

ORIGINALDecision No. 54270

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 Minimum Rate)
 Tariff No. 8).

Case No. 5438
 (Petition for Modification
 No. 8; also Order Setting
 Hearing dated May 8, 1956)

(Appearances are listed in Appendix "A")

O P I N I O N

Minimum rates, rules and regulations for the transportation of fresh fruits and vegetables are set forth in Minimum Rate Tariff No. 8. By Petition for Modification No. 8, filed July 5, 1955, California Trucking Associations, Inc., seeks such revision in the provisions of that tariff as may be necessary, pursuant to a general review thereof, to provide just, reasonable and nondiscriminatory rates.¹ The Commission's Order Setting Hearing, dated May 8, 1956, involves the question as to whether the minimum rates in Minimum Rate Tariff No. 8 applicable from Santa Maria and vicinity to Los Angeles should be adjusted to reflect the rates from and to the same points which George C. Smith, Jr., a highway common carrier, was authorized to establish by Decision No. 54888 of April 22, 1957, in Petition for Modification No. 12 in Case No. 5438.

¹
 By Decision No. 52143, dated October 25, 1955, in Petition No. 8, Case No. 5438, certain interim increases in the rates set forth in Minimum Rate Tariff No. 8 were prescribed.

Public hearings of these proceedings were held before Examiner Carter R. Bishop at San Francisco and Los Angeles in October, November and December, 1957. On request of several of the parties and at the direction of the Commission, an examiner's proposed report was issued and served on all parties of record in these phases of Case No. 5438.²

Exceptions to the proposed report were filed by Sunkist Growers, Inc., The California Grape & Tree Fruit League, Western Growers Association,³ and California Trucking Associations, Inc.⁴ Replies were filed by C. T. A., Sunkist, the League and Calavo Growers of California.

The evidence has been adequately summarized in the examiner's proposed report. This opinion, therefore, will be limited to a consideration of the various exceptions which have been taken to certain of the examiner's recommended findings and conclusions, including the portions of the recommended order which are predicated thereon, the replies to the exceptions, and to the question of the propriety of the examiner's recommendations as a whole.

2

The history of the two phases of Case No. 5438 involved herein, from their inception to the dates of the above-mentioned hearings, is outlined in the examiner's proposed report.

3

The exceptions of Western Growers Association were filed jointly with it by four other shipper-dealer associations, none of which are parties to these proceedings.

4

The organizations will be hereinafter referred to as Sunkist, the League, Western, and C.T.A., respectively.

The exceptions to the proposed report are, in brief, as follows:

1. The League: (a) The proposed increases are not justified because: the record shows that carrier operating costs have declined since the 1955 interim rate increase, the growers cannot bear further increases, and the recommended increases fail to give the products of agriculture the preferential treatment accorded by Section 3661 of the Public Utilities Code; the 1955 surcharge should be removed and rates in the proposed new 30,000 and 36,000-pound brackets set with reasonable relationship to the 24,000-pound bracket; (b) the recommendation to modify the exemption from minimum rates of traffic destined to packing plants, packing sheds and precooling plants is unreasonable - in any event, precooling plants should be accorded the same treatment as cold storage plants.
2. Western: (a) Opposes any increases in rates. The economic condition of the produce industry is so acute that further increases cannot be borne; (b) the proposed requirement for a weighmaster's certificate on shipments weighing 20,000 pounds is not justified.
3. Sunkist: The proposed 50-mile limitation on exemption from minimum rates for certain produce movements is improper. Either the proposal should be rejected or it should be made inapplicable to citrus fruits.
4. C. T. A.: (a) Recommended mileage rates are not just and reasonable because: they are inadequate to meet operating expenses and leave a reasonable profit; the greater portion of carrier revenues is from loads in the proposed 36,000-pound bracket, which would be lower than present (24,000-pound) rates; incentive rates should be set at a minimum weight of 40,000 pounds or higher; and proposed rates disregard a long-standing relationship with minimum rates on general commodities; (b) there is no evidence in the record justifying the special rates on potatoes and onions from the Delta area to Los Angeles; (c) the recommended minimum and accessorial service charges and split pickup and split delivery charges should be further increased to the levels of the corresponding charges in the general commodity tariff (Minimum Rate Tariff No. 2); (d) there is no justification for proposed reductions in charges for truck movement to icing plant; (e) objects to exemption from minimum rates on produce of traffic moving within the extended San Diego drayage area; (f) objects to substitution of a single Los Angeles market area for the three separate markets presently provided; suggests minor changes in proposed rule for mechanical refrigeration service; and (g) objects to proposed rule permitting combination of special produce rates for Los Angeles area with common carrier rates.

Discussion and Conclusions

The proposed report recommends increases in some general produce rates and reductions in others, with substantially no changes in the scales for minimum weights of 10,000 pounds and lower. The reductions would result primarily from the prescription of scales for minimum weights of 30,000 and 36,000 pounds, the highest minimum weight bracket at present being that for 24,000 pounds. The shipper interests take exception to the increases and believe that the 1955 interim surcharge should be removed. C. T. A. objects to the reductions and believes that increases more extensive than those proposed by the examiner should be adopted.

We have carefully considered all of the points raised by the various interests in their exceptions regarding the recommended rate scales. It is not necessary to appraise each in this opinion. With respect to the exceptions of the League and of Western, however, it should be pointed out that, whether or not carrier operating costs per 100 pounds have declined since 1955,⁵ other factors must be considered. All elements pertinent in the construction of minimum rates have been given due weight in reaching the conclusions hereinafter set forth.

The League alleges that the proposed report fails to give the products of agriculture the rate preference to which they assertedly are entitled under Section 3661 of the Public Utilities Code.

5

The League points out that the 100 percent operating ratio costs developed by the staff in the current phase of Petition No. 8 are lower than those set forth in Exhibit No. 8-2 in the 1955 phase. C. T. A., in its reply, asserts that the two sets are not comparable, since the circumstances under which they were developed were dissimilar.

In support of its contention, the League directs attention to the evidence adduced by its witness purporting to show that California farmers are caught in a "cost-price squeeze" which prohibits any increase in produce rates and calls for restoration of the former rate levels. While Section 3661 directs the Commission to establish such rates as will promote the freedom of movement by carriers of the products of agriculture at the lowest lawful rates, the statute specifies that said rates shall be compatible with the maintenance of adequate transportation service. Thus, the Commission must not only give due consideration to the economic condition of agriculture, but also to the needs of the carriers.

It is the contention of C. T. A. that the recommended distance scales in some instances, particularly in the 36,000-pound bracket, are below costs. The record shows that, in suggesting its scale of rates for that bracket, the staff rate witness gave more weight to the costs developed by the engineer (in Exhibit 8-6) for shipments weighing 40,000 pounds or more, than to the costs in the general study (Exhibit 8-5) for shipments weighing 30,000 pounds or more. The former costs are considerably lower than the latter and are lower than the rates in the 36,000-pound bracket recommended by the examiner. It is noted that C. T. A. in citing costs in its exceptions, states only those developed for movements to the major markets, omitting any reference to those for traffic to the minor markets. The latter are lower than the former and should be accorded some weight in the prescription of minimum rates.

In the light of these considerations, and taking into account the necessity of constructing scales of rates which (a) increase consistently with distance and (b) reflect logical relationships as between the respective weight brackets, it appears that the

general produce scales recommended in the proposed report are reasonably related to the costs of record. This also appears to be true of the point-to-point general produce rates and the specific rates on potatoes and onions proposed in the report. While specific costs were not developed for the proposed rates on these latter commodities from the Delta area to Los Angeles, those rates are reasonably related to the recommended rates to Los Angeles from other producing areas. Moreover, it appears that, in the formulation of all the recommended rates, the requirements of Section 3661 have been observed.

