No. 281 series. | SAN FRANCISCO TERRITORY, as described in Item No. 283 series. | 113 | 90 | 81 | 71 | .60 | 48 | |
| | | | | | | | | | SACRAMENTO TERRITORY, as described in Item No. 282 series. |
| 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 | | |
| (1) *330-D Cancels 330-C | LOS ANGELES TERRITORY, as described in Item No. 281 series. | SAN FRANCISCO TERRITORY, as described in Item No. 283 series. | 67 | 65 | 45 | 45 | 45 | 35 | |
| | | | | | | | | | SACRAMENTO TERRITORY, as described in Item No. 282 series. |
| <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 route 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. 48055</p> | | | | | | | | | |
| EFFECTIVE JANUARY 1, 1953 | | | | | | | | | |
| <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 130</p> | | | | | | | | | |

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) to become effective January 1, 1953, the revised pages and supplement attached hereto and by this reference made a part hereof, which pages and supplement are numbered as follows:

Supplement No. 7 cancels Supplement No. 6
 Fourth Revised Page 13 cancels Third Revised Page 13
 Seventh Revised Page 14 cancels Sixth Revised Page 14
 Fifth Revised Page 15 cancels Fourth Revised Page 15
 Fifth Revised Page 16 cancels Fourth Revised Page 16
 Fourth Revised Page 17 cancels Third Revised Page 17
 Fourth Revised Page 21 cancels Third Revised Page 21
 Sixth Revised Page 29 cancels Fifth Revised Page 29
 Fifth Revised Page 30 cancels Fourth Revised Page 30
 Second Revised Page 30-A cancels First Revised Page 30-A
 Fourth Revised Page 31 cancels Third Revised Page 31
 Fourth Revised Page 32 cancels Third Revised Page 32
 Fifth Revised Page 33 cancels Fourth Revised Page 33

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. 8, as hereinbefore provided, shall be made effective not earlier than January 1, 1953, on not less than two (2) 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 ten (10) days after the date hereof.

Dated at Los Angeles, California, this 16th day of December, 1952.

R. J. D. [Signature]
 President
August F. [Signature]
Harold [Signature]
[Signature]
[Signature]
 Commissioners