

ORIGINALDecision No. 60624

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) (Petition for Modification
 of fresh or green fruits and vegetables) No.18)
 and related items (commodities for which)
 rates are provided in Minimum Rate)
 Tariff No. 8).)

(Appearances are listed in Appendix B)

O P I N I O N

By this petition, filed December 16, 1959, as amended June 8, 1960, California Trucking Associations, Inc., requests the Commission to increase the minimum rates and charges in Minimum Rate Tariff No. 8 for the transportation of fresh fruits and vegetables. Public hearings were held before Examiner J. E. Thompson at San Francisco on March 7, 8 and 22, 1960.

Petitioner presented evidence and rested its case. The Commission's staff presented analyses of the effect recent wage increases have had upon the cost of providing transportation service. On March 18, 1960, the Potato Growers Association of California and other groups of shippers of fresh fruits and vegetables joined in a request for a continuance of hearing for 90 days for the purpose of preparation for cross-examination of witnesses for petitioner and the Commission's staff and for the preparation of evidence in opposition to the increases sought.

At the hearing of March 22, 1960, counsel for the Potato Growers Association and other shipper protestants stated that they contemplated engaging the services of an accounting firm or transportation consultant to prepare an independent analysis of the cost of providing transportation service; that the accountant or consultant had not yet been

hired and although protestants at the moment could not support a conclusion that the costs estimated by the petitioner and by the staff are too high, it was their opinion that an independent survey prepared by an accountant or consultant would disclose that the increases sought by petitioner are not justified. The examiner denied the request to postpone cross-examination of witnesses offered by petitioner and by the staff but granted a continuance to June 21, 1960, to permit protestants to present evidence. Upon the filing of the amended petition, protestants on June 10 requested the Commission to take the matter under submission on the record made and that further hearing be discontinued.

The record contains evidence offered by petitioner showing that the carriers will not be able to absorb the wage increases of record for any protracted period of time without receiving increases in revenues. The Commission's staff offered evidence showing the effect the level of wages in effect February 1, 1960, has had upon the cost of providing various transportation services since the minimum rates for those services were last adjusted. They also offered a schedule of suggested minimum rates which would give effect to those cost increases. Petitioner, utilizing the format of a study prepared by an engineer of the Commission's staff and also using the cost factors, other than wages, developed by the engineer, presented an estimate of the cost, as of July 1, 1960, of transporting fresh fruits and vegetables generally.

The carriers have incurred additional expenses since the minimum rates were last adjusted. The labor costs in many areas of the State have increased since the petitioner has rested its case, and the record shows that further increases in labor costs will be incurred by carriers in other sections of the State on June 30, 1960. Upon consideration of all of the facts and circumstances of record, we are of the opinion and find that except as hereinafter provided

the increases in the minimum rates and charges as proposed by petitioner are justified and are necessary to preserve to the public adequate and dependable transportation service.

The rates on empty containers were established to conform to the minimum class rates applicable to empty containers returning from an outbound pay load. A rate expert of the Commission's staff recommended that the relationship be restored. The suggestion has merit and will be adopted. A suggestion that the term "power equipment" be defined will also be adopted.

O R D E R

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

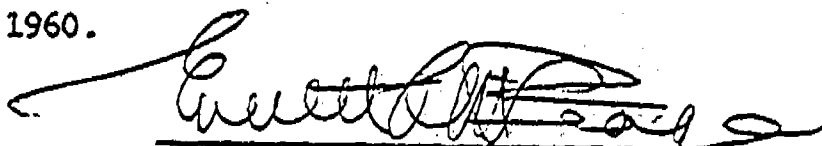
IT IS ORDERED:

1. That Minimum Rate Tariff No. 8 (Appendix "C" of Decision No. 33977, as amended) is further amended by incorporating therein to become effective October 14, 1960, revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.
2. That tariff publications required to be made by common carriers as a result of the order herein may be filed not earlier than the effective date hereof, to become effective on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than October 14, 1960.
3. That common carriers, in establishing and maintaining the rates and charges authorized or directed hereinabove, 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

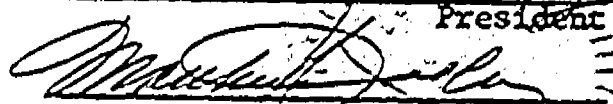
long-and-short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are modified only to the extent necessary to comply with this order; and that common carriers in publishing rates under the authority conferred in this ordering paragraph shall make reference in their schedules to the prior orders authorizing the long-and-short-haul departures and to this order.