The League takes exception to the recommendation to limit the exemption from the minimum rates in Tariff No. 8 of produce destined to packing plants, packing sheds and precooling plants to shipments originating in the field or at point of growth. At present, the exemption applies to movements to the indicated points of destination regardless of point of origin. In any event, the League says, movements to precooling plants should continue to enjoy the full exemption, as is proposed for cold storage plants. Uniform treatment of traffic destined to these two classes of facility, the League asserts, is necessary because their respective functions overlap.

The record is clear that the proposed restriction for movements to packing plants and packing sheds, as explained in the preceding paragraph, is justified. We believe, however, that the point made by the League concerning movements to precooling plants is well taken. While C. T. A., in its reply, has suggested a definition for precooling plant which is designed to obviate any confusion with cold-storage plants, it does not appear that said definition will accomplish its purpose. The exemption of movements to precooling plants will remain unrestricted, as at present.

The examiner recommends a further restriction in connection with the aforesaid exemption from minimum rates of movements of produce to packing plants, packing sheds and precooling plants, viz: that such exemption shall not apply when the distance from point of origin to point of destination exceeds 50 constructive miles. Sunkist takes exception to this limitation. As an alternative to rejection of the proposed 50-mile limitation, Sunkist asks that such restriction be made not applicable to shipments of citrus fruits.⁶

The evidence is convincing that the recommended 50-mile limitation is, for reasons given in the proposed report, a reasonable one. It will be adopted. The basis for Sunkist's alternative request for exemption of citrus fruits from the 50-mile limitation is that some shipments of citrus fruits move from groves to packing plants more than 50 miles away and that the conditions which such limitation is designed to correct are not encountered in the marketing of these fruits. The record justifies the exclusion, from the 50-mile limitation, of citrus fruit moving from groves to packing plants or packing sheds when transported in field boxes or in bulk. The order which follows will so provide.

Western sets forth allegations in its exceptions to the effect that adoption of the proposed requirement for a public weighmaster's certificate on produce shipments weighing 20,000 pounds or more would cause several hours' loss of time in getting the produce to market. Assertedly, an hour's delay would mean that the market would be missed, resulting in probable loss to the entire load. There is no evidence to this effect in the record. In fact,

6

The examiner proposes, for reasons set forth in the proposed report, that the 50-mile limitation be not applied to shipments of avocados or limes.

Western offered no testimony or exhibits at the hearings. The aforesaid allegations do not constitute evidence. The proposed weight certificate requirement will be adopted.

C.T.A. objects to the nonapplication of the provisions of Minimum Rate Tariff No. 8 to movements within the San Diego Drayage area, as defined in Minimum Rate Tariff No. 9-A. C.T.A. points out that the latter tariff likewise provides no rates on fresh fruits and vegetables for that area, and that the San Diego Drayage area was greatly enlarged when Tariff No. 9-A became effective.⁷ This is not a new situation. The provisions of Minimum Rate Tariff No. 8 have never applied within the San Diego Drayage area. We find no basis in the record herein on which to make a finding that the territorial exemption in question should be removed.

With respect to the proposed new item (No. 157) containing a rule and charges for mechanical refrigeration service, C.T.A. objects to some of the wording proposed in the rule as being ambiguous;⁸ it also believes that the minimum weight factor of 20,000 pounds should be reduced to 18,000 pounds to conform to the weight break in the examiner's recommended rate scales. The substitute wording suggested by C.T.A. appears preferable. With

7

Effective September 1, 1957, Minimum Rate Tariff No. 9-A, naming rates, rules and regulations for movements within the San Diego Drayage area, cancelled City Carriers' Tariff No. 7 - Highway Carriers' Tariff No. 9.

8

The rule in question was sponsored by C.T.A. The wording to which it now takes exception is identical with that set forth in its Exhibit No. 8-14.

slight modification it will be adopted, together with the minimum weight of 18,000 pounds.⁹

C.T.A. also takes exception to the recommended reductions in accessorial charges for moving trucks to ice plant in connection with refrigeration service. Actually, both increases and reductions are involved. The charges proposed by the examiner are the same as those recommended by the staff, adjusted for the retention of the 18,000 and 24,000-pound scales of rates. Said charges purport to reflect current costs. The position of C.T.A. is somewhat puzzling, since it proposed, in its exhibit, reductions the same as, or lower than, those suggested by the staff. There is one exception to this, in that C.T.A. proposed a charge of \$7.20 per shipment for its proposed 40,000-pound rate bracket, whereas the staff's recommendation, adopted in the proposed report, was for a charge of \$6.20 for weights of 30,000 pounds or more.¹⁰ We are of the opinion that the charges recommended in the proposed report, modified to include a charge of \$6.80 for a minimum weight of 36,000 pounds, will be reasonable.

9

Additionally, Item No. 210 of Minimum Rate Tariff No. 8, which authorizes alternative application of common carrier rates, will be amended to provide that highway shipments of produce accorded refrigeration, and moving under rail line-haul rates, shall be subject to the mechanical refrigeration charges named in rail tariffs.

10

The present and proposed charges for the services in question are as follows:

Minimum Weight (In Pounds)	Additional Charge (Per Shipment)			
	Present (Including Surcharge)	Proposed by Staff	Proposed by C.T.A.	Recommended by Examiner
10,000	\$2.46	\$3.10	\$3.10	\$3.10
18,000	4.90	-	-	4.50
20,000	-	4.80	4.80	-
24,000	7.36	-	-	5.40
30,000	-	6.20	6.00	6.20
40,000	-	-	7.20	-

It is not deemed necessary to discuss herein every point of exception taken to the proposed report. The proposals advanced at the hearings, those recommended by the examiner, the exceptions, and the replies thereto, have all been carefully considered. To the extent that the proposed changes have been justified, they have been incorporated in the revised tariff pages attached to, and listed in, Appendix "B" hereof.

Findings

Upon careful consideration of all the facts and circumstances of record, it is found that:

1. The existing minimum rates, rules and regulations, as contained in Minimum Rate Tariff No. 8, should be revised to the extent provided in the order which follows.
2. Increases in the rates, rules and regulations of common carriers are justified to the extent provided in the order which follows.
3. Common carriers presently having authority from the Commission to publish and maintain rates which are greater for a shorter distance than for a longer distance over the same line or route and in the same direction in order to maintain rates competitive with the established minimum rates should, for that purpose and to the same extent, continue to be relieved from the prohibitions of Article XII, Section 21, of the Constitution of the State of California and Section 460 of the Public Utilities Code.
4. In all other respects the proposed modifications in the minimum rates, charges, rules and regulations and the increases sought in the rates, charges, rules and regulations of common carriers have not been shown to be just, reasonable nondiscriminatory, or justified.

O R D E R

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

IT IS ORDERED that:

1. Minimum Rate 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 12, 1958, the original and revised pages and supplement attached hereto and listed in Appendix "B", also attached hereto, which supplement, pages and appendix by this reference are made a part hereof.
2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and such tariff publications shall be made effective not later than July 12, 1958; and tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff changes herein involved.
3. Common carriers, in establishing and maintaining the rates, charges, rules and regulations hereinabove authorized, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are modified only to the extent necessary to comply with this order; and that common carriers in publishing rates under

the authority conferred in this ordering paragraph shall make reference in their schedules to the prior orders authorizing the long- and short-haul departures and to this order.

4. Common carriers be and they are authorized to depart from the provisions of Rules 2(d) and 38(c) of Tariff Circular No. 2 and of Rules 4(k) and 8(f) of General Order No. 80 of the Commission in the publication of the tariff changes required or authorized by this order.

5. That phase of Case No. 5438 embraced by the Commission's Order Setting Hearing dated May 8, 1956, be and it is hereby discontinued.

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

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 27th day of May, 1958.

[Signature]
 President

[Signature]
 Commissioner

[Signature]
 Commissioner

[Signature]
 Commissioner

Commissioners

Commissioner C. Lya Fox, being necessarily absent, did not participate in the decision.

