

65385

ORIGINAL

Decision No. \_\_\_\_\_

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 ) (Petition for Modification No. 33)  
 green fruits and vegetables and ) (Filed September 14, 1962)  
 related items (commodities for )  
 which rates are provided in Minimum )  
 Rate Tariff No. 8). )

)  
 ) Case No. 5438  
 ) (Petition for Modification No. 42)  
 )  
 ) Case No. 5439  
 ) (Petition for Modification No. 24)  
 )  
 ) Case No. 5441  
 ) (Petition for Modification No. 65)  
 )

And Related Matters.

OPINION AND ORDER

By the above-numbered petitions filed September 14, 1962, in these proceedings, California Trucking Association requests that "the Commission staff be authorized to make such technical studies and proposals as may be required to determine the most feasible method of including all tariff provisions governing the transportation of commodities named in Minimum Rate Tariff No. 8 into said tariff to the end that provisions of Minimum Rate Tariff No. 8 will govern produce transportation within and between any and all points in the state . . ."

Responsive to petitioner's request, the Commission's Transportation Division Rate Branch staff developed detailed proposals to transfer fresh fruit, fresh vegetable, and related rates and other provisions in the drayage tariffs to Minimum Rate Tariff

No. 8. The proposals were set forth in a proposed exhibit which was distributed on January 4, 1963, to interested parties for their comments or suggestions. The parties were informed that in the absence of substantive objection, or request for public hearing, the staff may recommend the issuance of an ex parte order revising the Commission's minimum rate tariffs in accordance with the staff recommendations.

No objection has been received to the staff proposal. The written response of petitioner, California Trucking Association, states: "We believe the proposed staff handling is proper and will benefit all parties involved in California produce transportation. We urge the Commission to adopt their staff's suggestion for ex parte handling of formal implementation."

The staff's report is received in evidence in each of these proceedings and identified as shown in the footnote.<sup>1</sup>

Upon consideration of the evidence of record in these proceedings, the Commission finds that the staff proposals set forth in the exhibit received in evidence in each of these proceedings and identified in Footnote 1, supra, are reasonable and desirable in the interest of tariff uniformity and simplification; and that any increases in rates or charges resulting from said proposal are justified.

The Commission also finds that the modifications in Minimum Rate Tariff No. 8 which are made in the following order are necessary and justified; that the corresponding modifications in each of the four drayage tariffs which will be made by separate orders are necessary and justified; and that the resulting minimum rates, charges, rules and regulations established in Minimum Rate Tariff No. 8 by

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<sup>1</sup> Ex Parte Exhibit No. 1 in Case No. 5438 (Petition No. 33).  
Ex Parte Exhibit No. 1 in Case No. 5435 (Petition No. 42).  
Ex Parte Exhibit No. 1 in Case No. 5439 (Petition No. 24).  
Ex Parte Exhibit No. 1 in Case No. 5441 (Petition No. 65).

this order will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation of produce and empty produce containers as set forth in said tariff.

In order to avoid duplication of tariff distribution, City Carriers' Tariff No. 1-A, City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A and Minimum Rate Tariffs Nos. 5 and 9-A will be amended by separate orders to cancel therefrom the superseded rates, charges, rules and regulations.

This is a matter in which a public hearing is not necessary. The petitions will be granted and the staff's proposals will be adopted.

Good cause appearing,

IT IS ORDERED that:

1. Minimum Rate Tariff No. 8 (Appendix "C" to Decision No. 33977, as amended) is hereby further amended by incorporating therein, to become effective July 6, 1963, the original and revised pages attached hereto and listed in Appendix A also attached hereto and by this reference made a part hereof.
2. Tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; that such tariff publications as are required shall be made effective not later than July 6, 1963; that as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and that tariff publications resulting in reductions may be made effective not earlier than the tenth day after the effective date of this order, and may be made

effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

3. Common carriers are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code, to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

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

Dated at San Francisco, California, this 14<sup>th</sup> day of May, 1963.

George T. Crowder  
President  
John C. Lytle  
Frederick B. Holshoff  
William W. Bennett

Commissioner Everett C. McKeage, being necessarily absent, did not participate in the preparation of this order. Commissioners

APPENDIX A TO DECISION NO. 65395

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

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Fifth Revised Page 5  
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Sixth Revised Page 9  
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Tenth Revised Page 15  
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Original Page 42-C  
Original Page 42-D  
Original Page 42-E  
Original Page 42-F  
Original Page 42-G  
Original Page 42-H  
Original Page 42-I  
Original Page 42-J  
Original Page 42-K  
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Fourth Revised Page 44  
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(END OF APPENDIX A LIST)

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Ø Change )  
\* Addition ) Decision No. **65395**

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 293

Ø ARRANGEMENT OF TARIFF

This is a loose-leaf tariff consisting of six sections.

SECTION NO. 1 contains rules and regulations.

Δ SECTION NO. 2 contains distance and point to point commodity rates.

SECTION NO. 3 contains special Los Angeles area rates.

\*SECTION NO. 4 contains special San Francisco area and East Bay area rates.

\*\*SECTION NO. 5 contains routings applicable in connection with rates in Section No. 2.

\*\*SECTION NO. 6 contains form of shipping document.

Ø Change	)	
Δ Change, neither increase nor reduction	)	
* Addition	)	Decision No.
** Former Sections Nos. 4 and 5 renumbered 5 and 6, respectively.	)	<b>65395</b>

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Correction No. 294



Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø11	<p data-bbox="427 442 1212 520">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p data-bbox="333 533 1468 690">(k) SHIPMENT means a quantity of freight tendered by one snipper on one snipping 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="333 703 1468 1041">(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="333 1054 1503 1367">(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 snipping 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="333 1380 1485 1575">ø(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point at street level not more than 20 feet distant from said equipment or at other than street level when venicular elevator service or venicular ramp is provided and made available to the carrier.</p> <p data-bbox="333 1588 1511 1770">ø(o) TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point at street level not more than 20 feet distant from said equipment or at other than street level when venicular elevator service or venicular ramp is provided and made available to the carrier.</p> <p data-bbox="333 1783 1468 1992">(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>

\*\* (pa) 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.

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

∅ Change ) ** Former paragraph (p-1) ) redesignated (pa) )	Decision No. <b>65395</b>
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Issued by the Public Utilities Commission of the State of California,  
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Correction No. 295

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)			
620	<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 follows:</p> <p>(a) As specified in Sections Nos. 3 *and 4 hereof.</p> <p>(b) Between points within Zones 9, 10, 11 and 12 of the San Diego Drayage Area as described in Minimum Rate Tariff No. 9-A.</p>			
630	<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 style="text-align: center;">**</p> <p>Shipments having both point of origin and point of destination within Zones Nos. 1, 2, 3, 4, 5, 6, 7 and 8 of the San Diego Drayage Area as described in Minimum Rate Tariff No. 9-A.</p>			
<table style="width: 100%; border: none;"> <tr> <td style="border: none;">         6 Change          * Addition          ** Former paragraph (a) eliminated       </td> <td style="border: none; font-size: 3em; vertical-align: middle;">}</td> <td style="border: none;">Decision No. <span style="float: right; font-weight: bold; font-size: 1.2em;">65295</span></td> </tr> </table>		6 Change * Addition ** Former paragraph (a) eliminated	}	Decision No. <span style="float: right; font-weight: bold; font-size: 1.2em;">65295</span>
6 Change * Addition ** Former paragraph (a) eliminated	}	Decision No. <span style="float: right; font-weight: bold; font-size: 1.2em;">65295</span>		
EFFECTIVE JULY 6, 1963				
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California.          Correction No. 296</p>				

