

ORIGINAL

Decision No. 48957

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the)
 rates, rules, regulations, charges, allow-)
 ances and practices of all common carriers,)
 highway carriers and city carriers relating)
 to the transportation of fresh or green)
 fruits and vegetables and related items)
 (commodities for which rates are provided)
 in Highway Carriers' Tariff No. 8).)

Case No. 5438
(Pet. No. 1)

Arlo D. Poe, J. C. Kaspar, James Quintrall, and Robert Boynton, for California Motor Transport Associations, Inc., petitioner.

Elmer Ahl, for Tank Truck Operators Tariff Bureau, interested party.

William J. Kneell, for Pacific States Motor Tariff Bureau, interested party.

James F. Bartholomew, H. J. Bischoff, Bill Campbell, Lloyd R. Guerra, H. M. Hendrix, E. J. McSweeney, C. A. Millen, V. W. Pope, J. O. Pacific, A. R. Reader, F. P. Willette, and Lester M. Grainger, for various for-hire carriers, respondents.

Harry Helferich, for American Fruit Growers, Inc. and California Grape & Tree Fruit League, interested party.

Paul O. Helin, for Calavo Growers of California and Calavo, Inc., interested party.

Thomas R. Phillips, for Western Growers Association, interested party.

Robert C. Neill, for Sun Kist Growers, interested party.

Frank Meissner, for Giannini Foundation, interested party.

Leo V. Cox, for Barclay Traffic Service, interested party.

G. L. Malquist and C. S. Abernathy of the staff of the Public Utilities Commission.

O P I N I O N

California Motor Transport Associations, Inc., a non-profit corporation composed of associations of highway carriers, petitions for immediate increases in the minimum rates and charges for the transportation of fresh fruits and vegetables and related items within the State of California.

The petition was filed on July 7, 1953. Public hearings were held before Examiner Bryant at Los Angeles on July 21 and 23, 1953, and at San Francisco on July 29, 1953. The matter is ready for decision.

The minimum rates, rules and regulations established by this Commission for the transportation of fresh fruits and vegetables and related items are contained in Highway Carriers' Tariff No. 8 (Appendix "C" to Decision No. 33977, as amended). By Decision No. 48055, dated December 16, 1952 (52 Cal. P.U.C. 316), the rates and charges contained in Highway Carriers' Tariff No. 8 were revised and adjusted, effective January 1, 1953. Such revision and adjustment were based upon a comprehensive record containing extensive studies of operating conditions, experiences, and costs. No changes of substance have been made in the minimum rates and charges since January 1, 1953.

Petitioner alleges that the cost of transporting fresh fruits and vegetables by highway carriers in California has increased substantially since January 1, 1953. It asserts that as a result of such increases in costs the minimum rates and charges provided in Highway Carriers' Tariff No. 8 are unreasonably low and inadequate to return the cost of service and reasonable

earnings. Petitioner declares that immediate increases in the rates and charges are necessary in order to bring them to a reasonable level as required by law.

Evidence in support of the petition was introduced by a transportation analyst. He offered detailed summaries of wage agreements applicable in all parts of the state, and an exhibit consisting of a development of the rate increases necessary to offset increased costs in the transportation of fresh fruits and vegetables. The cost increases as stated by the witness are as follows:

1. An increase of 1.85 cents a gallon in the price of diesel fuel which became effective on various dates, all in the early part of March 1953;
2. An increase of 1.5 cents a gallon in the price of gasoline which became effective on various dates, all in the early part of March 1953;
3. An increase of 2.5 cents a gallon in the state tax on diesel fuel which became effective July 1, 1953;
4. An increase of 1.5 cents a gallon in the state tax on gasoline which became effective July 1, 1953; and
5. Increases in the wages of drivers, helpers, and swappers, averaging approximately 5.5 per cent, which became effective throughout the state on various dates since January 1, 1953.

The witness pointed out that he did not include in his computations the increases in state vehicle registration and weight fees which became effective July 1, 1953, for the reason that these increased costs will not be experienced in full by the carriers until their vehicles are re-registered. He explained that it was not his purpose to develop the full cost of transportation, but only to show the relative impact of the increased

cost items as enumerated. He asserted that the costs as he developed them necessarily were understated. As developed in detail by the consultant, the recent increases in the several items of operating expense had the combined effect of increasing the full costs by amounts ranging from 4.5 per cent to 5.4 per cent, according to the service performed.