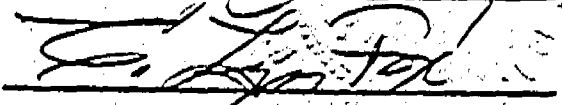
The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 23rd day of August, 1960.



President





Commissioners

Theodore E. Jenner
Commissioner & Peter E. Mitchell, being
necessarily absent, did not participate
in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. ~~60624~~

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

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END OF APPENDIX "A"

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION
*10-G Cancels 10-7	<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 equipment, 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>Δ(ca) CONTAINER ICING means placing ice within the package with the fruit or vegetable shipped.</p>
	<p>Δ(cb) DISTANCE TABLE means Distance Table No. 4.</p>
	<p>Δ(cc) 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>Δ(da) 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.

#(ga) POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.

(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

△ Change, neither increase nor reduction

Addition

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Decision No. 60624

EFFECTIVE OCTOBER 14, 1960

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

Correction No. 229

Cancels

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	APPLICATION OF RATES
	1. Deductions
	(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.
	(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:
	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
	In cents per shipment when shipment weighs less than 100 pounds.
	Column (1) - Applies on shipments originating at carrier's established depot.
	Column (2) - Applies on shipments destined to carrier's established depot.
	Column (3) - Applies on shipments originating at and destined to carrier's established depots.
120-D cancels 120-C	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.
	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.
	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.
	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.
	2. Deliveries Within a Single Market Area
	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.

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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.

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130-E

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 10 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. 60624

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San Francisco, California.

Correction No. 230

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
	<p>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.</p> <p>NOTE - 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 \$4.25 per hour shall be assessed for the time consumed in excess of 12 minutes per ton.</p>												
	<p>ACCESSORIAL CHARGES</p> <p>An additional charge of \$3.30 per man per hour, minimum charge \$1.65 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>												
	<p>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> <tr> <th>Minimum Weight (In Pounds)</th><th>Additional Charge (Per Shipment)</th></tr> <tr> <td>10,000</td><td>\$3.40</td></tr> <tr> <td>18,000</td><td>4.95</td></tr> <tr> <td>24,000</td><td>5.95</td></tr> <tr> <td>30,000</td><td>6.80</td></tr> <tr> <td>36,000</td><td>7.50</td></tr> </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	\$3.40	18,000	4.95	24,000	5.95	30,000	6.80	36,000	7.50
Minimum Weight (In Pounds)	Additional Charge (Per Shipment)												
10,000	\$3.40												
18,000	4.95												
24,000	5.95												
30,000	6.80												
36,000	7.50												
*Change o Increase	<p>Decision No. 60624</p>												
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	Issued by the Public Utilities Commission of the State of California, San Francisco, California.												
	Correction No. 231												

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

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Miles		Charge (In Cents per 100 Pounds)
Over	But Not Over	
0	15	2½
15	30	3½
30	50	4½
50	100	5½
100	150	6½
150	200	7-3/4
200	300	8-3/4
300	400	10
400	500	12
500		13
Between	And	
SAN FRANCISCO TERRITORY, as described in Item No. 283.	LOS ANGELES TERRI- TORY, as described in Item No. 281.	10
SACRAMENTO TERRITORY, as described in Item No. 282.		

* Change)
o Increase) Decision No.

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San Francisco, California.