APPENDIX "A"
Page 1 of 3

I

Appearances Entered at Hearing Held in
1955 on Request for Interim Increase

<u>Name</u>	<u>Address</u>
Arlo D. Poe and J. C. Kaspar) Robert D. Boynton), for California Trucking Associations, Inc., petitioner.	639 South Spring Street Los Angeles, California 841 Folger, Berkeley, California

Respondents

James F. Bartholomew, for Signal Trucking Service, Ltd.	4455 Fruitland Avenue, Los Angeles, California
H. J. Bischoff, for Southern California Freight Lines and Southern California Freight Forwarders	1121 Mateo St., Los Angeles 21, California
Edward W. Elliott, for Coast Truck Service, Inc.	251 Bayview Avenue, Belvedere, California
Albert Goliti, for Hefley Trucking Co.	2730 South Walnut Ave., Fresno, California
H. W. Hendrix, for Coast Line Truck Service	2507 Casa Place, Huntington Park, Calif.
Grove G. Lautzenhiser, for Orange Empire Truck Lines, Inc., and Polar Lines, Inc.	136 East Andrix St., Monterey Park, California
Ray E. Magness, for Imperial Truck, Inc.	323 So. Clarence Street, Los Angeles, California
A. W. Merrifield, for Merrifield Trucking Co.	1122 N. Lemon Street, Anaheim, California
Lester Parker, for Lester Parker Truck Co.	1990 National Ave., San Diego 13, Calif.
James Potter, for Potter Trucking Co.	P. O. Box 136, El Centro, Calif.
R. W. Ross, for Railway Express Agency	635 Folsom Street, San Francisco 7, Calif.
Becky Schnitzer, for Schnitzer Trucking Co.	2245 East 92nd Street, Los Angeles, California

APPENDIX "A"
Page 2 of 3

I
(Continued)

George C. Smith, for Smith Transportation Company	417 East Boone St., Santa Maria, California
Charles C. Wilson, for Wilson & Sons	580 "J" Street, Chula Vista, Calif.

Protestants

J. J. Deuel, for California Farm Bureau Federation	2223 Fulton Street, Berkeley 4, Calif.
John E. Barbeau, for California Fruit Exchange	1400 10th Street, Sacramento, California

Interested Parties

Ralph L. Coffing, for DiGiorgio Fruit Corporation	350 Sansome Street, San Francisco, Calif.
Paul O. Helin, for Calavo Growers of California	4833 Everett Avenue, Los Angeles 11, Calif.
Jess G. King, for American National Foods	122 East 7th Street, Los Angeles, California
W. J. Knoell, for Elmer Ahl and Pacific State Motor Tariff Bureau	P. O. Box 789, Huntington Park, Calif.
E. Alan Mills, for California Grape & Tree Fruit League	717 Market Street, San Francisco, Calif.
R. C. Neill, for Sunkist Growers, Inc.	707 West 5th Street, Los Angeles, California
W. G. O'Barr, for Los Angeles Chamber of Commerce	404 South Bixel St., Los Angeles 54, Calif.
Thomas R. Phillips, for Western Growers Association	606 South Hill St., Los Angeles, Calif.
James C. Uhler, for Sunkist Growers, Inc.	707 West 5th Street, Los Angeles, Calif.
Grant L. Malquist) Marcel Gagnon) and	Public Utilities Commission, State Building, San Francisco, California
Norman Haley, for the Commission's staff.	Public Utilities Commission, 145 South Spring Street, Los Angeles, California

APPENDIX "A"
Page 3 of 3

II

Additional Appearances Entered at Hearings
Held in 1957 Relating to General Review of
Provisions of Minimum Rate Tariff No. 8 and
to Order Setting Hearing Dated May 8, 1956
(See Note).

J. X. Quintrall, for California Trucking Ass'ns., petitioner	Box 77550, Los Angeles 7, California
Richard C. Reid, for Western Truck Lines, Ltd., respondent	2835 Santa Fe Avenue, Los Angeles 58, California

Interested Parties

Carl F. Breidenstein, for Canners' League of California	215 Fremont Street, San Francisco, California
Bert Buzzini, for California Farm Bureau Federation	2223 Fulton Street, Berkeley, California
Leslie M. Cox, for Western Growers Association	606 South Hill Street, Los Angeles, California
M. J. Davis, for the California Fruit Exchange	1400 Tenth Street, Sacramento 9, California
H. C. Desjardin, for American National Growers Corp. & Western Fruit Growers Sales Co.	P. O. Box 3456, Terminal Annex, Los Angeles 54, California
Jacob F. Heintz, for Pacific Fruit Exchange	532 Mission Street, San Francisco 6, California
Clark W. Maser, for California Grape & Tree Fruit League	593 Market Street, San Francisco, California
Milton A. Walker, for Fibreboard Paper Products Incorporated	1789 Montgomery St., San Francisco, Calif.
Leonard Diamond, for the Commission's staff.	145 South Spring Street, Los Angeles, California

Note. Certain of the parties who entered appearances at the 1955 hearings restated their appearances at the 1957 hearings. Their names have not been repeated in List II.

APPENDIX "B" TO DECISION NO. 54770

Revised Pages to Minimum Rate Tariff No. 8
Authorized by Said Decision

Supplement No. 19

First Revised Page 1

Sixth Revised Page 4

Fourth Revised Page 5

Eighth Revised Page 6

Twelfth Revised Page 8

Sixth Revised Page 13

Ninth Revised Page 14

Original Page 14-A

Seventh Revised Page 15

Seventh Revised Page 16

Original Page 16-A

Sixth Revised Page 17

Second Revised Page 18

Second Revised Page 20

Sixth Revised Page 21

First Revised Page 22

Sixth Revised Page 27

Ninth Revised Page 29

Eighth Revised Page 30

Sixth Revised Page 31

Sixth Revised Page 32

Eighth Revised Page 33

Fifth Revised Page 34

Fourth Revised Page 35

Ninth Revised Page 36

Seventh Revised Page 37

END OF APPENDIX "B"

SUPPLEMENT NO. 19
(CANCELS SUPPLEMENTS NOS. 12 AND 18)
(SUPPLEMENT NO. 19 CONTAINS ALL CHANGES)

TO

MINIMUM RATE TARIFF NO. 8

NAMING
MINIMUM RATES, RULES AND REGULATIONS
FOR THE
TRANSPORTATION OF FRESH FRUITS, FRESH VEGETABLES
AND EMPTY CONTAINERS OVER THE PUBLIC HIGH-
WAYS BETWEEN POINTS IN THE STATE OF
CALIFORNIA AS DESCRIBED HEREIN
BY
CITY CARRIERS
RADIAL HIGHWAY COMMON CARRIERS
AND
HIGHWAY CONTRACT CARRIERS

Surcharges shown in Supplement No. 12 Canceled by
Decision No. 50270

EFFECTIVE JULY 12, 1958

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

CORRECTION NUMBER CHECKING SHEET

211	241	271	301	331	361	391
212	242	272	302	332	362	392
213	243	273	303	333	363	393
214	244	274	304	334	364	394
215	245	275	305	335	365	395
216	246	276	306	336	366	396
217	247	277	307	337	367	397
218	248	278	308	338	368	398
219	249	279	309	339	369	399
220	250	280	310	340	370	400
221	251	281	311	341	371	401
222	252	282	312	342	372	402
223	253	283	313	343	373	403
224	254	284	314	344	374	404
225	255	285	315	345	375	405
226	256	286	316	346	376	406
227	257	287	317	347	377	407
228	258	288	318	348	378	408
229	259	289	319	349	379	409
230	260	290	320	350	380	410
231	261	291	321	351	381	411
232	262	292	322	352	382	412
233	263	293	323	353	383	413
234	264	294	324	354	384	414
235	265	295	325	355	385	415
236	266	296	326	356	386	416
237	267	297	327	357	387	417
238	268	298	328	358	388	418
239	269	299	329	359	389	419
240	270	300	330	360	390	420

EFFECTIVE JULY 12, 1958

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

Correction No. 192

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION
<p>*10-F Cancels 10-E</p>	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p>#(a) BUNKER ICING means placing ice in bunkers or compartments in carrier's shipment, separate or apart from the cargo area thereof.</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act on file with the Commission and in effect at time of shipment; and any interstate or foreign rate of any common carrier railroad or railroads applying between points in California in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) of Part II of the Interstate Commerce Act,</p> <p>(c-1) CONTAINER ICING means placing ice within the package with the fruit or vegetable shipped.</p> <p>(c-2) DISTANCE TABLE means Distance Table No. 4.</p> <p>#(c-3) DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee, or other party.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(d-1) INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>(e) PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 120.</p> <p>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. (See also Item No. 120, paragraph 2.)</p>

(g) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation; except that all locations on or along a single packing or shipping shed, and all locations within a radius of 100 yards from a single point, within a single field will be considered as one point of origin.