Another study of the cost of transporting fresh fruits and vegetables was introduced and explained by a transportation engineer of the Commission staff. This exhibit was designed to give cognizance to increased costs resulting from highway users' taxes effective July 1, 1953, increased fuel costs, and higher labor costs. However, the engineer's figures were predicated upon wage scales in effect on July 1, 1953, and were not revised for wage adjustments subsequent to that date. For this reason it appears that his study does not reflect current conditions fully. The cost increases as he developed them range from approximately 2 per cent to 5.5 per cent.

The record in this proceeding is clear that the cost of performing the transportation and accessorial services herein involved has increased since the minimum rates and charges were last adjusted. The increased expenses are susceptible of accurate measurement, as the record demonstrates, and they should be given effect in the minimum rates at the earliest practicable date in order that the carriers may be in a position to perform their duties for those who require their services.

Upon careful consideration of all of the facts and circumstances of record, it is concluded that the existing minimum rates, rules and regulations for the transportation of fresh fruits, vegetables and related commodities should be revised to the extent provided in the order which follows.

O R D E R

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

IT IS HEREBY ORDERED:

(1) That Highway Carriers' Tariff No. 8 (Appendix "C" to Decision No. 33977, as amended), be and it is hereby further amended by incorporating therein the revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix by this reference are made a part hereof.

(2) That tariff publications required or authorized to be made by common carriers as a result of the amendments herein of the aforesaid tariff shall be made effective on or before September 10, 1953, on not less than five days' notice to the Commission and to the public.

(3) That in all other respects the aforesaid Decision No. 33977, as amended, shall remain in full force and effect.

This order shall become effective twenty days after the date hereof.

Dated at Los Angeles, California, this 10th day of August, 1953.

R. J. Davidson
President
Justin J. Caswell
Benjamin Patten

Commissioners

Order No. 23 Case 5438 (Pet. 1)

I concur in the foregoing order for the reason
that increased costs applicable to all within the class alike
require the increase in the rates.

Harriet D. Hule

Commissioner

August 10, 1953

I concur:
Peter E. Mitchell

~~HP:ppm~~

APPENDIX "A" TO DECISION NO. 48957

Revised Pages to Highway Carriers' Tariff No. 8
Authorized by Said Decision.

Fifth	Revised Page 13	cancels	Fourth	Revised Page 13
Eighth	Revised Page 14	cancels	Seventh	Revised Page 14
Sixth	Revised Page 15	cancels	Fifth	Revised Page 15
Sixth	Revised Page 16	cancels	Fifth	Revised Page 16
Fifth	Revised Page 17	cancels	Fourth	Revised Page 17
Fifth	Revised Page 21	cancels	Fourth	Revised Page 21
Seventh	Revised Page 29	cancels	Sixth	Revised Page 29
Sixth	Revised Page 30	cancels	Fifth	Revised Page 30
Fifth	Revised Page 31	cancels	Fourth	Revised Page 31
Fifth	Revised Page 32	cancels	Fourth	Revised Page 32
Sixth	Revised Page 33	cancels	Fifth	Revised Page 33

(End of Appendix)

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="vertical-align: top;">When shipment moves under rates subject to minimum weights of:</td> <td style="vertical-align: top;">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>Less than 2000 pounds</td> <td style="text-align: center;">#15 #5 #20</td> </tr> <tr> <td>2000 but less than 4,000 pounds</td> <td style="text-align: center;">10 5 15</td> </tr> <tr> <td>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-D
Cancels
130-C

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 $08\frac{1}{2}$ 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.