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p style="text-align: center;">*(Items Nos. 40 and 41)</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);            ΔMushrooms, fresh (not cold pack nor frozen);            Nuts, in the shell;            Nuts, field shelled, subject to Note 2(g);            ΔVegetables, fresh or green (not cold pack nor frozen);            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;            *Containers, empty, for which rates are provided in Section No. 4 of this tariff.</p> <p>(1)            §40</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, nuts (in the shell or field shelled), fresh or green vegetables, or mushrooms, as described herein, when the point of destination of the shipment is a cannery, accumulation station, 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>(aa) Fresh or green fruits, fresh or green vegetables, or mushrooms, as described herein, moving to a cold storage plant to be held for interim storage for a subsequent movement to a cannery, subject to Notes 2 and 4.</p> <p>(b) Fresh or green fruits, nuts (in the shell or field shelled), fresh or green vegetables, or mushrooms, as described herein, when transported from the field or point of growth to a packing plant, cold storage plant, or a packing shed, nor when transported between packing sheds, subject to Notes 2 and 3.</p> <p>(bb) Empty containers used or shipped out for use in connection with transportation described in paragraph (b) above, subject to Notes 2 and 3.</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.

(d) Sugar beets when the point of destination of the shipment is a beet sugar factory or a railroad loading dump.

(e) Property of the United States, or property transported under an agreement whereby the United States contracted for the carrier's services.

\*(Continued in Item No. 41)

(1) This portion of Item No. 40 formerly appeared on Twenty-first Revised Page 8.

∅ Change )  
Δ Change, neither increase nor reduction ) Decision No. 65395  
\* Addition )

EFFECTIVE JULY 6, 1963

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San Francisco, California.  
Correction No. 297

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p data-bbox="218 1096 286 1161">*(1) 41</p>	<p data-bbox="502 401 1311 471" style="text-align: center;">(1) APPLICATION OF TARIFF - COMMODITIES (Concluded) (Items Nos. 40 and 41)</p> <p data-bbox="326 502 1458 567">NOTE 2.--For the purpose of these items, the following definitions will apply:</p> <p data-bbox="326 583 1492 679">(a) Packing Shed or Packing Plant:--Facilities maintained for assembling, sorting, grading, shelling, hulling, or packing the commodity for shipment.</p> <p data-bbox="326 695 1492 765">(b) Precooling Plant:--Facilities maintained for the purpose of pre-cooling commodities for shipment under refrigeration.</p> <p data-bbox="326 781 1441 851">(c) Cold Storage Plant:--Facilities maintained for the storage of commodities under refrigeration.</p> <p data-bbox="326 867 1458 963">(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> <p data-bbox="326 979 1407 1049">(e) Winery:--Facilities maintained for the purpose of producing vinous liquors, including wine, champagne and brandy.</p> <p data-bbox="326 1065 1475 1187">(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.</p> <p data-bbox="326 1203 1441 1302">(g) Field Shelled:--Rough shelled, with or without removal of broken shells, dirt, residuc, or foreign material, and not cleaned nor further processed.</p> <p data-bbox="326 1335 1441 1499">NOTE 3.--Except for the transportation of citrus fruits in field boxes or in bulk, carrots, avocados, or nuts (in the shell or field shelled), exemption does not apply when the distance between the point of origin and point of destination exceeds 50 constructive miles computed in accordance with the provisions of Item No. 110.</p> <p data-bbox="326 1533 1475 1630">NOTE 4.--Exemption applies only when shipper certifies on the shipping document covering the transportation that the ultimate destination of the shipment is a cannery.</p>
50	<p data-bbox="650 1695 1163 1726" style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p data-bbox="326 1744 1424 1877">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.</p>

(1) Other portion of this rule (Item No. 40) formerly  
shown on this page transferred to Second Revised  
Page 7.

Change        )  
\* Addition    ) Decision No.        65395

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San Francisco, California.

Correction No. 298

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

## GROSS WEIGHT

(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. (See Exceptions 1, 2 \*and 3)

(b) In connection with shipments weighing 20,000 pounds or more, transported for distance in excess of 50 constructive miles, the actual gross weight of the shipments shall be confirmed by a public weighmaster's certificate, which shall be obtained by the carrier prior to or at the time of unloading.

(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.

EXCEPTION 1: On shipments containing exclusively the commodities provided below, charges shall be assessed on the gross weight as follows:

## (a) ONIONS, BEETS, TURNIPS, RUTABAGAS, PARSNIPS, CARROTS AND POTATOES

#60

When Packed and Invoiced as:	Charges shall be assessed on Gross Weight per Package of:
10 Pounds per Sack	10½ Pounds per Sack
15 Pounds per Sack	15¾ Pounds per Sack
25 Pounds per Sack	25¾ Pounds per Sack
50 Pounds per Sack	50½ Pounds per Sack
100 Pounds per Sack	101 Pounds per Sack
5-10 Pounds Consumer Paper Bags per Sack	51½ Pounds per Sack

(b) ORANGES or LEMONS when packed in standard orange or lemon box with inside depth, width and length dimensions of 10½ x 10-11/16 x 16-3/8", identified as container 58 in Section 828.83 of Agricultural Code of California, charges shall be assessed on the gross weights as follows:

ORANGES - 39½ lbs. per box  
LEMONS - 40 lbs. per box

(c) GRAPEFRUIT when packed in standard grapefruit box with inside depth, width and length dimensions of 9-3/4 x 10-11/16 x 16-3/8", identified as container 59 in Section 828.83 of Agricultural Code of California, charges shall be assessed on the gross weight of 35-1/2 lbs. per box.

EXCEPTION 2: When palletized shipments subject to minimum weights of 18,000 pounds or more are loaded or unloaded with power equipment, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under provisions of Items Nos. 210 and 220 through 240 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.



\*EXCEPTION 3: The provisions of this item do not apply to transportation for which package rates are provided in Section No. 4 of this tariff.

(1) Items Nos. 65 and 70 formerly shown on this page transferred to Third Revised Page 10.

Ø Change )  
\* Addition ) Decision No.