(h) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.

(i) RATE includes charges and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

(j) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.

(Continued in Item No. 11)

* Change)
Addition) Decision No. 565770

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 193

Item No.	SECTION NO.. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*11-D Cancels 11-C	<p data-bbox="426 517 1174 587">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p data-bbox="353 646 1364 808">(k) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also paragraphs (l) and (m) of this item.)</p> <p data-bbox="353 839 1364 1226">(l) SPLIT PICKUP SHIPMENT means a shipment consisting of several component parts, tendered at one time, received during one day and transported under one shipping document from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination and charges thereon being paid by the consignee when there is more than one consignor.</p> <p data-bbox="353 1257 1364 1581">(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor on one shipping document at one point of origin at one time and charges thereon being paid by the consignor when there is more than one consignee.</p> <p data-bbox="353 1612 1364 1710">(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p> <p data-bbox="353 1741 1364 1839">(o) TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.</p> <p data-bbox="353 1870 1364 2060">(p) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p data-bbox="353 2091 1364 2225">#(p-1) UNIT OF CARRIER'S EQUIPMENT means one or more pieces of carrier's equipment (as defined in paragraph (b) hereof) physically connected so as to form a complete unit.</p>

(g) VEHICLE ICING means placing ice around or over the packages within carrier's equipment.

* Change)
Addition) Decision No. 50220

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 194

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>20-B Cancels 20-A</p>	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act and the Highway Carriers' Act. They apply for the transportation of property by carriers as defined in said City Carriers' Act (See Note 1), and radial highway common carriers and highway contract carriers, as defined in said Highway Carriers' Act.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p> <p>Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor sub-haulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.</p> <p>NOTE 1: This tariff applies to transportation by City Carriers only as specified in Section No. 3 hereof.</p>
<p>*30-H Cancels 30-G</p>	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply between all points within the State of California, except:</p> <p>(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p style="text-align: center;">**</p> <p>*** (b) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in Minimum Rate Tariff No. 9-A.</p>
<p>* Change) ** Former paragraph (b) eliminated) Decision No. 56270 *** Formerly paragraph (c))</p>	
<p>EFFECTIVE JULY 12, 1958</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 195</p>	

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-COMMODITIES</p> <p>Rates in this tariff apply to transportation of the following commodities (See Exception):</p> <p>Fruits, fresh or green (not cold pack nor frozen); Vegetables, fresh or green (not cold pack nor frozen), including mushrooms, fresh; Containers, empty, second-hand, returning from an out-bound paying load, of commodities for which rates are provided herein or forwarded for a return paying load, of commodities for which rates are provided in this tariff, subject to Note 1.</p> <p>NOTE 1.-Highway carriers must determine before accepting shipment that said containers were moved filled and are being returned by the same carrier or carriers to consignor of the filled containers; or that containers shipped for return paying load will, when filled, move by the same carrier or carriers to the consignor of the original empty containers.</p> <p>EXCEPTION.-Rates in this tariff do not apply to transportation of:</p> <p>*(a) Fresh or green fruits, fresh or green vegetables, or mushrooms, as described herein, when the point of destination of the shipment is a cannery, accumulation station, cold storage plant, precooling plant, or winery, nor to the empty containers used or shipped out for use in connection with such transportation, subject to Note 2.</p> <p>*(b) Fresh or green fruits, fresh or green vegetables or mushrooms, as described herein, when transported from the field or point of growth to a packing plant, or a packing shed, nor to empty containers used or shipped out for use in connection with such transportation, subject to Notes 2 and 3.</p> <p>*(c) Citrus fruits when the point of destination of the shipment is within the Los Angeles Drayage Area, as described in Minimum Rate Tariff No. 5; nor to the empty containers used or shipped out for use in connection with such transportation.</p> <p>****(d) Sugar beets when the point of destination of the shipment is a beet sugar factory or a railroad loading dump.</p> <p>(e) Property for the United States Government.</p> <p>#NOTE 2.-For the purpose of this item, the following definitions will apply:</p> <p>(a) Packing Shed or Packing Plant:-Facilities maintained for assembling, sorting, grading, or packing the commodity for shipment.</p> <p>(b) Precooling Plant:-Facilities maintained for the purpose of precooling commodities for shipment under refrigeration.</p> <p>(c) Cold Storage Plant:-Facilities maintained for the storage of commodities under refrigeration.</p> <p>(d) Cannery:-Facilities maintained for the processing of commodities at which the commodities are canned, preserved, dried, frozen, pickled, brined, or otherwise processed into manufactured products.</p>

*40-J
Cancels
40-I

(e) Winery:-Facilities maintained for the purpose of producing vinous liquors, including wine, champagne and brandy.

(f) Accumulation Station:-Yards or open areas maintained for the receiving of unprocessed commodities from the field, and accumulation and consolidation of such commodities for shipment to a cannery, winery, cold storage plant or precooling plant.

#NOTE 3.-Except for the transportation of citrus fruits in field boxes or in bulk, or avocados, exemption does not apply when the distance between point of origin and point of destination exceeds 50 constructive miles computed in accordance with the provisions of Item No. 110.

SHIPMENTS TO BE RATED SEPARATELY

50

Each shipment shall be rated separately. Shipments shall not be consolidated nor combined by the carrier. Component parts of split pickup or split delivery shipments, as defined in Item No. 11, may be combined under the provisions of Items Nos. 170 and 180.

GROSS WEIGHT

*60-B
Cancels
60-A

(a) Charges shall be assessed on the gross weight of the shipment, including container icing, if any. No allowance shall be made for the weight of containers.

#(b) In connection with shipments weighing 20,000 pounds or more, the actual gross weight of the shipment shall be confirmed by a public weighmaster's certificate, which shall be obtained by the carrier prior to or at the time of unloading. (See Exception)

#EXCEPTION.-Does not apply in connection with shipments transported for distances of 50 constructive miles or less.

#(c) When the carrier obtains a public weighmaster's certificate, charges shall be based on the weight of the commodities as confirmed by the public weighmaster's certificate. The original and duplicate copy of the public weighmaster's certificate shall be affixed to the shipper's and carrier's copy of the freight bill, (see Item No. 255), respectively.

UNITS OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES

65

Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.