*Change
◊Increase

} Decision No. 48957

EFFECTIVE SEPTEMBER 10, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 131

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)								
*140-F Cancels 140-E	<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, 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 \diamond\$ 3.30 per hour shall be assessed for the time consumed in excess of 20 minutes per ton.</p>								
*150-F Cancels 150-E	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of \diamond\$ 2.49 per man per hour, minimum charge \diamond\$ 1.25, shall be made for helpers for any 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-E Cancels 155-D	<p style="text-align: center;">REFRIGERATION - ICING</p> <p>Shipments of fruits, vegetables or mushrooms, as described in Item No. 40 series, subject to rates governed by minimum weight of 10,000 pounds or more, may be refrigerated by the shipper or his agent, or by the carrier at the request of the shipper or his agent, by means of vehicle icing, subject to the following conditions:</p> <p>(a) Transportation charges for the weight of the ice used shall be based on the rate from point of origin to point of destination applicable on the commodity shipped.</p> <p>(b) Ice shall be furnished by or at the expense of the shipper.</p> <p>(c) Weight of the ice may be used to make up the applicable minimum weight.</p> <p>(d) When movement of truck equipment from loading point to ice plant is involved the following additional charges shall apply:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Minimum Weight (In Pounds)</th> <th style="text-align: center;">\diamondAdditional Charge (Per Shipment)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">10,000</td> <td style="text-align: center;">\$2.34</td> </tr> <tr> <td style="text-align: center;">18,000</td> <td style="text-align: center;">4.67</td> </tr> <tr> <td style="text-align: center;">24,000</td> <td style="text-align: center;">7.01</td> </tr> </tbody> </table> <p>(e) When shipments are reiced in transit no additional transportation charges will be assessed for the weight of the added ice. The provisions of paragraph (b) and charges named in paragraph (d) of this item will also apply on reiced shipments.</p>	Minimum Weight (In Pounds)	\diamond Additional Charge (Per Shipment)	10,000	\$2.34	18,000	4.67	24,000	7.01
Minimum Weight (In Pounds)	\diamond Additional Charge (Per Shipment)								
10,000	\$2.34								
18,000	4.67								
24,000	7.01								
*Change \diamond Increase	Decision No. 48957								
EFFECTIVE SEPTEMBER 10, 1953									
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 132 San Francisco, California.</p>									

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:										
	◇ Minimum Charge in Cents										
	Weight of Shipment										
*160-E Cancels 160-D	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">25 pounds or less.....</td> <td style="width: 50%; text-align: right;">57</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds.....</td> <td style="text-align: right;">73</td> </tr> <tr> <td>Over 50 pounds but not over 75 pounds.....</td> <td style="text-align: right;">89</td> </tr> <tr> <td>Over 75 pounds but not over 100 pounds.....</td> <td style="text-align: right;">102</td> </tr> <tr> <td>Over 100 pounds.....</td> <td style="text-align: right;">110</td> </tr> </table>	25 pounds or less.....	57	Over 25 pounds but not over 50 pounds.....	73	Over 50 pounds but not over 75 pounds.....	89	Over 75 pounds but not over 100 pounds.....	102	Over 100 pounds.....	110
25 pounds or less.....	57										
Over 25 pounds but not over 50 pounds.....	73										
Over 50 pounds but not over 75 pounds.....	89										
Over 75 pounds but not over 100 pounds.....	102										
Over 100 pounds.....	110										
	(b) When the constructive distance exceeds 150 miles: The charge for 100 pounds at the commodity rate applicable thereto but not less than ◇ \$ 1.24.										

	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 48
	100 500 65
*170-E Cancels 170-D	500 1,000 92
	1,000 2,000 140
	2,000 4,000 188
	4,000 10,000 232
	10,000 20,000 279
	20,000 372
	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.

*Change } Decision No. **48957**
 ◇Increase }

EFFECTIVE SEPTEMBER 10, 1953

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 133

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	48
100	500	65
500	1,000	92
1,000	2,000	140
2,000	4,000	188
4,000	10,000	232
10,000	20,000	279
20,000		372

*180-F
Cancels
180-E

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.

*Change }
Increase } Decision No. 48957

EFFECTIVE SEPTEMBER 10, 1953

Issued by the Public Utilities Commission of the State of California, Correction No. 134 San Francisco, California.

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*190-E Cancels 190-D	<p data-bbox="452 463 1178 502" style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p data-bbox="341 528 1443 697">(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 data-bbox="341 723 1443 1635">(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 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 data-bbox="341 1661 1443 1856">(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.C.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 data-bbox="341 1882 1443 1986">(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>

<p>Item No.</p>	<p>SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</p>
<p>*250-C Cancels 250-B</p>	<p>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 - \diamond 3 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)
<p>255-A Cancels 255</p>	<p>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>
<p>* Change } \diamond Increase } Decision No. 48957</p>	
<p>EFFECTIVE SEPTEMBER 10, 1953</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 136</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	68	45	39	24	19	16
	3	5	68	45	39	24	19	16
	5	10	69	45	40	25	20	17
	10	15	70	45	41	26½	21	18
	15	20	71	46	42	27½	22	19
	20	25	72	46	43	28½	23	20
	25	30	73	47	44	29½	24	21
	30	35	74	48	45	30½	25	22
	35	40	75	49	46	31½	26½	23
	40	45	76	50	47	32½	27½	24
	45	50	79	51	48	33½	28½	25
	50	60	81	53	49	34½	29½	26½
	60	70	82	55	51	36	30½	27½
	70	80	84	57	52	37	31½	28½
	80	90	85	59	53	38	32½	29½
	90	100	87	61	55	41	33½	30½
	100	110	89	63	57	43	34½	31½
	110	120	91	65	59	45	35½	32½
	120	130	93	67	62	47	36½	33½
	130	140	94	69	63	49	37½	34½
	140	150	96	71	64	52	38½	35½
	150	160	98	74	66	54	41	36½
	160	170	101	77	67	56	43	37½
	170	180	103	78	68	57	45	38½
	180	190	104	79	69	58	47	40
	190	200	106	80	70	59	48	41
	200	220	107	81	71	60	50	42
	220	240	109	83	73	62	52	44
	240	260	111	85	76	64	54	46
	260	280	113	87	78	66	56	48

