

ORIGINAL

Decision No. 49901

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 car- )  
riers 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  
(Petition No. 3)

SUPPLEMENTAL OPINION AND ORDER

Minimum rates, rules and regulations for the transporta-  
tion of fresh fruits and vegetables are set forth in Highway  
Carriers' Tariff No. 8. Except for the point-to-point rates  
applicable between San Francisco and Los Angeles Territories, the  
minimum rates are distance rates and are the same for all of the  
various products.

By this petition, Ernest Adamson, F. E. Blincoe, Jr.,  
doing business as Blincoe Trucking Co. and Fred V. Young, doing  
business as Ferro Bros., seek the establishment of special com-  
modity rates applicable to potatoes and onions shipped from pro-  
ducing areas in Kern and Tulare Counties. The proposed rates would  
apply on shipments to the San Francisco Bay, Sacramento, Los  
Angeles and San Diego Markets. They would be subject to a minimum  
weight of 40,000 pounds. The highest minimum weight now in the  
tariff is 24,000 pounds.

Petitioners state that the movement of potatoes and  
onions occurs well in advance of the general trucking season for  
other produce. They also state that these commodities move in  
substantial quantities over a short period of time enabling the  
carriers to achieve a high use factor. Petitioners also show that

the perishability, claim factor, and value of the goods are low in comparison to other fruits and vegetables and that the relative high density, loading experience and type of truck equipment used result in lower costs for transportation of potatoes and onions than for the other commodities now taking the same rates. According to petitioners, these factors are causing many shippers to resort to proprietary carriage.

Studies of the transportation involved were made by engineers and rate experts of the Commission's staff. The costs developed by the engineers' study reflect current expense levels and other current conditions. These costs show that, with minor modifications with which petitioners agree, the proposed rates would return the cost of operations and provide a reasonable margin of profit. The rate experts' study shows that potatoes and onions frequently have been accorded lower rates than the general fruit and vegetable rates. Their study also discloses that lower rates of this type are usually predicated on greater minimum weights and on a heavy volume of traffic. This is similar to the situation here. The staff recommends the granting of the petition with the modifications indicated by its cost study.

Interested parties have been notified of the filing of petition. No objection to its being granted has been offered.

It appears that this is a matter in which a public hearing is not necessary, that the transportation service involved differs materially from other produce hauling and that the proposed revision of the minimum rates, with the modifications hereinbefore referred to, is justified in the circumstances. As the shipping season for potatoes and onions has already started, the rates will be made

effective April 18, 1954, the earliest date which would allow for notification of interested parties. Common carriers will be authorized to amend their tariffs on one day's notice.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 8 (Appendix "C" to Decision No. 33977 as amended), be and it is hereby further amended by incorporating therein, to become effective April 18, 1954; the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Seventh Revised Page 2 cancels Sixth Revised Page 2  
First Revised Page 26-B cancels Original Page 26-B  
Fourth Revised Page 27 cancels Third Revised Page 27  
Third Revised Page 34 cancels Second Revised Page 34  
Third Revised Page 44 cancels Second Revised Page 44.

IT IS HEREBY FURTHER ORDERED that tariff publications to be made by common carriers pursuant to this order may be made effective not earlier than April 18, 1954, and on not less than one day's notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that, except to the extent provided in the preceding ordering paragraphs, Petition for Modification No. 3 in this proceeding, filed by Ernest Adamson and others, be and it is hereby denied.

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

The effective date of this order shall be April 17, 1954.

Dated at San Francisco, California, this 13<sup>th</sup> day of April, 1954:

A. J. [Signature]  
President

Justus J. [Signature]

[Signature]

[Signature]

Commissioners

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\* Change, Decision No. **49901**

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 Correction No. 142

thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U. S. Highway No. 80; thence southeasterly to Jamul on State Highway No. 94; thence due south to the International Boundary Line, west to the Pacific Ocean and north along the coast to point of beginning.

\*Change } Decision No. 49901  
#Addition }

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Correction No. 143

-26-B-

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)
*290-C Cancels 290-B	<p style="text-align: center;">SINGLE MARKET AREAS</p> <p>*Each of the markets described below constitutes a single market area, and includes both sides of streets and avenues named.</p> <p>Los Angeles</p> <p>The Central Wholesale Market bounded on the north by 8th Street, on the east by Central Avenue, on the south by Olympic Boulevard and on the west by Kohler Street.</p> <p>Terminal Wholesale Market bounded on the north by 7th Street, on the east by Terminal Street, on the south by 8th Street and on the west by Central Avenue.</p> <p>The 9th Street Market, bounded on the north by 9th Street, on the east by San Pedro Street, on the south by 12th Street and on the west by San Julian Street.</p> <p>#(1) All points within a radius of one mile of the intersection of 9th Street and Central Avenue.</p> <p>San Francisco</p> <p>The San Francisco Wholesale Market bounded on the north by Jackson Street, on the east by Drumm Street, on the south by Clay Street, and on the west by Battery Street.</p> <p>Oakland</p> <p>The Oakland Wholesale Market bounded on the northwest by Franklin Street, on the northeast by 5th Street, on the southeast by Jackson Street, and on the southwest by 2nd Street.</p>
	<p>(1) Applies only in connection with rates named in Item No. 335 series.</p> <p>* Change )            # Addition ) Decision No. <b>49901</b></p>
	<p style="text-align: right;">EFFECTIVE APRIL 18, 1954</p>
	<p style="text-align: right;">Issued by the Public Utilities Commission of the State of California,            San Francisco, California.</p> <p>Correction No. 144</p>