65395

EFFECTIVE JULY 6, 1963

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

Correction No. 299

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>Δ(1) 65</p>	<p>UNITS OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES</p> <p>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.</p>
<p>Δ(1) 70</p>	<p>RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
<p>(1) Items Nos. 65 and 70 formerly appeared on Fifth Revised Page 9.</p> <p>Δ Change, neither increase ) nor reduction ) Decision No. 65395</p>	
<p>EFFECTIVE JULY 6, 1963</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 300</p>	

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
160	<p style="text-align: center;"><b>MINIMUM CHARGE</b></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 style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">Minimum Charge in Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less .....</td> <td style="text-align: right;">69</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds .....</td> <td style="text-align: right;">89</td> </tr> <tr> <td>Over 50 pounds but not over 75 pounds .....</td> <td style="text-align: right;">105</td> </tr> <tr> <td>Over 75 pounds but not over 100 pounds .....</td> <td style="text-align: right;">125</td> </tr> <tr> <td>Over 100 pounds .....</td> <td style="text-align: right;">135</td> </tr> </tbody> </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 \$1.55.</p>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less .....	69	Over 25 pounds but not over 50 pounds .....	89	Over 50 pounds but not over 75 pounds .....	105	Over 75 pounds but not over 100 pounds .....	125	Over 100 pounds .....	135
Weight of Shipment	Minimum Charge in Cents												
25 pounds or less .....	69												
Over 25 pounds but not over 50 pounds .....	89												
Over 50 pounds but not over 75 pounds .....	105												
Over 75 pounds but not over 100 pounds .....	125												
Over 100 pounds .....	135												
417C	<p style="text-align: center;"><b>SPLIT PICKUP</b></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>Δ(b) Point-to-point rates for which routes are provided in Items Nos. 700 and 701 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>												

Weight of Component Part  
(In Pounds)

Split Pickup Charge  
for Each Component  
Part in Cents

Over	But not over		
0	100	_____	87
100	500	_____	115
500	1,000	_____	145
1,000	2,000	_____	205
2,000	4,000	_____	265
4,000	10,000	_____	320
10,000	20,000	_____	495
20,000		_____	605

Δ Change, neither increase )  
     nor reduction            )  
 \* Addition                    )     Decision No.

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 301

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
250	<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 loading carrier's equipment, 2½ cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note);</p> <p>(2) For unloading carrier's equipment, 2½ cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note);</p> <p>(3) For C.O.D. services - charges provided in Item No. 190;</p> <p>(4) For other accessorial service - charges provided in Item No. 150;</p> <p>(5) 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:</p> <p>(a) When rates provided in this tariff are applied in combination with common carrier rates under the provisions of:</p> <p style="padding-left: 40px;">(1) Paragraph (a) of Item No. 220, only the accessorial charges for unloading shall be assessed;</p> <p style="padding-left: 40px;">(2) Paragraph (b) of Item No. 220, only the accessorial charges for loading shall be assessed; and</p> <p style="padding-left: 40px;">(3) Paragraph (c) of Item No. 220, no charge for either loading and/or unloading shall be assessed.</p> <p>(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>(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>(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:

- (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 \*or other factor or unit of measurement upon which charges are based. (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.

§255

§The form of shipping document in Item No. 800 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        )  
\* Addition     ) Decision No.     65395

EFFECTIVE    JULY 6, 1963

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

Correction No. 302

SECTION NO. 2

COMMODITY RATES

\*\*For Description of Routings Applicable in Connection  
With Rates Contained in This Section See  
Section No. 5 of This Tariff

Rates Named in This Section Will Not Apply to Transportation for Which  
Rates Are Provided in Sections Nos. 3 and 4 of This Tariff

∅ Change	)	Decision No. <b>65395</b>
* Addition	)	
** Former reference to Section No. 4) renumbered Section No. 5	)	

EFFECTIVE JULY 6, 1963

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

Correction No. 303

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)									
FRUITS, NUTS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40.										
MINIMUM WEIGHT										
	BETWEEN	AND	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds	(2) 30,000 Pounds	(2) 36,000 Pounds
(1) 320	LOS ANGELES TERRITORY, as described in Item No. 281.	SAN FRANCISCO TERRITORY, as described in Item No. 283.  SACRAMENTO TERRITORY, as described in Item No. 282.	145	114	103	90	73	68	65	61
EMPTY CONTAINERS, as described in Item No. 40.										
MINIMUM WEIGHT										
	BETWEEN	AND	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds				
(1) 330	LOS ANGELES TERRITORY, as described in Item No. 281.	SAN FRANCISCO TERRITORY, as described in Item No. 283.  SACRAMENTO TERRITORY, as described in Item No. 282.	102	100	62	47				



VEGETABLES, VIZ.:

Cabbage, Carrots, Celery, Lettuce, Tomatoes,  
 Minimum Weight 36,000 pounds. (See Notes 1 and 2)

	From	To	Rate
Δ333	Watsonville Territory, as described in Item No. 224.	Los Angeles Territory, as described in Item No. 221.	61

Δ  
 NOTE 1.-If the charges accruing under the rate in this item, applied on shipments from or to points intermediate between origin and destination territories shown in this item via Routes Nos. 19 and 20, shown in Item No. 701, 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.  
 NOTE 2.-Rate named in this item applies only on shipments from coolers, precooling plants and packing sheds.

Δ (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. 700, 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, Looks, Mushrooms, Onions (green), Oyster Plant (Salsify), Parsley, Parsnips with tops, Prickly Pears, Spinach (loose).

Δ Change, neither increase nor reduction, Decision No. **65395**

EFFECTIVE JULY 6, 1963

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

Correction No. 304

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 3)				
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	50	56	54	58
2	47	52	49	55
3 **	37	35	39	37
4	50	47	54	49
<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 <math>\frac{1}{4}</math> mile south of State Highway 138, easterly along an imaginary line <math>\frac{1}{4}</math> 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 style="text-align: center;">**</p> <p>Δ(2) NOTE 3: 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. 700, 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>				

Δ335

C.5435 (Pet. 33) et al \*  
 POTATOES, in bulk, loaded by the consignor and  
 unloaded by gravity, Minimum Weight 40,000 pounds

	From	To	Rate
(2)336	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.	33

(1) Expires with July 1, 1964.

Δ Change, neither increase nor reduction  
 \*\* Former Note 3 and reference thereto eliminated  
 (2) Former Note 4 renumbered Note 3 } Decision No. **65395**

EFFECTIVE JULY 6, 1963

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

Correction No. 305

Seventh Revised Page ... 35

Cancels

Sixth Revised Page ..... 35

MINIMUM RATE TARIFF NO. 8

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 3)

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**	27	29	29	31
2	29	29	31	31

NOTE 1: Producing Areas are described as follows:

- (a) Area A (Perris Area) includes all points within the following boundaries: Beginning at the Santa Fe Railroad right of way at Box Springs Station, thence southeasterly along said right of way to its intersection with Patterson Avenue, near Winchester, northerly along Patterson Avenue to State Highway 74, northerly along an imaginary line to Juniper Springs, northerly and westerly along unnumbered road and Juniper Flat Road to Nuevo Road, northwesterly along Nuevo Road to 12th Street, westerly along 12th Street to Hansen Avenue, northerly along Hansen Avenue to Lakeview Avenue, northerly 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.
- (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, southwestwesterly along Reservoir Avenue to Lakeview Avenue, southerly along Lakeview Avenue to Hansen Avenue, southerly along Hansen Avenue to 12th Street, easterly along 12th Street to Nuevo Road, southeasterly along Nuevo Road to Juniper Flat Road, southerly and easterly along Juniper Flat Road and unnumbered road to Juniper Springs, southerly along an imaginary line to State Highway 74, southerly along Patterson Avenue, near Winchester, to point of beginning.

NOTE 2: Delivery Zones are as follows:

- (a) Zone 1 is the Los Angeles Territory as described in Item No. 281.  
(b) Zone 2 is the San Diego Territory as described in Item No. 282.

\*\*

NOTE 3: Subject to Item No. 701.