* Change
Addition
** Formerly Paragraph (b)
*** Formerly Paragraph (c)

Decision No. 568720

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 196

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) from point of origin to point of destination, subject to Items Nos. 130, 140 and 150.</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: auto; margin-right: auto;"> <tr> <td></td> <td colspan="3" style="text-align: center;">Deductions, in cents per 100 lbs. except as shown:</td> </tr> <tr> <td style="text-align: left;">When shipment moves under rates subject to minimum weights of:</td> <td></td> <td colspan="2" style="text-align: center;">Columns</td> </tr> <tr> <td></td> <td style="text-align: center;">(1)</td> <td style="text-align: center;">(2)</td> <td style="text-align: center;">(3)</td> </tr> <tr> <td style="padding-left: 20px;">Less than 2000 pounds</td> <td style="text-align: center;">#15</td> <td style="text-align: center;">#5</td> <td style="text-align: center;">#20</td> </tr> <tr> <td style="padding-left: 20px;">2000 but less than 4,000 pounds</td> <td style="text-align: center;">10</td> <td style="text-align: center;">5</td> <td style="text-align: center;">15</td> </tr> <tr> <td style="padding-left: 20px;">4000 but less than 10,000 pounds</td> <td style="text-align: center;">5</td> <td style="text-align: center;">5</td> <td style="text-align: center;">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.</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 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>		Deductions, in cents per 100 lbs. except as shown:			When shipment moves under rates subject to minimum weights of:		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
	Deductions, in cents per 100 lbs. except as shown:																								
When shipment moves under rates subject to minimum weights of:		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-E
Cancels
130-D

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 9 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. 50277

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 197

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
*140-G Cancell 140-F	<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 carrier's equipment, subject to Note 1.</p> <p>NOTE 1.-When the time consumed in performing loading, unloading or accessorial services exceeds 12 minutes per ton (based on the weight on which transportation charges are computed) a charge of \$3.85 per hour shall be assessed for the time consumed in excess of 12 minutes per ton.</p>												
*150-G Cancell 150-F	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An addition charge of \$3.00 per man per hour, minimum charge \$1.50 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-F Cancell 155-E	<p style="text-align: center;">REFRIGERATION - ICING</p> <p>*Shipments of fruits, vegetables or mushrooms, as described in Item No. 40, 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 or bunker 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 border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">Minimum Weight (In Pounds)</th> <th style="text-align: right;">Additional Charge (Per Shipment)</th> </tr> </thead> <tbody> <tr> <td>10,000</td> <td style="text-align: right;">\$3.10</td> </tr> <tr> <td>18,000</td> <td style="text-align: right;">4.50</td> </tr> <tr> <td>24,000</td> <td style="text-align: right;">5.40</td> </tr> <tr> <td>#30,000</td> <td style="text-align: right;">6.20</td> </tr> <tr> <td>#36,000</td> <td style="text-align: right;">6.80</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)	Additional Charge (Per Shipment)	10,000	\$3.10	18,000	4.50	24,000	5.40	#30,000	6.20	#36,000	6.80
Minimum Weight (In Pounds)	Additional Charge (Per Shipment)												
10,000	\$3.10												
18,000	4.50												
24,000	5.40												
#30,000	6.20												
#36,000	6.80												
*Change) o Increase) o Reduction) #Addition)	Decision No. 50720												
EFFECTIVE JULY 12, 1958													
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 198													

Item No.

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

REFRIGERATION - MECHANICAL

Shipments of fruits, vegetables or mushrooms as described in Item No. 40, transported at rates subject to minimum weights of 18,000 pounds or more, if refrigerated with mechanical units by the carrier at the request of the shipper or his agent, shall be subject to the following charges which shall be in addition to all other applicable charges provided in this tariff (Subject to Note 1):

- Note 1.-(a) Mileages to be used in determining the minimum charge in connection with shipments transported under the provisions of Item Nos. 170, 180, 220, 230 or 240 shall be computed in the same manner as the mileage employed in determining the line-haul rate specifically named in this tariff.
- (b) The minimum charge applicable in connection with shipments moving under combinations of rates named in this tariff shall be determined under the provisions of Item No. 200.
- (c) Minimum refrigeration charges shall be based on the actual weight of the shipment.

#0
157

Miles		Charge (In Cents per 100 Pounds)
Over	But Not Over	
0	15	2
15	30	3
30	50	4
50	100	5
100	150	6
150	200	7
200	300	8
300	400	9
400	500	11
500		12
Between	And	
SAN FRANCISCO TERRITORY, as described in Item No. 283. SACRAMENTO TERRITORY, as described in Item No. 282.	LOS ANGELES TERRI- TORY, as described in Item No. 281.	9

Addition)
o Increase) Decision No. 56270

EFFECTIVE JULY 12, 1958

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

Correction No. 199

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:												
*160-F Cancels 160-E	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">Δ Minimum Charge in Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds</td> <td style="text-align: right;">77</td> </tr> <tr> <td>Over 50 pounds but not over 75 pounds</td> <td style="text-align: right;">93</td> </tr> <tr> <td>Over 75 pounds but not over 100 pounds</td> <td style="text-align: right;">107</td> </tr> <tr> <td>Over 100 pounds</td> <td style="text-align: right;">116</td> </tr> </tbody> </table>	Weight of Shipment	Δ Minimum Charge in Cents	25 pounds or less	60	Over 25 pounds but not over 50 pounds	77	Over 50 pounds but not over 75 pounds	93	Over 75 pounds but not over 100 pounds	107	Over 100 pounds	116
Weight of Shipment	Δ Minimum Charge in Cents												
25 pounds or less	60												
Over 25 pounds but not over 50 pounds	77												
Over 50 pounds but not over 75 pounds	93												
Over 75 pounds but not over 100 pounds	107												
Over 100 pounds	116												
	(b) When the constructive distance exceeds 150 miles: The charge for 100 pounds at the commodity rate applicable thereto but not less than Δ\$1.30.												

	SPLIT PICKUP
	*The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1:
	(a) Distance rates shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin.
	(b) Point-to-point rates for which routes are provided in Item No. 500 shall be applied only when point of destination and all points of origin are within the territories between which the point-to-point rates apply, or are located between said territories on a single authorized route.
*170-F Cancels 170-E	(c) Point-to-point rates determined under paragraph (b) may be combined with distance rates provided in paragraph (a) where lower charges result. The applicable distance rate factor shall be determined by use of one half the shortest distance from the territory or authorized route and return thereto via the off-route point or points of origin and destination.
	(d) For each split pickup shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the initial pickup the carrier shall be furnished with written instructions showing the name of the consignor, the point or points of origin and the description and weight of property in each component part of such shipment.
	(e) If split delivery is performed on a split pickup shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph (d) hereof, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff.
	NOTE 1: In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:

Weight of Component Part
(In Pounds)

◊ Split Pickup Charge
for Each Component
Part in Cents

Over	But not over		
0	100	-----	75
100	500	-----	100
500	1,000	-----	125
1,000	2,000	-----	175
2,000	4,000	-----	225
4,000	10,000	-----	325
10,000	20,000	-----	425
20,000		-----	525

* Change)
 ◊ Increase) Decision No. 56270
 Δ Surcharge in Supplement No. 12)
 incorporated into charges.)

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 200

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																				
	SPLIT DELIVERY																				
	<p>*The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <p>(a) Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination.</p> <p>(b) Point-to-point rates for which routes are provided in Item No. 500 shall be applied only when point of origin and all points of destination are within the territories which the point-to-point rates apply, or are located between said territories on a single authorized route.</p> <p>(c) Point-to-point rates determined under paragraph (b) may be combined with distance rates provided in paragraph (a) where lower charges result. The applicable distance rate factor shall be determined by use of one half the shortest distance from the territory or authorized route and return thereto via the off-route point or points or origin and destination.</p> <p>(d) For each split delivery shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination and the description and weight or property in each component part of such shipment.</p> <p>(e) If split pickup is performed on a split delivery shipment or a component part thereof, or if shipping instruction do not conform with the requirements of paragraph (d) hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p> <p>NOTE 1: In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of Component Part (In Pounds)</th> <th style="text-align: right;">Split Delivery Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: left;">Over</th> <th style="text-align: left;">But not over</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">0</td> <td style="text-align: left;">100 ----- 75</td> </tr> <tr> <td style="text-align: left;">100</td> <td style="text-align: left;">500 ----- 100</td> </tr> <tr> <td style="text-align: left;">500</td> <td style="text-align: left;">1,000 ----- 125</td> </tr> <tr> <td style="text-align: left;">1,000</td> <td style="text-align: left;">2,000 ----- 175</td> </tr> <tr> <td style="text-align: left;">2,000</td> <td style="text-align: left;">4,000 ----- 225</td> </tr> <tr> <td style="text-align: left;">4,000</td> <td style="text-align: left;">10,000 ----- 325</td> </tr> <tr> <td style="text-align: left;">10,000</td> <td style="text-align: left;">20,000 ----- 425</td> </tr> <tr> <td style="text-align: left;">20,000</td> <td style="text-align: left;">----- 525</td> </tr> </tbody> </table> <p>See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.</p>	Weight of Component Part (In Pounds)	Split Delivery Charge for Each Component Part in Cents	Over	But not over	0	100 ----- 75	100	500 ----- 100	500	1,000 ----- 125	1,000	2,000 ----- 175	2,000	4,000 ----- 225	4,000	10,000 ----- 325	10,000	20,000 ----- 425	20,000	----- 525
Weight of Component Part (In Pounds)	Split Delivery Charge for Each Component Part in Cents																				
Over	But not over																				
0	100 ----- 75																				
100	500 ----- 100																				
500	1,000 ----- 125																				
1,000	2,000 ----- 175																				
2,000	4,000 ----- 225																				
4,000	10,000 ----- 325																				
10,000	20,000 ----- 425																				
20,000	----- 525																				
*180-G Cancels 180-F																					