0300-G
Cancels
300-F

(Continued in Item No. 301 series)

◇ Increase, Decision No. 48957.

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 138

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. (Item 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-F Cancels 301-E	280	300	116	89	80	68	59	50
	300	325	118	92	83	70	61	52
	325	350	122	94	85	74	63	55
	350	375	124	98	88	76	66	58
	375	400	127	100	90	79	69	61
	400	425	130	103	93	82	71	63
	425	450	133	106	97	84	74	66
	450	475	136	109	100	87	77	68
	475	500	139	112	102	90	80	71
	500	525	141	114	105	93	83	73
	525	550	145	117	108	96	86	76
	550	575	148	121	111	99	88	79
	575	600	151	124	114	102	91	82
	600	625	154	127	116	105	94	84
	625	650	157	129	120	107	97	87
	650	675	160	132	123	110	99	90
	675	700	163	135	126	113	103	92
	For distances over 700 miles add for each 25 miles or fraction thereof			3½	3½	3	3	02½
◇ Increase, except as noted) ◇ No change)			Decision No. 48957					
EFFECTIVE SEPTEMBER 10, 1953								
Issued by the Public Utilities Commission of the State of California, San Francisco, California.								
Correction No. 137								

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	45	26½	20	11½
	3	5	45	26½	21	11½
	5	10	46	27½	22	11½
	10	15	46	28½	22	12½
	15	20	46	29½	23	13½
	20	25	46	30½	23	14½
	25	30	47	31½	24	16
	30	35	47	32½	24	16
	35	40	47	33½	26	16
	40	45	48	34½	26½	17
	45	50	48	35½	27½	18
	50	60	49	37	28½	18
	60	70	50	39	28½	19
	70	80	51	40	29½	20
	80	90	51	41	30½	21
	90	100	52	43	31½	21
	100	110	54	49	32½	22
	110	120	55	50	32½	23
	120	130	55	51	33½	23
	130	140	58	51	34½	24
	140	150	59	52	35½	25
	150	160	60	53	35½	26
	160	170	60	54	38	27
	170	180	61	56	39	28½
	180	190	62	58	39	28½
	190	200	63	59	40	29½
	200	220	65	61	41	31½
	220	240	66	63	43	33½
	240	260	68	66	46	35½
	260	280	70	68	47	36½

310-E
Cancel
310-D

(Continued in Item No. 311 series)

◇ Increase, Decision No. 48957

EFFECTIVE SEPTEMBER 10, 1953

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

Correction No. 140

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	
0311-E Cancels 311-D	280	300	72	70	48	39	
	300	325	73	73	51	41	
	325	350	75	75	52	43	
	350	375	77	77	55	45	
	375	400	79	79	56	46	
	400	425	80	80	58	47	
	425	450	82	82	59	49	
	450	475	84	84	61	51	
	475	500	86	86	62	53	
	500	525	87	87	63	55	
	525	550	91	91	67	57	
	550	575	93	93	68	59	
	575	600	94	94	71	61	
	600	625	96	96	72	63	
	625	650	100	100	74	65	
	650	675	103	103	76	67	
	675	700	105	105	79	70	
	For distances over 700 miles add for each 25 miles or fraction thereof			2½	2½	2½	2½

◇ Increase, Decision No. 48957

EFFECTIVE SEPTEMBER 10, 1953

Issued by the Public Utilities Commission of the State of California,
 Correction No. 141 San Francisco, California.

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)						
(1) 0320-F Cancels 320-E	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.	118	94	85	74	63	50
(1) 0330-E Cancels 330-D	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.	70	68	47	36½		
<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>◇ Increase, Decision No. 48957</p>							
EFFECTIVE SEPTEMBER 10, 1953							
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