Δ340

C. 5438 (Pet. 33), et al.\*

Δ Change, neither increase nor reduction  
\*\*Former Note 3 and reference thereto eliminated)  
(1) Former Note 4 renumbered Note 3

Decision No. 65395

EFFECTIVE JULY 6, 1963

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

Correction No. 306

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)		
<b>POTATOES (OTHER THAN SWEET POTATOES OR YAMS) AND ONIONS</b> 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)
	San Francisco and Oakland- Sacramento -----	28 18½	30 20½
	San Jose -----	23	25
	Vallejo -----	25	27
	Los Angeles -----	56	58
Δ345	NOTE 1: Delta Producing Area includes Stockton and the following islands or tracts: King, Empire, Venice, Rindge, Terminous, Brack, McDonald, Mandeville, Bacon and Roberts.		
	ΔNOTE 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. 701, 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.		
	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.)		
<b>POTATOES (OTHER THAN SWEET POTATOES OR YAMS) AND ONIONS</b> Minimum Weight 36,000 Pounds (See Note 1)			
350	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, 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
	0      5	7-3/4	10
	5      10	9	11
	10      15	10	12
	15      20	11	13½
	20      25	12	14½
	25      30	13½	15½
	30      35	14½	16½
	35      40	15½	18
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.)			

Δ Change, neither increase nor reduction, Decision No.

65395

EFFECTIVE JULY 6, 1963

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

Correction No. 307

Second Revised Page ..... 42  
Cancels  
First Revised Page ..... 42

MINIMUM RATE TARIFF NO. 8

\*SECTION NO. 4

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SPECIAL  
SAN FRANCISCO AREA  
AND  
EAST BAY AREA  
RATES

---

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

\* Addition, Decision No.            65395

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 308



Item No.	SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES
	<p style="text-align: center;">APPLICATION OF RATES</p> <p>(a) Rates in Section No. 4 apply for the transportation of fruits, mushrooms, nuts, vegetables and empty containers, as described in the individual rate items, within or between the San Francisco Area zones described in Items Nos. 560 and 565; also within or between the East Bay Area zones described in Items Nos. 570, 575 and 580.</p> <p>(b) Rates in Section No. 4 are subject to the provisions of the following items in Section No. 1: Items Nos. 10 and 11, Definition of Technical Terms; Item No. 20, Application of Tariff - Carriers; Item No. 30, Application of Tariff - Territorial; Items Nos. 40 and 41, Application of Tariff - Commodities; Item No. 60, Gross Weight; Item No. 65 - Units of measurement in Quotation of Rates and Charges; Item No. 100, mixed Shipments; Item No. 190, Collect on Delivery (C.O.D.) Shipments; Item No. 210, Alternative Application of Common Carrier Rates; Item No. 215, References to Items and Other Tariffs; Item No. 217, Accessorial Charges not to be offset by Transportation Charges; Item No. 250, Accessorial Services Not Included in Common Carrier Rates (except paragraphs 4 and 5 and paragraphs 1, 2, and 3 of Note therein); Item No. 255, Issuance of Shipping Documents; and Item No. 260, Collection of Charges. They are not subject to other rules and regulations provided in Section No. 1.</p> <p>(c) Rates in Section No. 4 include tailgate loading into and tailgate unloading from the carrier's equipment with the services of the driver only, subject to provisions of Item No. 515.</p> <p>(d) Rates in Section No. 4 apply to transportation by city carriers, radial highway common carriers, and highway contract carriers.</p>
*505	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>For stacking, sorting, or other accessorial service which is not authorized to be performed under the rates provided in this Section, and for which a charge is not otherwise provided, an additional charge of \$5.10 per man per hour, minimum charge \$5.10, shall be made.</p>
	<p style="text-align: center;">CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>Rates named in this Section apply for service performed during regular hours from 4:00 a.m. to 5:00 p.m. except Saturdays, Sundays and the holidays shown.</p>

\*520

For service performed at the request of the shipper or consignee at other than those hours specified above and on Saturdays, Sundays and the holidays shown, a charge equal to the additional cost of overtime will be made.

Holidays referred to above mean the following: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day, and Christmas Day. When such holidays fall on Sunday, the following Monday shall be considered a holiday.

\*Addition, Decision No. 65395

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 309

Item No.	*SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES (Continued)
*525	<p style="text-align: center;">COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>A minimum charge of \$2.25 per claim shall be made by the carrier for the service of handling and collecting loss and damage claims against another carrier when the amount involved therein exceeds \$100.00. When the amount involved is \$100.00 or less, one percent of the amount involved shall be charged, subject to a minimum charge of 60 cents.</p>
*530	<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour, a charge at the rate of \$7.00 per hour, minimum charge \$3.50, shall be made.</p>
*540	<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge for shipments transported at rates named in this section shall be \$1.50.</p>
*550	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Rates named herein apply to single shipments of property. Two or more single shipments shall not be combined and billed as one shipment, but must be carried as separate shipments, and at rates not less than the established minimum rates for each shipment.</p> <p>When shipments are delivered to or received from other carriers, each bill of lading, freight bill, dock permit or dock receipt, shall be considered as a separate shipment and charges assessed accordingly.</p>
<p>* Addition, Decision No. <span style="float: right;">65395</span></p>	
<p style="text-align: center;">EFFECTIVE JULY 6, 1963</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 310</p>	

Item  
No.\*SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA  
AND EAST BAY AREA RATES (Continued)ZONE DESCRIPTIONS  
(Items Nos. 560 through 580)

Rates named in Items Nos. 605 through 665 of this tariff apply to transportation between points in the following areas:

(a) San Francisco Area includes the City and County of San Francisco. It is composed of Zones 1, 2, 3 and 4 as described in Items Nos. 560 and 565.

(b) East Bay Area includes the Cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont. It is composed of Zones 5, 6 and 7 as described in Items Nos. 570, 575 and 580.

The zones embrace all points within their respective boundaries and include both sides of streets, boulevards, roads, avenues or highways named.

## Zone 1

\*560

Beginning at the point where Van Ness Avenue meets San Francisco Bay, thence southerly on Van Ness Avenue to Broadway, westerly on Broadway to Fillmore Street, southerly on Fillmore Street to Duboce Avenue, easterly on Duboce Avenue to Church Street, southerly on Church Street to 16th Street, easterly on 16th Street to Valencia Street, southerly on Valencia Street to Army Street, easterly on Army Street to Bayshore Boulevard, southerly on Bayshore Boulevard to Thornton Avenue, westerly on Thornton Avenue to San Bruno Avenue, southerly on San Bruno Avenue to Nelson Avenue, southeasterly on Nelson Avenue to Third Street, northerly on Third Street to Fitzgerald Avenue, easterly on Fitzgerald Avenue to Ingalls Street, northerly on Ingalls Street to Palou Avenue, westerly on Palou Avenue to Keith Street, northerly on Keith Street to the shore line of San Francisco Bay, thence northerly and westerly along said shore line to point of beginning.