Correction No. 232

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
	<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be as follows:</p> <p>(a) When the constructive distance from point of origin to point of destination does not exceed 150 miles:</p> <table> <tr> <td style="text-align: right;">Weight of Shipment</td><td style="text-align: right;">Minimum Charge in Cents</td></tr> <tr> <td>25 pounds or less</td><td>66</td></tr> <tr> <td>Over 25 pounds but not over 50 pounds</td><td>85</td></tr> <tr> <td>Over 50 pounds but not over 75 pounds</td><td>100</td></tr> <tr> <td>Over 75 pounds but not over 100 pounds</td><td>120</td></tr> <tr> <td>Over 100 pounds</td><td>130</td></tr> </table> <p>(b) When the constructive distance exceeds 150 miles: The charge for 100 pounds at the commodity rate applicable thereto but not less than \$1.45.</p>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less	66	Over 25 pounds but not over 50 pounds	85	Over 50 pounds but not over 75 pounds	100	Over 75 pounds but not over 100 pounds	120	Over 100 pounds	130
Weight of Shipment	Minimum Charge in Cents												
25 pounds or less	66												
Over 25 pounds but not over 50 pounds	85												
Over 50 pounds but not over 75 pounds	100												
Over 75 pounds but not over 100 pounds	120												
Over 100 pounds	130												
*160- G Cancels 160- F													
	<p style="text-align: center;">SPLIT PICKUP</p> <p>The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1:</p> <p>(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.</p> <p>(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.</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 of origin and destination.</p> <p>(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.</p> <p>(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.</p> <p>NOTE 1: In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:</p>												
*170- G Cancels 170- F													

Weight of Component Part
(In Pounds)

o Split Pickup Charge
for Each Component
Part in Cents

Over	But not over		
0	100	_____	83
100	500	_____	110
500	1,000	_____	140
1,000	2,000	_____	195
2,000	4,000	_____	250
4,000	10,000	_____	360
10,000	20,000	_____	470
20,000		_____	580

* Change
o Increase

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Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 233

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	SPLIT DELIVERY	
	The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:	
	(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.	
	(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.	
	(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.	
*180- H Cancels 180- G	(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.	
	(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.	
	NOTE 1: In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:	
	Weight of Component Part (In Pounds)	o Split Delivery Charge for Each Component Part in Cents
	Over But not over	
	0 100	83
	100 500	110
	500 1,000	140
	1,000 2,000	195
	2,000 4,000	250
	4,000 10,000	360
	10,000 20,000	470
	20,000	580
	See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.	
* Change) o Increase)	Decision No.	60624
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	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No. 234	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*250-E Cancels 250-D	<p data-bbox="462 437 1282 505" style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p data-bbox="348 533 1482 723">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 data-bbox="348 723 1482 828">(1) For loading carrier's equipment, 2 cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note);</p> <p data-bbox="348 828 1482 932">(2) For unloading carrier's equipment, 2 cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note);</p> <p data-bbox="348 932 1482 971">(3)***</p> <p data-bbox="348 971 1482 1023">(4) For C.O.D. services - charges provided in Item No. 190;</p> <p data-bbox="348 1023 1482 1088">(5) For other accessorial service - charges provided in Item No. 150;</p> <p data-bbox="348 1088 1482 1179">(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 data-bbox="406 1210 1419 1283">*NOTE.-The charges for loading and/or unloading shall apply in all circumstances except:</p> <p data-bbox="440 1283 1419 1374">#(a) When rates provided in this tariff are applied in combination with common carrier rates under the provisions of:</p> <p data-bbox="543 1406 1362 1505">(1) Paragraph (a) of Item No. 220, only the accessorial charges for unloading shall be assessed;</p> <p data-bbox="543 1536 1453 1635">(2) Paragraph (b) of Item No. 220, only the accessorial charges for loading shall be assessed; and</p> <p data-bbox="543 1666 1487 1739">(3) Paragraph (c) of Item No. 220, no charge for either loading and/or unloading shall be assessed.</p> <p data-bbox="440 1757 1453 1895">#(b) When the shipment is loaded into and/or unloaded from the carrier's equipment by the consignor and/or consignee with power equipment as described in Item No. 10.</p> <p data-bbox="457 1921 1436 2051">*(c) When the carrier's equipment is a trailer or semitrailer left for loading and/or unloading by the consignor and/or consignee without the presence of carrier's employees.</p> <p data-bbox="440 2077 1453 2286">*(d) Provided that, on shipments described under subparagraphs (b) or (c) above, the Shipping Document (Freight Bill) issued pursuant to Item No. 255 indicates that the shipment was loaded and/or unloaded under one of the circumstances described in subparagraphs (b) or (c) hereinabove.</p>