* Change)
 o Increase) Decision No. 567200

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 201

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;"><u>SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</u></p> <p>(a) When a carrier is unable to pick up an entire shipment, including a split delivery shipment but excluding a split pickup shipment, at one time, or when more than one vehicle, or connected train of vehicles, are used to pick up the entire shipment, the following provisions shall apply in addition to other applicable rules and regulations.</p> <ol style="list-style-type: none"> 1. The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup. 2. The carrier shall not transport a multiple lot shipment unless prior to or at the time of the initial pickup, written information has been received from the consignor describing the kind and quantity of property which will constitute the multiple lot shipment. 3. At the time of or prior to the initial pickup, the carrier shall issue to the consignor a single master document for the entire shipment. It shall show the name of the consignor, point of origin, date of the initial pickup, name of the consignee (or consignees), point of destination (or points of destinations), and the kind and quantity of property. In addition, a shipping document shall be issued for each pickup which shall give reference to the single master document covering the entire shipment, by its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single multiple lot document. 4. The entire shipment shall be picked up by the carrier within a period of 2 days computed from 12:01 a.m. of the date on which the first pickup commences, excluding Saturdays, Sundays and legal holidays. 5. The separate pickups made in accordance with the foregoing provisions shall constitute a composite shipment which shall be subject to the rates named or provided for in this tariff, including Items Nos. 210, 220, 230 and 240, in effect on the date of the first pickup, for the transportation of a single shipment of like kind and quantity of property picked up or transported on a single vehicle. <p>(b) Any property separately picked up without complying with the foregoing provisions shall constitute a separate shipment and shall be subject to the rates, rules and regulations applicable thereto.</p>
# Addition) o Increase)	Decision No. 562720
EFFECTIVE JULY 12, 1958	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 202	

#0185

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*190-F Cancels 190-E	<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.</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 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, 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 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 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 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	-----	\$	0.40
Over	2.50 not over	\$5.00	-----	.46
Over	5.00 not over	10.00	-----	.60
Over	10.00 not over	20.00	-----	.63
Over	20.00 not over	25.00	-----	.66
Over	25.00 not over	40.00	-----	.77
Over	40.00 not over	50.00	-----	.82
Over	50.00 not over	60.00	-----	1.04
Over	60.00 not over	80.00	-----	1.07
Over	80.00 not over	100.00	-----	1.10
Over	100.00 not over	102.50	-----	1.39
Over	102.50 not over	105.00	-----	1.44
Over	105.00 not over	110.00	-----	1.48
Over	110.00 not over	120.00	-----	1.53
Over	120.00 not over	140.00	-----	1.58
Over	140.00 not over	150.00	-----	1.63
Over	150.00 not over	160.00	-----	1.74
Over	160.00 not over	180.00	-----	1.78
Over	180.00 not over	200.00	-----	1.81
Over	200.00 not over	250.00	-----	2.05
Over	250.00 not over	300.00	-----	2.35
Over	300.00 not over	350.00	-----	2.66
Over	350.00 not over	400.00	-----	2.94
Over	400.00 not over	450.00	-----	3.27
Over	450.00 not over	500.00	-----	3.58
Over	500.00 not over	550.00	-----	3.88
Over	550.00 not over	600.00	-----	4.17
Over	600.00 not over	650.00	-----	4.49
Over	650.00 not over	700.00	-----	4.80
Over	700.00 not over	750.00	-----	5.11
Over	750.00 not over	800.00	-----	5.39
Over	800.00 not over	850.00	-----	5.71
Over	850.00 not over	900.00	-----	6.01
Over	900.00 not over	950.00	-----	6.33
Over	950.00 not over	1,000.00	-----	6.62
Over	1,000.00 at rate of \$6.62 per \$1,000.00			

* Change }
◇ Increase } Decision No. 56270

EFFECTIVE JULY 12, 1956

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

Correction No. 203

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
200-A Cancels 200	<p style="text-align: center;">APPLICATION OF COMBINATIONS OF RATES</p> <p>In the event two or more rates are named in this tariff for the same transportation, the lower rate shall apply. In the event a combination of rates makes a lower aggregate through rate or charge than a single rate, such lower combination of rates shall apply.</p>
210-A Cancels 210	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates, except rates of coastwise common carriers by vessel, may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation between the same point of origin and the same point of destination than results from the application of the rates herein provided. (See Note)</p> <p>*(b) Team track-to-team track rates of common carriers by railroad may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. (See Note)</p> <p>#NOTE.-In determining the aggregate charge by railroad for the transportation of fruits, vegetables or mushrooms as described in Item No. 40, the charge for refrigeration service shall be the charge for mechanical refrigeration service named in the applicable rail tariff or tariffs.</p>
215	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>
<p>* Change) # Addition) Decision No. 568776</p>	
EFFECTIVE JULY 12, 1958	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 204</p>	

Cancel

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*230-B Cancels 230-A</p>	<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split pickup shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 170 results:</p> <p>*(1) Compute the charge applicable under the rates named in this tariff for a split pickup shipment from the point or points of origin, of the several component parts (See Item No. 170) to any team track or established depot. (See Note.)</p> <p>(2) Add to such charge the charge applicable under Items Nos. 210 and 220 for the weight of the composite shipment from such team track or established depot to point of destination.</p> <p style="text-align: center;">**</p> <p>*NOTE.--If the points of origin of all component parts are within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation to the team track or established depot from such points of origin is named in this tariff, the rates named in this tariff for transportation for distances of 3 miles or less shall apply to the composite shipment, or rates established for transportation by carriers as defined in the City Carriers' Act, whichever are lower, shall apply to such team track or established depot from such points of origin.</p>
<p>*240-B Cancels 240-A</p>	<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split delivery shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 180 results:</p> <p>(1) Compute the charge applicable under Items Nos. 210 and 220 of the weight of the composite shipment from point of origin to any team track or established depot.</p> <p>*(2) Add to such charge the charges applicable under the rates named in this tariff for a split delivery shipment (see Item No. 180) from team track or established depot to the point or points of destination of the several component parts. (See Note.)</p> <p style="text-align: center;">**</p>

*NOTE.-If the points of destination of all component parts are within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation from the team track or established depot to such points of destination is named in this tariff, the rates named in this tariff for transportation for distances of 3 miles or less shall apply to the composite shipment, or rates established for transportation by carriers as defined in the City Carriers' Act, whichever are lower, shall apply from such team track or established depot to such points of destination.