## Zone 2

Beginning at the point where Van Ness Avenue meets San Francisco Bay, thence westerly along the shore line of San Francisco Bay and the Pacific Ocean to the westerly boundary of the U.S. Military Reserve (The Presidio), thence southerly along said boundary to 24th Avenue, southerly along 24th Avenue and its prolongation south of Fulton Avenue to Crossover Drive, southerly on Crossover Drive to the intersection of Lincoln Way and 19th Avenue, thence southerly on 19th Avenue to Ocean Avenue, easterly on Ocean Avenue to Mission Street, northeasterly on Mission Street to Silver Avenue, easterly on Silver Avenue to San Bruno Avenue, southerly on San Bruno Avenue to Thornton Avenue, easterly on Thornton Avenue to Bayshore Boulevard, thence westerly and northerly along the southerly and westerly

boundaries of Zone 1 to point of beginning; also the territory bounded as follows: beginning at the intersection of San Bruno Avenue and Nelson Avenue, southerly on San Bruno Avenue to Bayshore Boulevard, southerly on Bayshore Boulevard to the San Francisco-San Mateo County line, easterly along said County line to San Francisco Bay, northerly along the shore line of San Francisco Bay to Keith Street, westerly on Keith Street to Palou Avenue, easterly on Palou Avenue to Ingalls Street, southwesterly on Ingalls Street to Fitzgerald Avenue, northwesterly on Fitzgerald Avenue to Third Street, southerly and westerly on Third Street and Nelson Avenue to point of beginning.

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\* Addition, Decision No. 65395

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EFFECTIVE JULY 6, 1963

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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 311

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Item No.	*SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES (Continued)
*565	<p style="text-align: center;">ZONE DESCRIPTIONS (Continued) (Items Nos. 560 through 580)</p> <p style="text-align: center;">Zone 3</p> <p>Beginning at the point where the westerly boundary of Zone No. 2 meets the Pacific Ocean, thence southerly along said boundary to the San Francisco-San Mateo County Boundary Line, thence westerly along the San Francisco-San Mateo County Boundary Line to the Pacific Ocean, thence northerly along the shore line of the Pacific Ocean to point of beginning.</p> <p style="text-align: center;">Zone 4</p> <p>Yerba Buena Island and all other portions of the City and County of San Francisco beyond the boundaries of Zones Nos. 1, 2 and 3.</p>
*570	<p style="text-align: center;">Zone 5</p> <p>All of the city of Emeryville; the City of Alameda except Bay Farm Island and the Alameda U.S. Naval Air Station; and those portions of the Cities of Albany, Berkeley and Oakland included within the following boundaries:</p> <p>Beginning at the point the Alameda-Contra Costa County line meets the shore line of San Francisco Bay, easterly along said county line to East Shore Highway; southerly on East Shore Highway to Harrison Street; easterly on Harrison Street to San Pablo Avenue; southerly on San Pablo Avenue to University Avenue; easterly on University Avenue to Oxford Street; southerly on Oxford Street to Allston Way; easterly on Allston Way to Dana Street; southerly on Dana Street to Bancroft Way; easterly on Bancroft Way to College Avenue; southerly on College Avenue to Broadway; southerly on Broadway to McAdam Street; easterly along McAdam Street to Gilbert Street; southwesterly along Gilbert Street to Mather Street; easterly on Mather Street to Piedmont Avenue; southerly on Piedmont Avenue to MacArthur Boulevard; easterly on MacArthur Boulevard to Moss Avenue; easterly on Moss Avenue to Vernon Street; southerly on Vernon Street to Santa Clara Avenue; easterly on Santa Clara Avenue to Elwood Avenue; easterly on Elwood Avenue to Grand Avenue; northerly on Grand Avenue to Mandana Boulevard; easterly on Mandana Boulevard to Lake Shore Avenue; southerly on Lake Shore Avenue to Brooklyn Avenue; easterly on Brooklyn Avenue to Newton Avenue; southerly on Newton Avenue to Park Boulevard; southerly on Park Boulevard to 20th Street; easterly on 20th Street to 14th Avenue; southerly on 14th Avenue to Foothill Boulevard; easterly on Foothill Boulevard, MacArthur Boulevard and Foothill Boulevard to the northwesterly corner of the city limits of San Leandro; southerly along the Oakland-San Leandro city limits to the intersection of Jones Avenue and</p>

Hegenberger Road; northerly on Hegenberger Road to the Eastshore Freeway; westerly along the Eastshore Freeway to 50th Avenue; southerly on 50th Avenue to San Leandro Bay; southwesterly along an imaginary straight line across San Leandro Bay to the south shore line of Alameda at the point where San Leandro Bay flows into San Francisco Bay; westerly and northerly along the shore line of San Francisco Bay to point of beginning.

\* Addition, Decision No. **65395**

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
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Correction No. 312

Item No.	* SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES (Continued)
	<p style="text-align: center;">ZONE DESCRIPTIONS (Continued) (Items Nos. 560 through 580)</p> <p style="text-align: center;">Zone 6</p> <p>All of the City of Piedmont; and those portions of the Cities of Albany, Berkeley and Oakland included within the following boundaries:</p> <p>Beginning at the intersection of East Shore Highway and the Alameda-Contra Costa County line, easterly and southerly along said county line to Claremont Avenue; westerly on Claremont Avenue to the Oakland-Berkeley city limits; southerly along the Oakland-Berkeley city limits and Domingo Avenue to Ashby Avenue; westerly on Ashby Avenue to Claremont Avenue; southerly on Claremont Avenue to College Avenue; northerly on College Avenue to Bancroft Way; westerly on Bancroft Way to Dana Street; northerly on Dana Street to Allston Way; westerly on Allston Way to Oxford Street; northerly on Oxford Street to University Avenue; westerly on University Avenue to San Pablo Avenue; northerly on San Pablo Avenue to Harrison Street; westerly on Harrison Street to East Shore Highway; northerly on East Shore Highway to point of beginning.</p> <p>*575</p> <p>Also: beginning at the intersection of Broadway and Broadway Terrace; southerly on Broadway to McAdam Street; easterly along McAdam Street to Gilbert Street; southwesterly along Gilbert Street to Mather Street; easterly on Mather Street to Piedmont Avenue; southerly on Piedmont Avenue to MacArthur Boulevard; easterly on MacArthur Boulevard to Moss Avenue; easterly on Moss Avenue to Vernon Street; southerly on Vernon Street to Santa Clara Avenue; easterly on Santa Clara Avenue to Elwood Avenue; easterly on Elwood Avenue to Grand Avenue; northerly on Grand Avenue to Mandana Boulevard; easterly on Mandana Boulevard to Lake Shore Avenue; southerly on Lake Shore Avenue to Brooklyn Avenue; easterly on Brooklyn Avenue to Newton Avenue; southerly on Newton Avenue to Park Boulevard; southerly on Park Boulevard to 20th Street; easterly on 20th Street to 14th Avenue; southerly on 14th Avenue to Foothill Boulevard; easterly on Foothill Boulevard to MacArthur Boulevard; westerly on MacArthur Boulevard to Seminary Avenue; northerly on Seminary Avenue to Mountain Boulevard; northerly on Mountain Boulevard to Redwood Road; northerly and westerly on Redwood Road to Mountain Boulevard; northerly on Mountain Boulevard to Broadway Terrace; westerly on Broadway Terrace to point of beginning.</p>



Also, beginning at the intersection of San Leandro Creek and Hegenberger Road, northerly along Hegenberger Road to the Eastshore Freeway; westerly along the Eastshore Freeway to 50th Avenue, southerly from that point to San Leandro Bay; southerly along the shoreline of San Leandro Bay to the mouth of San Leandro Creek; easterly along San Leandro Creek to Hegenberger Road.

\* Addition, Decision No.

