

ORIGINALDecision No. 66199

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
 into the rates, rules, regulations,)
 charges, allowances and practices)
 of all common carriers, highway)
 carriers and city carriers relating)
 to the transportation of fresh or)
 green fruits and vegetables and)
 related items (commodities for)
 which rates are provided in Minimum)
 Rate Tariff No. 8).)

Case No. 5438
 (Petition for
 Modification No. 30)

First Amendment
 (Filed April 8, 1963)

Second Amendment
 (Filed May 29, 1963)

(Appearances are listed in Appendix A)

SECOND INTERIM OPINION

This opinion deals with the First and Second Amendments to Petition 30 in this proceeding. These amendments to the petition were filed by the California Trucking Association and seek emergency interim increases in the minimum rates and charges for the transportation of fresh fruits, fresh vegetables, nuts and empty containers named in Minimum Rate Tariff No. 8. These interim increases are requested pending the completion of detailed studies of the rates herein involved now being conducted by petitioner, the Commission staff and other parties.^{1/}

1/ This is the second request for emergency interim adjustments in these rates under Petition for Modification No. 30. The initial request was disposed of by Decision No. 63122, dated January 16, 1962, in this proceeding (59 Cal. P.U.C. 274). Petition for Modification No. 30 also includes a request for a general review of the rates in question. This request has been continued to a date to be set for the receipt of further evidence concerning the broader issues therein involved.

By these amendments the California Trucking Association seeks an increase of 10 percent in all rates in cents per 100 pounds subject to minimum weights of 24,000 pounds or less; an increase of 5 percent in rates in cents per 100 pounds subject to minimum weights over 24,000 but less than 40,000 pounds; an increase of 3 percent in rates in cents per 100 pounds subject to minimum weights of 40,000 pounds or over; an increase of 15 percent in all other rates and charges with certain exceptions;^{2/} and a minimum increase of one cent per 100 pounds in connection with the foregoing. The Association, also, requests that common carriers be authorized and directed to establish in their respective tariffs all such increases as may be prescribed herein and that such carriers be 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 carry into effect such increases.

Public hearings on these amendments to the petition were held before Examiner Bishop on June 4, 1963 in San Francisco and on June 6 and June 18, 1963 in Los Angeles. Evidence was presented by petitioner's director of research, by representatives of two shipper associations, by the president and general manager of a highway common carrier, and by a transportation engineer and a transportation rate expert of the Commission staff. Representatives of four other shipper associations, one shipper and the San Diego Chamber of Commerce assisted in the development of the record.

^{2/} No changes are sought in deductions for depot receipt and delivery of shipments (Item No. 120), and no increases are sought in charges for mechanical refrigeration service (Item No. 157) nor C.O.D. charges (Item No. 190).

Petitioner's director of research testified that since the latest general adjustment in these rates highway carriers of fresh produce have experienced substantial increases in wages paid to drivers, helpers and hostlers, in contributions to employee welfare and pension funds, and in the costs of other so-called "fringe" benefits.^{3/} The director presented an exhibit which showed the percentage effect of these increases. The director did not attempt to measure the effect of these cost increases on the rates. In this connection, he concurred with an earlier Commission finding in a similar case that the staff was in a better position to translate the cost increases into the rate structure. He conceded that in this case also the staff was able to make more precise calculations for the distribution of the cost increases into the rate structure.

The Commission staff engineer introduced an exhibit which revised the latest staff costs of record for transporting fruits and vegetables to give effect to the increased labor costs referred to above. The exhibit reflected increases in costs ranging from about 2 to about 16 percent.

The Commission staff rate expert presented an exhibit which set forth rates and charges he had developed generally to offset directly the percentage increases in operating costs reflected by the staff engineer's revised costs. The staff rate expert departed from the foregoing procedure to the extent necessary to maintain certain historical relationships in connection with point-to-point rates. The rates developed by the staff witness are, in the main, the same as or lower than those proposed by petitioner. However,

^{3/} The latest general adjustment in these rates was made effective March 3, 1962 by Decision No. 63122, supra.

in some cases, and notably in connection with rates for the higher-weighted shipments, the rates developed by the staff are higher than those proposed. The rate witness did not submit any adjustments in the so-called "drayage" rates for San Francisco and the East Bay. He asserted that there were no costs or other basis on this record to develop a direct cost offset for these rates.