ISSUANCE OF SHIPPING DOCUMENT

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:

- 255-B
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255-A
- (a) Name of shipper.
 - (b) Name of consignee.
 - (c) Point of origin.
 - (d) Point of destination.
 - (e) Description of the shipment (including description of commodity or commodities and the type of package or packages in which the commodity is shipped).
 - (f) Weight of the shipment. (See requirements in Item No. 60 regarding confirmation of gross weight by public weighmaster's certificate.)
 - (g) Rate and charge assessed.
 - (h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

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)	Decision No. 60624
◊ Increase)	
# Addition)	
**Paragraph eliminated)		

EFFECTIVE OCTOBER 14, 1960

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San Francisco, California.
Correction No. 235

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.)									
300-J Cancels 300-I	MILES But Not Over Over		MINIMUM WEIGHT							
			Any Quan- tity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds	(1) 30,000 Pounds	(1) 36,000 Pounds
	0 3	79	53	45	29	21	19	17	14½	14½
	3 5	79	53	45	29	22	20	18	15½	15
	5 10	80	53	46	30	23	21	19	17	15½
	10 15	81	53	48	31	24	22	20	18	16
	15 20	83	54	50	32	25	23	21	19	16½
	20 25	84	54	51	33	26	24	22	20	17½
	25 30	85	55	52	34	27	25	23	21	18½
	30 35	86	56	53	36	28	26	24	22	19½
	35 40	87	57	54	37	29	27	25	23	20
	40 45	88	58	55	39	30	28	26	24	21
	45 50	90	59	56	40	32	29	27	25	22
	50 60	92	62	57	41	34	32	28	26	23
	60 70	95	64	59	42	36	33	29	27	24
	70 80	97	66	61	44	37	34	32	28	25
	80 90	99	68	62	46	39	36	33	29	27
	90 100	101	72	64	48	40	37	35	30	28
	100 110	103	74	66	51	41	38	36	32	29
	110 120	106	76	68	53	43	40	38	34	30
	120 130	108	78	70	55	44	41	39	35	32
	130 140	109	80	73	57	46	43	40	36	33
	140 150	111	83	75	61	47	44	42	38	34
	150 160	113	86	77	63	48	45	43	39	36
	160 170	117	88	78	65	49	46	44	40	37
	170 180	120	90	79	66	51	48	46	42	38
	180 190	121	91	80	67	54	50	47	43	39
	190 200	123	92	81	68	55	51	48	44	40
	200 220	124	95	84	69	57	54	50	46	42
	220 240	127	97	86	73	59	55	53	48	44
240 260	129	99	88	75	61	58	55	49	46	
260 280	131	101	90	77	63	60	57	51	48	

(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.

o Increase, Decision No.

60624

EFFECTIVE OCTOBER 14, 1960

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

Correction No. 236

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		MINIMUM WEIGHT									
	But Not Over	Over	Any Quan- tity	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	
301-I Cancels 301-E	280	300	134	103	92	79	65	62	59	54	50	
	300	325	137	107	96	83	67	64	61	56	53	
	325	350	140	109	98	86	70	66	63	59	56	
	350	375	144	112	101	88	72	69	66	62	59	
	375	400	147	116	105	91	76	71	68	65	62	
	400	425	151	120	108	95	79	75	71	67	64	
	425	450	154	123	112	98	82	78	75	70	67	
	450	475	157	127	116	101	84	81	78	72	69	
	475	500	161	130	119	105	87	82	81	75	72	
	500	525	164	133	122	108	90	86	84	77	74	
	525	550	168	136	125	111	93	89	86	80	77	
	550	575	172	140	129	114	96	91	88	82	79	
	575	600	175	144	132	118	99	95	90	84	82	
	600	625	178	147	134	121	102	97	92	86	84	
	625	650	182	150	139	124	105	100	95	88	87	
	650	675	185	153	143	128	107	102	97	90	90	
	675	700	189	156	146	131	110	104	99	92	92	
	For distances over 700 miles add for each 25 miles or fraction thereof			03½	03½	03	03	02½	02½	02	02	02½

(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 inter-state or in foreign commerce.