65395

EFFECTIVE JULY 6, 1963

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

Correction No. 313

Item No.	* SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES (Continued)
	<p style="text-align: center;">ZONE DESCRIPTIONS (Concluded) (Items Nos. 560 through 580)</p> <p style="text-align: center;">Zone 7</p> <p>That portion of Bay Farm Island within the City of Alameda, the Alameda U.S. Naval Air Station, the Oakland Municipal Airport; and those portions of the Cities of Berkeley and Oakland included in the following boundaries:</p> <p>Beginning at the intersection of Broadway and College Avenue; northerly on College Avenue to Claremont Avenue; northerly on Claremont Avenue to Ashby Avenue; easterly on Ashby Avenue to Domingo Avenue; northerly on Domingo Avenue and along the Oakland-Berkeley city limits to Claremont Avenue; easterly on Claremont Avenue to the Oakland city limits; southerly and westerly along the Oakland city limits to the San Leandro city limits; northerly along the Oakland-San Leandro city limits to the intersection of Durant Avenue and Foothill Boulevard; northerly on Foothill Boulevard and MacArthur Boulevard to Seminary Avenue; easterly on Seminary Avenue to Mountain Boulevard; northerly on Mountain Boulevard to Redwood Road; northerly and westerly on Redwood Road to Mountain Boulevard; northerly on Mountain Boulevard to Broadway Terrace; westerly on Broadway Terrace to Broadway; southerly on Broadway to point of beginning.</p>
*580	<p>* Addition, Decision No. <b>65395</b></p>
	<p style="text-align: center;">EFFECTIVE JULY 6, 1963</p>
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 314</p>

\* SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA  
AND EAST BAY AREA RATES (Continued)

\*Item No. 585

MAP OF SAN FRANCISCO AREA ZONES DESCRIBED IN ITEMS NOS. 560 AND 565

(MAP TO BE FURNISHED IN PRINTED FORM)

\* Addition, Decision No. 65395

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 315

\*SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA  
AND EAST BAY AREA RATES (Continued)

\*Item No. 590

MAP OF EAST BAY AREA ZONES DESCRIBED IN ITEMS NOS. 570, 575 AND 580

(MAP TO BE FURNISHED IN PRINTED FORM)

\* Addition, Decision No. **65395**

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 316

Item No.	*SECTION NO. 1 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES (Continued) In cents per package, except as noted.				
*600	APPLICATION OF COLUMN "A", "B" AND "C" COMMODITY RATES NAMED IN ITEMS NOS. 605 THROUGH 665.				
	Between Zone	and Zone	Apply Rates in Column		
	1	1	A		
	1	2	B		
	1	3	C		
	1	4	C		
	2	2	A		
	2	3	B		
	2	4	C		
	3	3	A		
	3	4	C		
	4	4	A		
	5	5	A		
	5	6	C		
5	7	C			
6	6	C			
6	7	C			
7	7	C			
*605	COMMODITY		Rates (1)		
			Col. A	Col. B	Col. C
	FRUIT, CITRUS, FRESH, viz.: Grapefruit) In lug or standard boxes Oranges---) (12"x12"x26") with or without lids -----	16	20	31	
	Lemons----- In lug or standard boxes (10½"x13½"x26) with or without lids -----	17	22	34	
Tangerines (In boxes N.O.S. ----- (In standard orange boxes (12"x12"x26")-----	11½ 17	16 22	23 33		
*610	FRUIT, DECIDUOUS, FRESH, viz.:				
	(In boxes weighing less ( than 40 lbs. -----	11½	16	23	
	Apples----- (In boxes weighing 40 lbs. ( and over-----	16	20	31	
	(In boxes weighing 40 lbs. ( and over, Min. Wt. ( 20,000 lbs. -----	15	17	30	
	Berries----- (In crates weighing less ( than 30 lbs. -----	8½	12	17	
	Cranberries- (In boxes weighing less ( than 40 lbs. ----- (In boxes weighing 40 lbs. ( and over -----	8½ 16	12 20	17 31	

Grapes	(In crates weighing less than 20 lbs. -----)	11	15	22
	(In crates weighing 20 lbs. (but not over 30 lbs. -----)	11½	16	23
	(In boxes weighing over 30 lbs. -----)	16	20	31
Peaches)	(In crates weighing less than 30 lbs. -----)	11	14½	22
Plums )	(In boxes weighing 30 lbs. (but not over 40 lbs. -----)	11½	16	23
Prunes )	(In boxes weighing over 40 lbs. -----)	16	20	31
Pears	(In boxes weighing less than 40 lbs. -----)	16	20	31
	(In boxes weighing 40 lbs. (and over -----)	17	22	34

(1) For application of rates in Columns A, B and C, see item No. 600.

\*Addition, Decision No. **65395**

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 317

Item No.	*SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES (Continued)			
	In cents per package, except as noted			
	COMMODITY	RATES(1)		
Col. A		Col. B	Col. C	
*615	FRUIT, DECIDUOUS, FRESH, viz.:			
	FROM	TO		
	Apples) Ice Houses; Steamship Grapes) --Refrigeration Docks or Pears ) Plants Piers	22	22	22
*620	FRUIT, TROPICAL, FRESH, viz.:			
	(In boxes weighing less than 20 lbs. -----)			
	Avocados-----	8½	11½	17
	(In boxes weighing 20 lbs. and over -----)			
	Bananas (Honolulu) In bunches -----	12	16	23
	In 9-hand bunches -----	17	22	34
	In 8-hand bunches -----	22	30	43
	In pieces -----	17	22	33
	Bananas, N.O.S., In tubs -----	12	16	23
	In half tubs -----	17	22	34
	In boxes weighing 30 lbs. -----	16	20	31
	In crates -----	12	16	23
		31	34	59
	In Cents Per 100 lbs.			
	Cocoanuts-----Loose or in packages -----	22	30	43
In Cents Per Package				
Pineapples-----In crates weighing 50 lbs. and over -----	22	30	43	
*625	FRUIT, FRESH, N.O.S.:			
	In boxes or crates weighing less than 30 lbs. -----	11	14½	22
	In boxes or crates weighing 30 lbs. but not over 40 lbs. -----	11½	16	23
	In boxes or crates weighing over 40 lbs. -----	16	20	30
*630	MELONS, viz.:			
	(In 32-lb. Flat crates -----)			
	Cantaloupes-----	11½	16	23
	(In 57-lb. Pony crates -----)	16	20	31
	(In 60-lb. Standard crates -----)	17	22	33
	(In 75-lb. Jumbo crates -----)	17	22	34
	Casabas:			
	(In 34-lb. small crates -----)	11½	16	23
	Honey Dew ) (In 44-lb. medium crates -----)	16	20	31
	Honey Ball ) (In 54-lb. special crates -----)	17	22	34
Persian ) (In 56-lb. large crates -----)	17	22	34	
(Loose - In cents per 100 lbs. -----)	43	56	90	
Watermelons - Loose - In cents per 100 lbs. -----	43	56	90	

(1) For application of rates in Columns A, B and C,  
see Item No. 600.

