

ORIGINALDecision No. 50195

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 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. 4)

SUPPLEMENTAL OPINION AND ORDER

Minimum rates, rules and regulations for the transportation of fresh fruits and vegetables are set forth in Highway Carriers' Tariff No. 8. Except for a few point-to-point rates, the minimum rates are distance rates and are the same for all of the various products.

By this petition, Dick G. Evans, John Young and R. Thompson seek the establishment of special commodity rates applicable to potatoes and onions shipped from producing areas in Riverside County to the Los Angeles and San Diego markets. The shipments would be subject to a minimum weight of 40,000 pounds. The present minimum weight is 24,000 pounds.

Petitioners state that the movement of potatoes and onions occurs 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. Their petition shows that the perishability, claim factor and value of potatoes and onions are low in comparison with other fruits and vegetables. It further shows that the relatively high density, loading experience and type of truck equipment used in the

hauling involved result in lower costs for transportation of potatoes and onions. According to petitioners, the present rate level is causing shippers to resort to proprietary carriage.

Studies of the transportation involved were made by the Commission's staff. The costs developed by the staff study reflect current expense levels and other current conditions. These costs show that the proposed rates would return the cost of operations and provide a profit. The staff recommends the granting of the petition.

Interested parties have been notified of the filing of the 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 is justified in the circumstances. As the shipping season has started, the rates will be made effective July 6, 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 July 6, 1954, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Eighth Revised Page 2 cancels Seventh Revised Page 2
Fifth Revised Page 27 cancels Fourth Revised Page 27
Third Revised Page 35 cancels Second Revised Page 35
Original Page 44-A

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 July 6, 1954, and on not less than one day's notice to the Commission and to the public.

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 July 6, 1954.

Dated at San Francisco, California, this 29
day of June, 1954.

W. E. Mitchell
President
Justice J. Casner
Gene Roggens

Commissioners

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#Addition, Decision No. 50195

EFFECTIVE JULY 6, 1954

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

Correction No. 147

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)
*290-D Cancels 290-C	<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 style="text-align: center;">*(1) Applies only in connection with rates named in Item No. 335 series and 340 series.</p> <p style="text-align: center;">* Change, Decision No. 50195</p>	
<p style="text-align: center;">EFFECTIVE JULY 6, 1954</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California San Francisco, California</p> <p>Correction No. 148</p>	

Cancels

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 Delivery Zone (See Note 2)	Potatoes or Onions in 100-pound Sacks or Crates and 110-pound Crates		Potatoes or Onions in 50-pound Sacks or Less	
	FROM (See Note 1)		FROM (See Note 1)	
	Area A	Area B	Area A	Area B
1 (See Note 3)	25	27	27	29
2	27	27	29	29

NOTE 1: Producing Areas are described as follows:

- (a) Area A (Perris Area) includes all points within the following boundaries: Beginning at the Santa Fe Railroad right of way at Box Springs Station, thence southeasterly along said right of way to its intersection with Patterson Avenue, near Winchester, northerly along Patterson Avenue to State Highway 74, northerly along an imaginary line to Juniper Springs, northerly and westerly along unnumbered road and Juniper Flat Road to Nuevo Road, northwesterly along Nuevo Road to 12th Street, westerly along 12th Street to Hansen Avenue, northerly along Hansen Avenue to Lakeview Avenue, northerly along Lakeview Avenue to Reservoir Avenue, northeasterly along Reservoir Avenue to Bridge Street, northeasterly along Bridge Street to State Highway 79, northwesterly along State Highway 79 to its intersection with U.S. Highway 60, westerly along said highway and its prolongation to the Santa Fe right of way, southerly along said right of way to point of beginning.
- (b) Area B (San Jacinto) includes all points within the following boundaries: Beginning at the intersection of the Santa Fe right of way and Patterson Avenue, near Winchester, thence northeasterly along said right of way to its intersection with Stetson Avenue, easterly along Stetson Avenue to Fairview Avenue, northerly along Fairview Avenue to Bautiste Creek, northwesterly along Bautiste Creek to the San Jacinto River, northwesterly along San Jacinto River to its intersection with State Highway 79, northerly along State Highway 79 to its intersection with Bridge Street, southwestly along Bridge Street to Reservoir Avenue, southwestly along Reservoir Avenue to Lakeview Avenue, southerly along Lakeview Avenue to Hansen Avenue, southerly along Hansen Avenue to 12th Street, easterly along 12th Street to Nuevo Road, southeasterly along Nuevo Road to Juniper Flat Road, southerly and easterly along Juniper Flat Road and unnumbered road to Juniper Springs, southerly along an imaginary line to State Highway 74, southerly along Patterson Avenue, near Winchester, to point of beginning.

NOTE 2: Delivery Zones are as follows:

- (a) Zone 1 is the Los Angeles Territory as described in Item No. 281 series.
- (b) Zone 2 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.

#6340

C. 5438 *

Addition)
& Reduction) Decision No. 50195

EFFECTIVE JULY 6, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 149

Item No.	SECTION NO. 4 - ROUTING (Concluded)
500-1	<p>#(2)Route No. 12: From Production Area "A" (Perris Area) via Highway U.S. 60 to Los Angeles Territory.</p> <p>#(2)Route No. 13: From Production Area "B" (San Jacinto Area) via State Route 74 to its intersection with Highway U.S. 395 near Romoland; thence via Highway U.S. 395 to its intersection with Highway U.S. 60 near Box Springs; thence via Highway U.S. 60 to Los Angeles Territory; or via State Route 79 to its intersection with Highway U.S. 60; thence via Highway U.S. 60 to Los Angeles Territory.</p> <p>#(2)Route No. 14: From Production Areas "A" and "B" south from State Route 74 along unnumbered highway through Winchester to Highway U.S. 395, thence via:</p> <ol style="list-style-type: none"> 1. Highway U.S. 395 to San Diego Territory. 2. Highway U.S. 395 to unnumbered highway located on the north side of San Luis Rey River approximately 12 miles south of Temecula; thence via said unnumbered highway to its intersection with Highway U.S. 101 near Oceanside; thence via Highway U.S. 101 to San Diego Territory.
<p>(2) Applies only in connection with rates named in Item No. 340 series.</p> <p># Addition, Decision No. 50195</p>	
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