♦ Increase, except as noted)

♦ No change)

Decision No.

60624

EFFECTIVE OCTOBER 14, 1960

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

Correction No. 237

Cancels

Item No.	SECTION NO. 2-DISTANCE COMMODITY RATES (In Cents per 100 Pounds)					
	FRUITS AND VEGETABLES, CULL, subject to Note 1.					
	Miles		Minimum Weight			
	Over	But Not Over	10,000 Pounds	20,000 Pounds	30,000 Pounds	40,000 Pounds
	0	5	10	7½	6½	5½
	5	10	11	8½	7½	6½
	10	15	12	9½	8½	7½
	15	20	13	10½	9½	8½
	20	25	15½	11½	10½	9½
	25	30	16½	12½	10½	9½
	30	35	18½	13½	11½	10½
	35	40	20	14½	11½	10½
	40	45	22	15½	12½	11½
	45	50	23	17	13½	12½
	50	60	26	18	14½	13½
	60	70	30	20	17	14½
304-A	70	80	33	22	18	15½
Cancels	80	90	36	23	19	16½
304	90	100	40	25	20	17½
	100	110	—	27	21	18½
	110	120	—	29	22	19½
	120	130	—	32	24	21
	130	140	—	—	26	23
	140	150	—	—	27	24
	150	160	—	—	29	25
	160	170	—	—	30	26
	170	180	—	—	32	27
	180	190	—	—	34	28
	190	200	—	—	35	29
	200	220	—	—	—	30
	220	240	—	—	—	32
	240	260	—	—	—	34
	260	280	—	—	—	36
	280	300	—	—	—	38
NOTE 1.- Rates apply only when the shipping document covering the transportation shows reference to the number, date and issuing office of the permit or disposal order issued in connection with such shipment under the provisions of the Agricultural Code of the State of California.						
◇ Increase, Decision No.			60624			
EFFECTIVE OCTOBER 14, 1960						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 238						

Item No.	SECTION NO. 2-DISTANCE COMMODITY RATES (In Cents per 100 Pounds)							
	CITRUS FRUITS, subject to Note 1.							
	<u>MILES</u> But Not Over Over		Minimum Weight Any 39,000 Quantity Pounds		<u>MILES</u> But Not Over Over		Minimum Weight Any 39,000 Quantity Pounds	
	0	3	15½	12½	190	200	41	38
	3	5	16	13	200	220	43	40
	5	10	16½	13½	220	240	45	42
	10	15	17	14	240	260	47	44
	15	20	17½	14½	260	280	49	46
	20	25	18½	15½	280	300	52	48
	25	30	19½	16½	300	325	55	52
	30	35	21	17½	325	350	58	55
	35	40	21	18	350	375	60	57
	40	45	22	19	375	400	63	60
o 306-A	45	50	23	19½	400	425	65	62
Cancels	50	60	24	21	425	450	68	65
306	60	70	25	22	450	475	70	67
	70	80	27	23	475	500	73	70
	80	90	28	25	500	525	75	72
	90	100	29	26	525	550	78	75
	100	110	30	27	550	575	80	77
	110	120	31	28	575	600	83	80
	120	130	33	30	600	625	85	82
	130	140	34	31	625	650	88	84
	140	150	35	32	650	675	91	88
	150	160	37	33	675	700	93	90
	160	170	38	35	For distances over 700 miles add for each 25 miles or fraction thereof			
	170	180	39	36				
	180	190	40	37				
								o 2½
								o 2½
	NOTE 1.-Applies for the transportation of citrus fruits, moving to steamship docks, piers, wharves and railheads, when such movements are in interstate or in foreign commerce and are exempt from rate regulation by the Interstate Commerce Commission under the provisions of Section 203(b)(6) of the Interstate Commerce Act.							
	o Increase, except as noted.) o No change				Decision No. 60624			
	EFFECTIVE OCTOBER 14, 1960							
	Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 239							