\* Addition, Decision No. 65395

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 318



Item No.	*SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES (Continued) In cents per package, except as noted			
	COMMODITY	RATES (1)		
		Col. A	Col. B	Col. C
*635	MELONS, N.O.S.:			
	In boxes or crates weighing less than 30 lbs. ---	11½	16	23
	In boxes or crates weighing 30 lbs. but not over 40 lbs. -----	16	20	30
	In boxes or crates weighing over 40 lbs. -----	17	22	34
*640	MUSHROOMS, FRESH, IN BASKETS OR BOXES:			
	In packages weighing less than 30 lbs. -----	11½	16	23
	In packages weighing 30 lbs. but not over 40 lbs. -----	16	20	31
	In packages weighing over 40 lbs. -----	17	22	34
*645	NUTS, as described in Item No. 40:			
	In bags or boxes weighing less than 30 lbs. -----	11	14½	22
	In bags or boxes weighing 30 lbs. but not over 40 lbs. -----	11½	16	23
	In bags or boxes weighing over 40 lbs. -----	16	20	30
*650	VEGETABLES, FRESH, viz.:			
	(In boxes weighing less than 30 lbs. -----)			
	Artichokes-----	11½	16	23
	(In boxes weighing 30 lbs. and over -----)	16	20	31
	Asparagus----- In crates -----	16	20	31
	(In bushel hampers -----)	17	22	33
	(In crates weighing less than 50 lbs. -----)	16	20	31
	Beans----- (In crates weighing 50 lbs. and over -----)	22	30	42
	(In sacks weighing 30 lbs. or less -----)	22	30	42
	(In crates or sacks weighing 30 lbs. or less -----)	11	15	22
	Beets ) (In crates or sacks weighing over 30 lbs. but not over 50 lbs. -----)	12	16	22
	Cabbage) (In crates or sacks weighing over 50 lbs. but not over 100 lbs. -----)	17	22	34
	Carrots) -----	17	22	34
	Celery----- In crates -----	17	22	34
	(In Los Angeles boxes -----)	11½	16	23
	Corn----- (In baskets -----)	17	22	33
	(In sacks weighing 30 lbs. or less -----)	22	30	42
	(In boxes weighing less than 30 lbs. -----)	11½	16	23
	Cucumbers----- (In boxes weighing 30 lbs. and over -----)	16	20	31
	(In crates or sacks weighing 30 lbs. or less -----)	11	15	22
Garlic ) (In crates or sacks weighing over 30 but not over 50 lbs. -----)	11½	16	23	
Onions, dry) -----	11½	16	23	
Potatoes ) (In crates or sacks weighing over 50 lbs. but not over 100 lbs. -----)	17	22	34	
Turnips ) -----	17	22	34	

(1) For application of rates in Columns A, B and C,  
see Item No. 600.

\* Addition, Decision No. 65395

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 319

-L2-K-

Item No.	*SECTION NO. 4 - SPECIAL SAN FRANCISCO AREA AND EAST BAY AREA RATES (Continued) In cents per package, except as noted			
	COMMODITY	RATES(1)		
		Col.A	Col.B	Col.C
*655	VEGETABLES, FRESH, viz.:			
	(In crates, dry packed -----)	17	22	34
	Lettuce ----- (In crates, ice packed -----)	22	30	41
	(In bushel hampers -----)	17	22	34
	(In crates weighing less than 50 lbs. -----)	16	20	31
	Peas ----- (In crates weighing 50 lbs. ( and over -----)	22	30	42
	(In sacks weighing 80 lbs. ( or less -----)	22	30	42
	Peppers, green in crates -----	17	22	34
	Potatoes, (In boxes weighing 30 lbs. but sweet ----- ( not over 40 lbs. -----)	16	20	31
	(In boxes weighing over 40 lbs. -----)	17	22	34
	(In boxes weighing less than 30 lbs. -----)	11	15	22
	Rhubarb ----- (In boxes weighing 30 lbs. ( and over -----)	16	20	31
	(In boxes or crates weighing less than 30 lbs. -----)	11½	16	23
	Squash ----- (Loose - In cents per 100 lbs. -----)	43	56	90
	(In boxes or crates weighing 40 lbs. or less -----)	11	15	22
Tomatoes ----- (In boxes or crates weighing ( over 40 lbs. -----)	17	22	34	
Yams ----- In bushel baskets or hampers	17	22	34	
*660	VEGETABLES, FRESH OR GREEN, N.O.S., in boxes, crates or sacks			
	In packages weighing less than 30 lbs. --	11½	16	23
	In packages weighing 30 lbs. but not over 40 lbs. -----	16	20	31
	In packages weighing over 40 lbs. -----	17	22	34
*665	CONTAINERS, EMPTY, viz.:			
	(Los Angeles Lug, in bundles, ( per box -----)	4½	5½	6
	(Los Angeles Lug, loose, per box -----)	5½	6	9½
	(50-lb. Lug, in bundles, per box -----)	6	8	11½
	(50-lb. Lug, loose, per box -----)	8	9	16
	Boxes ----- (Apple, in bdl. per box -----)	4½	5½	6
	(Apple, loose, per box -----)	6	8	11½
	(Lemon, in bdl. per box -----)	5½	6	9½
	(Lemon, loose, per box -----)	7½	9	16
	(Orange, in bdl. per box -----)	5½	6	9½
	(Orange, loose, per box -----)	8	9	16
	(Pear, in bdl. per box -----)	4½	5½	5½
	(Pear, loose, per box -----)	6	8	11½

	(4 Basket, in bdl. per bdl. ---	7½	9	16
	(4 Basket, loose, per crate ---	4½	5½	6
Crates	(Los Angeles, in bdl. per crate	6	8	11½
	(Los Angeles, loose, per crate	9½	11½	17
	(Banana, per crate -----	9½	11½	17
Tubs	Banana, per Tub -----	4½	5½	5½
		In Cents Per Hour		
Straw	Banana (in truck loads):			
	1st hour or fraction thereof ---	849	249	849
	2nd and each succeeding hour ---	568	568	568

(1) For application of rates in Columns A, B and C, see Item No. 600.

\*Addition, Decision No.

**65395**

EFFECTIVE JULY 6, 1963

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

Correction No. 320

\*\* SECTION NO. 5

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ROUTING

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Routing in This Section Applies in Connection With  
Rates in Section No. 2 of This Tariff

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\*\* Former Section No. 4 )  
Renumbered Section No. 5) Decision No. 65395

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EFFECTIVE JULY 6, 1963

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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 321