* Change
** Note 1 eliminated } Decision No. 56270

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 205

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*250-D Cancels 250-C	<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, 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 the highway carrier, the following charges for such accessorial services shall be added:</p> <p>◊(1) For tailgate loading of carrier's equipment, 1 cent per 100 pounds assessed on the weight on which transportation charges are computed (See Note);</p> <p>◊(2) For tailgate unloading of carrier's equipment, 1 cent per 100 pounds assessed on the weight on which transportation charges are computed (See Note);</p> <p>(3) For loading or unloading, other than tailgate loading or unloading, 3 cents per 100 pounds (See Note);</p> <p>(4) For C.O.D. services - charges provided in Item No. 190;</p> <p>(5) For other accessorial service - charges provided in Item No. 150;</p> <p>(6) Split pickup or split delivery shall not be accorded unless included in the common carrier rate (See Items Nos. 230 and 240 for exceptions).</p> <p>#NOTE.-The charges for loading and/or unloading shall apply in all circumstances except those on which the shipment is loaded into and/or unloaded from the carrier's equipment by the consignor and/or the consignee as follows:</p> <p>(a) When the carrier's equipment is a trailer or semi-trailer left for loading and/or unloading without the presence of carrier's employees; and</p> <p>(b) Provided that the Shipping Document (Freight Bill) issued pursuant to Item No. 255 indicates that the shipment was loaded by the consignor and/or unloaded by the consignee under one of the circumstances described in sub-paragraph (a) hereinabove.</p>
255-B Cancels 255-A	<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> <p>(a) Name of shipper.</p> <p>(b) Name of consignee.</p> <p>(c) Point of origin.</p> <p>(d) Point of destination.</p> <p>(e) Description of the shipment, (including description of commodity or commodities and the type of package or packages in which the commodity is shipped).</p> <p>*(f) Weight of the shipment. (See requirements in Item No. 60 regarding confirmation of gross weight by public weighmaster's certificate.)</p> <p>(g) Rate and charge assessed.</p> <p>(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 will be suitable and proper.

*A copy of each shipping document and public weighmaster's certificate 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.

* Change)
o Increase) Decision No. 568770
Addition)

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 206

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>*(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period of 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>*(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>*(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>*(e) Debtors may elect to have their freight bills presented by means of the United States Mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>*(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>

*260-A
Cancels
260

(g) The provisions of this rule will not apply to the transportation of property for the United States, State, County, or Municipal Governments.

* Change, Decision No.

503270

EFFECTIVE JULY 12, 1958

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

Correction No. 207

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)
290-E Cancels 290-D	<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 style="text-align: center;"> *</p> <p>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 Pacific Avenue, on the east by Drumm Street, on the south by Sacramento Street, and on the west by Sansome 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>* Change) ** Separate market areas) combined into one market area)</p> <p style="text-align: right;">Decision No. 56776</p>
EFFECTIVE JULY 12, 1958	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 208</p>	

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)										
	FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40. (Items Nos. 300 and 301)										
MILES	But Not Over	Over	Any Quantity	MINIMUM WEIGHT							
				2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds	#(1) 30,000 Pounds	#(1) 36,000 Pounds	(2) 36,000 Pounds
	0	3	72	48	41	26	20	18	16	14	14
	3	5	72	46	41	26	21	19	17	15	14 ^{1/2}
	5	10	73	48	42	27	22	20	18	16	15
	10	15	74	48	44	28	23	21	19	17	15 ^{1/2}
	15	20	75	49	45	29	24	22	20	18	16
	20	25	76	49	46	30	25	23	21	19	17
	25	30	77	50	47	31	26	24	22	20	18
	30	35	78	51	48	33	27	25	23	21	19
	35	40	79	52	49	34	28	26	24	22	19 ^{1/2}
	40	45	80	53	50	35	29	27	25	23	20 ^{1/2}
	45	50	82	54	51	36	30	28	26	24	21
	50	60	84	56	52	37	32	30	27	25	22
* (3)	60	70	86	58	54	38	34	31	28	26	23 ^{1/2}
300-I	70	80	88	60	55	40	35	32	30	27	24 ^{1/2}
Cancels	80	90	90	62	56	42	37	34	31	28	26
300-H	90	100	92	65	58	44	38	35	33	29	27 ^{1/2}
	100	110	94	67	60	46	39	36	34	30	28 ^{1/2}
	110	120	96	69	62	48	41	38	36	32	29 ^{1/2}
	120	130	98	71	64	50	42	39	37	33	31
	130	140	99	73	66	52	44	41	38	34	32
	140	150	101	75	68	55	45	42	40	36	33
	150	160	103	78	70	57	46	43	41	37	34 ^{1/2}
	160	170	106	80	71	59	47	44	42	38	35 ^{1/2}
	170	180	109	82	72	60	49	46	44	40	36 ^{1/2}
	180	190	110	83	73	61	51	48	45	41	37 ^{1/2}
	190	200	112	84	74	62	52	49	46	42	39
	200	220	113	86	76	63	54	51	48	44	41
	220	240	115	88	78	66	56	53	50	46	43
	240	260	117	90	80	68	58	55	52	47	45
	260	280	119	92	82	70	60	57	54	49	47

(Continued in Item No. 301)

- *(1) Rates subject to minimum weights of 30,000 pounds or over do not apply to transportation of the following commodities: - Berries, Leeks, Mushrooms, Onions (green), Oyster Plant (Salsify), Parsley, Parsnips with tops, Prickly Pears, Spinach (loose).
- (2) Applies only to transportation of apples and/or pears moving in interstate or in foreign commerce.

(3) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 19 of this tariff; increases and reductions are not specifically flagged in this item

* Change)
Addition) Decision No. 5657200

EFFECTIVE JULY 12, 1958

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

Correction No. 209

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)										
	FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40. (Items Nos. 300 and 301)										
	MILES		Any Quantity	MINIMUM WEIGHT							(2)
	But Not Over	Over		2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds	#(1) 30,000 Pounds	#(1) 36,000 Pounds	
	280	300	122	94	84	72	62	59	56	51	49
	300	325	125	97	87	75	64	61	58	53	51
	325	350	128	99	89	78	67	63	60	56	54
	350	375	131	102	92	80	69	66	63	59	57
	375	400	134	105	95	83	72	68	65	62	60
*(3) 301-H Cancels 301-G	400	425	137	109	98	86	75	71	68	64	62
	425	450	140	112	102	89	78	74	71	67	65
	450	475	143	115	105	92	80	77	74	69	67
	475	500	146	118	108	95	83	79	77	71	70
	500	525	149	121	111	98	86	82	80	73	72
	525	550	153	124	114	101	89	85	82	76	75
	550	575	156	127	117	104	91	87	84	78	77
	575	600	159	131	120	107	94	90	86	80	80
	600	625	162	134	122	110	97	92	88	82	82
	625	650	165	136	126	113	100	95	90	84	84
	650	675	168	139	130	116	102	97	92	86	87
	675	700	172	142	133	119	105	99	94	88	89
	For distances over 700 miles add for each 25 miles or fraction thereof		3½	3½	3	3	2½	2½	2	2	2½
<p>*(1) Rates subject to minimum weights of 30,000 pounds or over do not apply to transportation of the following commodities: - Berries, Leeks, Mushrooms, Onions (green), Oyster Plant (Salsify), Parsley, Parsnips with tops, Prickly Pears, Spinach (loose).</p> <p>(2) Applies only to transportation of apples and/or pears moving in interstate or in foreign commerce.</p> <p>(3) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 19 of this tariff; increases and reductions are not specifically flagged in this item.</p> <p>* Change } # Addition } Decision No. 563770</p>											
EFFECTIVE JULY 12, 1958											
Issued by the Public Utilities Commission of the State of California, San Francisco, California.											
Correction No. 210											

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)				
	EMPTY CONTAINERS, as described in Item No. 40. (Items Nos. 310 and 311)				
MILES		MINIMUM WEIGHT			
Over	But Not Over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
0	3	56	32	24	13
3	5	56	33	25	14
5	10	57	34	25	14
10	15	57	35	26	15
15	20	58	35	27	15
20	25	59	36	27	16
25	30	59	37	28	16
30	35	60	38	29	17
35	40	61	39	29	17
40	45	62	40	30	18
45	50	63	41	31	18
50	60	64	42	32	19
60	70	65	44	33	20
70	80	66	46	34	21
80	90	67	48	35	22
90	100	68	49	36	23
100	110	69	51	37	24
110	120	70	53	38	25
120	130	71	55	39	26
130	140	71	56	40	27
140	150	72	58	41	27
150	160	73	60	42	28
160	170	73	62	42	29
170	180	74	63	43	30
180	190	75	65	44	31
190	200	76	67	45	32
200	220	77	70	46	33
220	240	79	73	47	34
240	260	80	76	48	36
260	280	82	78	49	37

*(1)
310-F
Cancel
310-E

(Continued in Item No. 311)

(1) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 19 of this tariff; increases and reductions are not specifically flagged in this item.