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)				
	DECIDUOUS FRUITS, including Apricots, Berries, Cherries, Figs, Loquats, Nectarines, Peaches, Persimmons, Plums, Prunes and Quinces. (See Notes 1, 2, 3 and 4.)				
	MILES		Minimum Weight	MILES	
	Over	But Not Over	Any Quantity	Over	But Not Over
	0	3	18½	190	200
	3	5	19	200	220
	5	10	19½	220	240
	10	15	20	240	260
	15	20	21	260	280
	20	25	22	280	300
	25	30	22	300	325
	30	35	23	325	350
	35	40	24	350	375
	40	45	24	375	400
	45	50	25	400	425
	50	60	25	425	450
	60	70	27	450	475
	70	80	26	475	500
	80	90	29	500	525
	90	100	31	525	550
	100	110	32	550	575
	110	120	33	575	600
	120	130	35	600	625
	130	140	36	625	650
	140	150	37	650	675
	150	160	39	675	700
	160	170	40	For distances over 700 miles add for each 25 miles or fraction thereof	
	170	180	41		
	180	190	42		
					0 2½

0307-A
 Cancels
 307

NOTE 1.-Applies for the transportation of deciduous fruits, moving to steamship docks, piers, or wharves, when such movements are in interstate or in foreign commerce and are exempt from rate regulation by the Interstate Commerce Commission under the provisions of Section 203(b)(6) of the Interstate Commerce Act.

NOTE 2.-Carriers may quote and assess charges upon a different unit of measurement than that provided herein, provided:

- (1) The freight charges assessed are not less than those which would have been assessed had the rates herein been applied; and
- (2) That the carrier's shipping documents contain all the information necessary to compute the freight charges on the basis of the unit of measurement provided herein.

NOTE 3.-Rates named in this item do not alternate with rates provided in other items or sections of this tariff.

NOTE 4.-Rates do not apply for the transportation of apples or pears. For rates for these fruits, see Items Nos. 300 and 301.

o Increase, except as noted)
o No change) Decision No.

60624

EFFECTIVE OCTOBER 14, 1960

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

Correction No. 240

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)					
310-G Cancels 310-F	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	60	35	26	14½
	3	5	61	35	26	15
	5	10	62	36	27	15½
	10	15	62	37	27	16
	15	20	63	38	28	16½
	20	25	63	39	29	17
	25	30	64	40	30	17½
	30	35	65	41	30	18
	35	40	66	42	31	18½
	40	45	66	43	32	19
	45	50	67	44	33	20
	50	60	68	46	35	21
	60	70	69	48	35	22
	70	80	70	49	37	23
	80	90	71	51	37	23
	90	100	72	53	39	24
	100	110	73	55	40	25
	110	120	74	57	41	26
	120	130	76	58	42	27
	130	140	77	60	42	28
	140	150	77	62	43	29
	150	160	78	64	44	30
	160	170	79	65	45	30
	170	180	79	67	46	31
	180	190	80	70	47	32
	190	200	81	72	48	33
	200	220	82	75	49	35
220	240	84	78	50	36	
240	260	85	81	51	37	
260	280	86	84	52	39	
(Continued in Item No. 311)						

(Continued in Item No. 311)

♦ Increase, Decision No.

60624

EFFECTIVE OCTOBER 14, 1960

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

Correction No. 241

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)					
0311-G Cancels 311-F	EMPTY CONTAINERS, as described in Item No. 40. (Items 310 and 311)					
	MILES		MINIMUM WEIGHT			
	Over	But Not Over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
	280	300	88	87	54	41
	300	325	90	90	56	42
	325	350	91	91	58	44
	350	375	93	93	59	46
	375	400	95	95	61	48
	400	425	97	97	63	49
	425	450	98	98	64	51
	450	475	100	100	66	53
	475	500	102	102	68	55
	500	525	104	104	70	56
	525	550	105	105	71	58
	550	575	107	107	72	60
	575	600	109	109	74	62
	600	625	111	111	76	63
	625	650	112	112	77	65
	650	675	114	114	79	67
	675	700	116	116	80	69
For distances over 700 miles add for each 25 miles or fraction thereof			02	02	02	02
◊ Increase, except as noted) ○ No change)			Decision No. 60624			
EFFECTIVE OCTOBER 14, 1960						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 242						

♦ Increase, Decision No.