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Item No.	**SECTION NO. 5 - ROUTING
Δ700 Cancels 500-B	<p style="text-align: center;"> <b>ROUTES</b>            *(Items Nos. 700 and 701)         </p> <p>           When applied via the following highway routes, rates making specific reference to this item are intermediate in application. They apply at all points located within a distance of one mile by highway on either side of the highway route and at all points located within incorporated cities through which the highway route passes.         </p> <p style="text-align: center;">           (The following routes apply in either direction)         </p> <p> <b>Route No. 1:</b> From San Francisco Territory, as described in Item No. 283, via Highway U.S. 40 to its junction with unnumbered highway near Crockett; thence unnumbered highway generally paralleling Southern Pacific Company right-of-way located along the shore line of Carquinez Strait and Suisun Bay to Martinez; county road generally paralleling Southern Pacific Company right-of-way through Port Chicago to its junction with State Route 4, four miles west of Pittsburg; State Route 4 to its junction with county road 1.6 miles north of Byron; said county road through Byron to its junction with Highway U.S. 50, 3.9 miles west of Tracy; Highway U.S. 50 to its junction with State Route 120, 5.0 miles west of Manteca; State Route 120 to Manteca; thence via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281.         </p> <p> <b>Route No. 2:</b> From San Francisco Territory, as described in Item No. 283, via Highway U.S. 50 to its junction with State Route 120, 5.0 miles west of Manteca; State Route 120 to Manteca; thence via Highway U.S. No. 99 to Los Angeles Territory, as described in Item No. 281.         </p> <p> <b>Route No. 3:</b> From San Francisco Territory, as described in Item No. 283, via Miles Canyon Highway to Sunol, State Route 21 and unnumbered county road through Pleasanton and Livermore to its junction with Highway U.S. 50 east of Livermore; Highway U.S. 50 to its junction with State Route 120, 5.0 miles west of Manteca; State Route 120 to Manteca; thence via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281.         </p> <p> <b>Route No. 4:</b> From San Francisco Territory, as described in Item No. 283, via Highway U.S. No. 101 to Gilroy; State Route 152 through Los Banos to its junction with Highway U.S. 99 north of Madera; thence via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281.         </p> <p> <b>Route No. 5:</b> From Sacramento Territory, as described in Item No. 282, via Highway U.S. 99 to Los Angeles Territory, as described in Item No. 281.         </p> <p> <b>Route No. 6:</b> From San Francisco Territory, as described in Item No. 283; via Highway U.S. 101 to its junction with State Route 118, 4.0 miles southeast of Ventura; thence via (a) State Route 118 through Chatsworth, or (b) Highway U.S. 101 through Girard, or (c) Highway U.S. 101 to its junction with Highway U.S. 101 - Alternate at El Rio; thence via Highway U.S. 101 - Alternate through Oxnard to Los Angeles Territory, as described in Item No. 281.         </p>

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

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

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

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

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

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

\*(Continued in Item No. 701)

Δ Change, neither increase  
nor reduction

\* Addition

\*\* Former Section No. 4 renumbered Section No. 5)

) Decision No. 65395

EFFECTIVE JULY 6, 1963

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

Correction No. 322

Item No.	** SECTION NO. 5 - ROUTING (Concluded)
	<p style="text-align: center;">*ROUTES (Concluded) *(Items Nos. 700 and 701)</p> <p>(2)Route No. 12: From Production Area "A" (Perris Area) via Highway U.S. 60 to Los Angeles Territory.</p> <p>(2)Route No. 13: From Production Area "B" (San Jacinto Area) via State Route 74 to its intersection with Highway U.S. 395 near Romoland; thence via Highway U.S. 395 to its intersection with Highway U.S. 60 near Box Springs; thence via U.S. 60 to Los Angeles Territory; or via State Route 79 to its intersection with Highway 60; thence via Highway U.S. 60 to Los Angeles Territory.</p> <p>(2)Route No. 14: From Production Areas "A" and "B" south from State Route 74 along unnumbered highway through Winchester to Highway U.S. 395, thence via:</p> <ol style="list-style-type: none"><li>1. Highway U.S. 395 to San Diego Territory.</li><li>2. Highway U.S. 395 to unnumbered highway located on the north side of San Luis Rey River approximately 12 miles south of Temecula; thence via said unnumbered highway to its intersection with Highway U.S. 101 near Oceanside; thence via Highway U.S. 101 to San Diego Territory.</li></ol> <p>(3) Route No. 15: From Delta Producing Area via State Route 12 to its junction with Highways U.S. 50-99, thence via said highways to Stockton or via State Route 4 to Stockton, thence via Highway U.S. 50 to San Francisco-Oakland.</p> <p>(3)Route No. 16: From Delta Producing Area via State Route 4 to Stockton or State Route 12 to its junction with Highways U.S. 50-99, thence via said highways to Sacramento.</p> <p>(3)Route No. 17: From Delta Producing Area via State Route 12 to its junction with Highways U.S. 50-99, thence via said highways to Stockton or via State Route 4 to Stockton, thence Highway U.S. 50 to its junction with State Route 21, east of Livermore, thence via said highway to its junction with State Highway 9, north of Mission San Jose, thence via said highway to its junction with State Route 17, adjacent to Warm Springs, thence via said highway to San Jose.</p> <p>(3)Route No. 18: From Delta Producing Area via State Route 4 to Stockton, thence Highways U.S. 50-99 to their junctions with State Route 12, thence via said highway to its junction with Highway U.S. 40, adjacent to Suisun-Fairfield, thence via said highway to Vallejo.</p>

Δ701  
Cancels  
500-1-B



(4) Route No. 19: From Watsonville Territory, as described in Item No. 284, via Main Street and San Juan Road to its junction with Highway U.S. 101, thence via highways named in Route 6 beyond to Los Angeles Territory, as described in Item No. 281.

(4) Route No. 20: From Watsonville Territory, as described in Item No. 284, via State Highway No. 1 and Watsonville Highway to Salinas, thence via Highway U.S. 101 and highways named in Route 6 beyond to Los Angeles Territory, as described in Item No. 281.

(2) Applies only in connection with rates named in Item No. 340.

(3) Applies only in connection with rates named in Item No. 345.

(4) Applies only in connection with rates named in Item No. 333.

Δ Change, neither increase nor reduction)  
\* Addition  
\*\* Former Section No. 4 renumbered  
Section No. 5

} Decision No. 65395

EFFECTIVE JULY 6, 1963

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

Correction No. 323

First Revised Page .... 45  
Cancels  
Original Page ..... 45

MINIMUM RATE TARIFF NO. 8

\*\* SECTION NO. 6

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Form of Shipping Document  
to Which Reference Is Made in  
Item No. 255

\*\* Former Section No. 5 }  
Renumbered Section No. 6 } Decision No. 65395

EFFECTIVE JULY 6, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 324

**\*\*SECTION NO. 6 - FORM OF SHIPPING DOCUMENT**

Item No. 800 Cancels 510-A

**SHIPPING ORDER AND FREIGHT BILL**

Bill No. \_\_\_\_\_  
 Permit No. \_\_\_\_\_

Name of Carrier \_\_\_\_\_  
 (Carrier's name must agree with name on permit)

Point of Origin \_\_\_\_\_ Date \_\_\_\_\_, 19\_\_\_\_  
 Shipper \_\_\_\_\_ Consignee \_\_\_\_\_  
 Street Address \_\_\_\_\_ Street Address \_\_\_\_\_  
 City \_\_\_\_\_ City \_\_\_\_\_

Packages	Kind	Description of Commodities	(1)Weight	Rate	Charges

Shipper _____ By _____ (Show name in full)	Check here				C.O.D.
	Origin		Destination		
Received by Carrier in good condition except as noted	Terminal	Store Door	Terminal	Store Door	C.O.D. Fee
By _____ Driver (Show name in full)					Advances(2)
					Other Charges(2)
Received by Consignee in good condition except as noted					Prepaid
					Total to Collect
By _____ (Show name in full)					

\*(1) Or other factor or unit of measurement upon which charges are based.

(2) Explain what each charge represents.

END OF TARIFF

o Change  
\* Addition  
\*\* Former Section No. 5 renumbered }  
Section No. 6

Decision No.

65395

EFFECTIVE JULY 6, 1963

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

Correction No. 325