* Change, Decision No. 56270

EFFECTIVE JULY 12, 1958

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

Correction No. 211

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)					
	EMPTY CONTAINERS, as described in Item No. 40. (Items Nos. 310 and 311)					
	MILES		MINIMUM WEIGHT			
	Over	But Not Over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
	280	300	83	81	51	39
	300	325	85	85	52	41
	325	350	86	86	54	42
	350	375	88	88	56	44
	375	400	89	89	57	46
	400	425	91	91	59	48
	425	450	92	92	60	49
	450	475	93	93	62	51
	475	500	95	95	63	53
* (1) 311-F Cancels 311-E	500	525	96	96	65	55
	525	550	98	98	66	56
	550	575	99	99	68	58
	575	600	100	100	70	60
	600	625	102	102	71	62
	625	650	104	104	72	63
	650	675	105	105	74	65
	675	700	107	107	76	66
	For distances over 700 miles add for each 25 miles or fraction thereof		2	2	2	2
(1) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 19 of this tariff; increases and reductions are not specifically flagged in this item.						
* Change, Decision No. 568770						
EFFECTIVE JULY 12, 1958						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 212						

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)										
	FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40										
BETWEEN	AND	MINIMUM WEIGHT								#(2) 30,000 Pounds	#(2) 36,000 Pounds
		Any Quan- tity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds	30,000 Pounds	36,000 Pounds		
(1)(3) *320-G Cancel 320-F	LOS ANGELES TERRITORY, as described in Item No. 281.	SAN FRANCISCO TERRITORY, as described in Item No. 283.	125	99	89	78	67	63	60	56	
		SACRAMENTO TERRITORY, as described in Item No. 282.									

EMPTY CONTAINERS, as described in Item No. 40.										
BETWEEN	AND	MINIMUM WEIGHT				10,000 Pounds				
		Any Quan- tity	2,000 Pounds	4,000 Pounds	10,000 Pounds					
(1) 330-F Cancel 330-E	LOS ANGELES TERRITORY, as described in Item No. 281.	SAN FRANCISCO TERRITORY, as described in Item No. 283.	86	84	54	42				
		SACRAMENTO TERRITORY, as described in Item No. 282.								

(1) If the charges accruing under the rates in this item, applied on shipments from, to and between points intermediate between origin and destination territories shown in this item via route shown in Item No. 500, are lower than charges accruing under the Distance Commodity Rates in Items Nos. 300, 301, 306, 310 or 311 on the same shipment via the same route, such lower charges will apply.

#(2) Rates subject to minimum weights of 30,000 pounds or over do not apply to transportation of the following commodities: - Berries, Leeks, Mushrooms, Onions (green), Oyster Plant (Salsify), Parsley, Parsnips with tops, Prickly Pears, Spinach (loose).

(3) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 19 of this tariff; increases and reductions are not specifically flagged in this item.

* Change)
◇ Increase) Decision No. 50270
Addition)

EFFECTIVE JULY 12, 1958

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

Correction No. 213

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 Sacks or Cartons, 50 Pounds or Less		
	FROM(See Note 1)		FROM (See Note 1)		
	◊Area A	◊Area B	◊ Area A	◊Area B	
1	48	52	50	54	
2	45	49	47	51	
3(See Note 3)	35	33	37	35	
4	43	45	50	47	

*335-B
Cancels
335-A

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 of State Highway No. 178.
- (b) Area B includes all of Kern County lying south of producing Area A; and the area bounded as follows: from the Kern County line southerly along U.S. Highway No. 99 to a point 1/4 mile south of State Highway 138, easterly along an imaginary line 1/4 mile south of State Highway 138 to U.S. Highway No. 6, northerly along U.S. Highway No. 6 to the Kern County line, westerly along the Kern County line to point of beginning.

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.
- (b) Zone 2 is the Sacramento Territory as described in Item No. 282.
- (c) Zone 3 is the Los Angeles Territory as described in Item No. 281.
- (d) Zone 4 is the San Diego Territory as described in Item No. 282.

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

*NOTE 4: If the charges accruing under the rates named in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes Nos. 8, 9, 10 and 11, shown in Item No. 500, are lower than charges accruing under the distance commodity rates in Items Nos. 300 and 301, on the same shipment via the same route such lower charges will apply.

* Change)
o Increase) Decision No. 508270

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco; California.
Correction No. 214

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 FROM (See Note 1) Area A Area B		* Potatoes or Onions in Sacks or Cartons, 50-pounds or Less FROM (See Note 1) Area A Area B
1 (See Note 3)		25	27	27 29
2		27	27	29 29
<p>NOTE 1: Producing Areas are described as follows:</p> <p>(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 on 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.</p> <p>(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.</p> <p>NOTE 2: Delivery Zones are as follows:</p> <p>(a) Zone 1 is the Los Angeles Territory as described in Item No. 281.</p> <p>(b) Zone 2 is the San Diego Territory as described in Item No. 282.</p> <p>NOTE 3: See special Los Angeles Single Market Area described in Item No. 290.</p> <p>NOTE 4: Subject to Item No. 500.</p>				

*340-A
Cancels
340

* Change, Decision No.

5637270

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 215

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 Notes 2 and 3)				
	TO	Potatoes or Onions in 100-pound Sacks or Crates and 110- pound Crates	*Potatoes or Onions in Sacks or Cartons, 50 Pounds or Less	
		FROM Delta Producing Area (See Note 1)	FROM Delta Producing Area (See Note 1)	
*345-B Cancel 345-A	San Francisco and Oakland--	026	028	
	Sacramento -----	017	019	
	San Jose -----	21	23	
	Vallejo -----	23	25	
	#6 Los Angeles -----	52	54	
<p>NOTE 1:Delta Producing Area includes Stockton and the following islands or tracts: King, Empire, Venice, Rindge, Terminous, Brack, McDonald, Mandeville, Bacon and Roberts.</p> <p>*NOTE 2:If the charges accruing under the rates named in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes Nos. 15, 16, 17 and 18 shown in Item No. 500, are lower than charges accruing under the distance commodity rates in Items Nos. 300 and 301, on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 3:Rates of inland water common carriers shall not be applied in lieu of the rates provided in this item. (Exception to Items Nos. 210, 220, 230 and 240.)</p>				
POTATOES (OTHER THAN SWEET POTATOES OR YAMS) AND ONIONS Minimum Weight 36,000 Pounds (See Note 1)				
	Miles Over	But Not Over	From packing sheds or growers located within 40 constructive miles of or in Stockton to rail cars and truck lines, for loading, located within 40 constructive miles of or in Stockton.	
			Potatoes and/or Onions in 100-pound Sacks or Crates or 110-pound Crates	*Onions in 50-pound Sacks or Cartons
*350-1 Cancel 350	0	5	7	9
	5	10	8	10
	10	15	9	11
	15	20	10	12
	20	25	11	13
	25	30	12	14
	30	35	13	15
	35	40	14	16
<p>NOTE 1:Rates of inland water common carriers shall not be applied in lieu of the rates provided in this item. (Exception to Items Nos. 210, 220, 230 and 240.)</p>				

* Change)
Addition)
o Increase)
o Reduction)

Decision No. 56770

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 216

Seventh Revised Page 37
Cancels
Sixth Revised Page 37

MINIMUM RATE TARIFF NO. 8

SECTION NO. 3

SPECIAL LOS ANGELES AREA RATES

Rates Named in This Section Do Not Alternate With
Rates Provided in Section No. 2 of This Tariff

#Rates Named in This Section May Be Used in
Constructing Combinations With Common
Carrier Rates Under The Provisions
of Item No. 220

Addition, Decision No.

50720

EFFECTIVE JULY 12, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 217