60624

EFFECTIVE OCTOBER 14, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 243

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)			
335-C Cancels 335-B	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) Area A Area B		FROM (See Note 1) Area A Area B
	1	49	54	52 56
	2	46	50	48 53
	3 (See Note 3)	36	34	38 36
	4	49	46	52 48
<p>NOTE 1: Producing Areas are described as follows:</p> <p>(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.</p> <p>(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 $\frac{1}{2}$ mile south of State Highway 138, easterly along an imaginary line $\frac{1}{2}$ 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.</p> <p>NOTE 2: Delivery Zones are as follows:</p> <p>(a) Zone 1 includes all of Alameda County and the San Francisco pickup and delivery zone as described in Item No. 272.</p> <p>(b) Zone 2 is the Sacramento Territory as described in Item No. 282.</p> <p>(c) Zone 3 is the Los Angeles Territory as described in Item No. 281.</p> <p>(d) Zone 4 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: 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.</p>				

POTATOES, in bulk, loaded by the consignor and unloaded by gravity, Minimum Weight 40,000 pounds

(1)336	From	To	Rate
	Guadalupe and all points and places within ten air miles of the City of Guadalupe.	Shafter and all points and places within one air mile of the City of Shafter.	32

(1) Expires with July 1, 1961.

♦ Increase, Decision No.

60624

EFFECTIVE OCTOBER 14, 1960

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

Correction No. 244

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) Area A Area B		FROM (See Note 1) Area A Area B
1 (See Note 3)		26	28	28
2		28	28	30
	<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, southwesterly along Bridge Street to Reservoir Avenue, southwesterly 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-B
 Cancels
 340-A

o Increase, Decision No.

60624

EFFECTIVE OCTOBER 14, 1960

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

Correction No. 245

Cancels

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)		
	POTATOES (OTHER THAN SWEET POTATOES OR YAMS) AND ONIONS Minimum Weight 40,000 Pounds (See 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
		FRCM Delta Producing Area (See Note 1)	FRCM Delta Producing Area (See Note 1)
	San Francisco and Oakland- Sacramento -----	27 17½	29 19½
	San Jose -----	22	24
	Vallejo -----	24	26
	Los Angeles -----	54	56
0345-C Cancels 345-B	<p>NOTE 1:Delta Producing Area includes Stockton and the following islands or tracts: King, Empire, Venice, Rindge, Terminous, Brack, McDonald, Mandeville, Sacon 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>		
0350-C Cancels 350-B	POTATOES (OTHER THAN SWEET POTATOES OR YAMS) AND ONIONS Minimum Weight 36,000 Pounds (See Note 1)		
	Miles	From packing sheds or growers located within 40 constructive miles of or in Stockton to rail cars and truck lines, for loading, or to storage locations for storage, 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
	Over	But Not Over	
	0	5	7½
	5	10	8½
	10	15	9½
	15	20	10½
	20	25	11½
	25	30	12½
	30	35	13½
	35	40	14½
	<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>		

♦ Increase, Decision No.