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)			
	Potatoes (other than Sweet Potatoes or Yams) and Onions, Minimum Weight 40,000 Pounds (See Note 4)			
	TO	Potatoes or Onions in 100-pound Sacks or Crates and 110- pound Crates		Potatoes or Onions in 50-pound Sacks or Less
	Delivery Zone (See Note 2)	FROM(See Note 1)		FROM ( See Note 1)
		Area A	Area B	Area A      Area B
	1	44	46	46      48
	2	41	43	43      45
	3(See Note 3)	32	30	34      32
	4	46	44	48      46

#6335

NOTE 1: Producing Areas are described as follows:

- (a) Area A includes all points within a radius of five miles of the town of Pixley, in Tulare County, and the points south thereof on U.S. Highway No. 99 to the Kern County line; also all points in Kern County lying north at the northern city limits of Bakersfield.
- (b) Area B includes all of Kern County lying south of producing Area A.

NOTE 2: Delivery Zones are as follows:

- (a) Zone 1 includes all of Alameda County and the San Francisco pickup and delivery zone as described in Item No. 272 series.
- (b) Zone 2 is the Sacramento Territory as described in Item No. 282 series.
- (c) Zone 3 is the Los Angeles Territory as described in Item No. 281 series.
- (d) Zone 4 is the San Diego Territory as described in Item No. 282 series.

NOTE 3: See special Los Angeles Single Market Area described in Item No. 290 series.

NOTE 4: Subject to Item No. 500 series.

# Addition )  
 o Reduction )      Decision No. **49901**

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Item No.	SECTION NO. 4 - ROUTING
	<p style="text-align: center;">ROUTES</p> <p>When applied via the following highway routes, rates making specific reference to this item are intermediate in application. They apply at all points located within a distance of one mile by highway on either side of the highway route and at all points located within incorporated cities through which the highway route passes.</p> <p style="text-align: center;">(The following routes apply in either direction)</p> <p>Route No. 1: From San Francisco Territory, as described in Item No. 283 series, via Highway U.S. 40 to its junction with unnumbered highway near Crockett, thence unnumbered highway generally paralleling Southern Pacific Company right-of-way located along the shore line of Carquinez Strait and Suisun Bay to Martinez, county road generally paralleling Southern Pacific Company right-of-way through Port Chicago to its junction with State Route 4 four miles west of Pittsburg, State Route 4 to its junction with county road 1.6 miles north of Byron, said county road through Byron to its junction with Highway U.S. 50 3.9 miles west of Tracy, Highway U.S. 50 to its junction with State Route 120 5.0 miles west of Manteca, State Route 120 to Manteca, thence via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 2: From San Francisco Territory, as described in Item No. 283 series, via Highway U.S. 50 to its junction with State Route 120 5.0 miles west of Manteca, State Route 120 to Manteca, thence via Highway U.S. No. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 3: From San Francisco Territory, as described in Item No. 283 series, via Niles Canyon Highway to Sunol, State Route 21 and unnumbered county road through Pleasanton and Livermore to its junction with Highway U.S. 50 east of Livermore, Highway U.S. 50 to its junction with State Route 120 5.0 miles west of Manteca, State Route 120 to Manteca, thence via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 4: From San Francisco Territory, as described in Item No. 283 series, via Highway U.S. No. 101 to Gilroy, State Route 152 through Los Banos to its junction with Highway U.S. 99 north of Madera, thence via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 5: From Sacramento Territory, as described in Item No. 282 series, via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281 series.</p> <p>Route No. 6: From San Francisco Territory, as described in Item No. 283 series, via Highway U.S. 101 to its junction with State Route 118 4.0 miles southeast of Ventura, thence via (a) State Route 118 through Chatsworth, or (b) Highway U.S. 101 through Girard, or (c) Highway U.S. 101 to its junction with Highway U.S. 101 - Alternate at El Rio, thence via Highway U.S. 101 - Alternate through Oxnard, to Los Angeles Territory, as described in Item No. 281 series.</p>

\*500-B  
Cancels  
500-A



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

#(1) Route No. 8: From Delivery Zone 1, as described in Item No. 335 series, via highways described in Routes Nos. 1, 2, 3, 4 and 7 to Highway U.S. 99, thence via Highway U.S. 99 to Producing Areas, as described in Item No. 335 series.

#(1) Route No. 9: From Sacramento Territory, as described in Item No. 282 series, via Highway U.S. 99 to Producing Areas, as described in Item No. 335 series.

#(1) Route No. 10: From Producing Areas, as described in Item No. 335 series, via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281 series.

#(1) Route No. 11: Via Route No. 10, thence via Highway U.S. 101 to San Diego Territory, as described in Item No. 282 series.

(1) Applies only in connection with rates named in Item No. 335 series.

\* Change )  
# Addition ) Decision No. **49301**

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