60624

EFFECTIVE OCTOBER 11, 1960

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

Correction No. 246

Item No.	SECTION NO. 2-POINT TO POINT COMMODITY RATES (In Cents Per 100 Pounds)				
	GRAPES. (See Notes 1, 2 and 3.) ANY QUANTITY.				
	TO	FROM: (See Note 4)			
	Docks, Piers and Wharves at:	Lodi Zone	Reedley Zone	Exeter Zone	Richgrove Zone Arvin Zone
	San Francisco, Alameda, Oakland, Richmond	32	47	52	56 60
	Los Angeles Harbor (San Pedro, Wilmington, Terminal Island) and Long Beach	65	53	48	44 40
	Stockton	21	38	42	46 52
360-B Cancels 360-A	NOTE 1.-Applies for the transportation of grapes moving to steamship docks, piers, or wharves, when such movements are in interstate or in foreign commerce and are exempt from rate regulation by the Interstate Commerce Commission under the provisions of Section 203(b)(6) of the Interstate Commerce Act.				
	NOTE 2.-Carriers may quote and assess charges upon a different unit of measurement than that provided herein, provided: (1) The freight charges assessed are not less than those which would have been assessed had the rates herein been applied; and (2) That the carrier's shipping documents contain all the information necessary to compute the freight charges on the basis of the unit of measurement provided herein.				
	NOTE 3.-Rates named in this item do not alternate with rates provided in other items or sections of this tariff.				
	NOTE 4.-For description of origin zones see Items Nos. 365 and 366.				
o Increase, Decision No. 60624					
EFFECTIVE OCTOBER 14, 1960					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
Correction No. 247					

Item No.	SECTION NO. 3 - SPECIAL LOS ANGELES AREA RATES (In Cents Per 100 Pounds)						
	For Application of Rates, see Items Nos. 405 to 430, inclusive.						
450-B Cancels 450-A	FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40. FROM: LOS ANGELES LOCAL PRODUCE TERRITORY, as described in Item No. 425. TO: LOS ANGELES MARKET AREA, as described in Item No. 430.						
	<u>MILES</u>		<u>MINIMUM WEIGHT</u>				
	Over	Out Not Over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds
							24,000 Pounds
	0	5	42	34	31	26	20
	5	10	42	34	31	28	21
	10	15	42	34	31	28	22
	15	20	42	34	31	28	23
	20	25	46	37	34	31	24
	25	30	46	37	34	31	25
455-A Cancels 455	30	35	46	37	34	31	26
	35	40	46	37	34	31	26
	40		51	44	41	36	29
455-A Cancels 455	FRUITS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40.						
			<u>MINIMUM WEIGHT</u>				
			Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	20,000 Pounds
	Between any of the following zones, as described in Item No. 430: Zones 1, 10, 11, 12 and 17		42	34	26	16	11½
	When both the points of origin and destination are within a single zone, as described in Item No. 430 other than the Inner Market Zone, as described in Item No. 435		42	34	24	13	10½
455-A Cancels 455	Within the Inner Market Zone, as described in Item No. 435		18½	15½	14½	12	10½

EMPTY CONTAINERS, as described in Item No. 40, returning from an outbound paying load or forwarded for a return paying load for which rates in Items Nos. 450 and 455 apply.

o 460-A
Cancels
460

MILES (See Note 1) But Not Over Over		MINIMUM WEIGHT			
		Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
0	3	60	35	26	14½
3	5	61	35	26	15
5	10	62	36	27	15½
10	15	62	37	27	16
15	20	63	38	28	16½
20	25	63	39	29	17
25	30	64	40	30	17½
30	35	65	41	30	18
35	40	66	42	31	18½
40		66	43	32	19

NOTE 1.--(Exception to Item No. 110)--For transportation within a single zone within the Los Angeles Market Area, as described in Item No. 430, and between the Inner Market Zone, as described in Item No. 435, and other points in Zone 1, as described in Item No. 430, the rates for 0 to 3 miles shall apply.

o Increase, Decision No.

60624

EFFECTIVE OCTOBER 14, 1960

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

Correction No. 248

APPENDIX B

List of Appearances

PETITIONER

Arlo D. Poe, J. C. Kaspar and James Quintrall,
for California Trucking Associations, Inc.

PROTESTANTS

Robert Fisse, for Rushton & Co.; J. C. Simpson
and Edward M. Berol, for Wholesale Fruit &
Produce Dealers Association of San Francisco
and Associated Produce Dealers & Brokers of
Los Angeles.

RESPONDENTS

W. N. Greenham, for Pacific Motor Trucking
Company, and C. J. Boddington, for Coast Line
Truck Service.

INTERESTED PARTIES

Leslie M. Cox and Frank W. Castiglione, for
Western Growers Association; Ralph Hubbard, for
California Farm Bureau Federation; Jean Campbell,
for California Grape & Tree Fruit League.

COMMISSION STAFF

M. J. Gagnon and Grant L. Malquist.