The traffic manager for Pure Gold, Inc., a nonprofit, cooperative citrus marketing organization, protested the granting of the sought increases insofar as they apply to fresh citrus and particularly on such traffic to the San Francisco Bay area. He asserted that California citrus growers were in competition with growers from other states into California markets; that the interstate movements of citrus are not subject to rate regulation whereas the rates on California intrastate movements are regulated; that because the interstate shipper is free from rate regulation, he is often able to deliver his citrus shipments in California at a lower cost than the California grower; and that any increase in the California intrastate rates would increase the disadvantage of the California shipper. The traffic manager alleged that these circumstances may lead to proprietary carriage or abandonment of the California market by California growers when citrus is moving from outside of the State.

The Executive Manager of the Potato Growers Association of California, a nonprofit organization of the principal potato growers and shippers in California, stated that California potato growers were being subjected to ever increasing surpluses of potatoes due to the development of new producing areas, and increased carry-over

crops as a result of the development of new and very effective sprout inhibitors which increase the time potatoes will remain marketable in storage. These factors, he said, have restricted the California potato growers' market to points west of the Mississippi and have resulted in a glut of potatoes in the San Francisco and Los Angeles markets. An increase in California rates, he says, will attract a larger influx of potatoes from neighboring states and make it increasingly more difficult for the California grower to sell in the California markets.

In addition, the Executive Manager pointed out that certain of the adjustments developed by the staff exceed the 3 percent increase sought by petitioner in connection with shipments weighing 40,000 pounds or more. He argues that increases in excess of 3 percent on such shipments have not been shown to be necessary to maintain adequate transportation service of agricultural commodities and would be incompatible with Section 3661 of the Public Utilities Code.^{4/}

The president and general manager of Imperial Truck Lines, Inc., opposed any increase in rates on produce from the Imperial and Coachella Valleys to Los Angeles and San Diego. According to the witness, the producers in Imperial and Coachella Valleys are in competition with producers in Arizona adjacent to the Imperial Valley and the transportation from the two valleys to Los Angeles and San Diego is subject to rate regulation whereas the Arizona

^{4/} Section 3661 of the Public Utilities Code provides: "It is the policy of the State to be pursued by the commission to establish such rates as will promote the freedom of movement of the products of agriculture...at the lowest lawful rates compatible with the maintenance of adequate transportation service".

traffic is not. He said that Arizona traffic now enjoys a level of rates about 10 percent below rates from the Imperial Valley.

This witness stated that the Imperial Truck Lines carries general commodities, as a common carrier, from Los Angeles and San Diego to the valley areas and produce and some general commodities in the reverse direction. He said that the produce traffic is essential to a balanced and profitable operation. He asserted that one shipper of important produce traffic acquired proprietary equipment to haul his traffic as a result of the latest general increase in the produce rates. This equipment is used to haul produce traffic from the valleys to Los Angeles and San Diego and general commodities and other ranch supplies for the shipper on the return movements. Thus, the witness asserted, the carrier's traffic has been reduced in both directions, but particularly on the movement into the market areas. The witness alleged that the carrier's operations are now profitable under current rates, but that loss of further traffic would seriously affect the carrier's ability to operate profitably. He expressed the opinion that increases in produce rates from the valley areas in question would increase proprietary carriage and would attract a greater volume of traffic from Arizona to the detriment of his operations.

Representatives of Sunkist Growers, Inc., and California Farm Bureau Federation generally oppose any increases in these rates. As an alternative, they urge that no increases in excess of 3 percent be authorized in rates on citrus fruit subject to minimum weights of 39,000 pounds or more and in rates on other produce subject to minimum weights of 40,000 pounds or more. Counsel for petitioner

indicated that petitioner would have no objection to the latter proposal.

It is clear from the record that increases in the minimum rates are justified in the face of increased carrier operating costs. In general, the rate adjustments developed by the staff provide a reliable measure of the increases in rates justified on this record. With exceptions hereinafter discussed, the rate adjustments developed by the staff, including the staff proposal for disposition of fractions in lieu of a minimum increase in rates of one cent per 100 pounds will be adopted.

As hereinbefore indicated, strong representations have been made on this record to limit increases in rates subject to minimum weights of 39,000 pounds or more to 3 percent. The record shows that California producers are being subjected to ever increasing competition in the California markets from growers in adjacent states, particularly in connection with truckload shipments. While the staff evidence shows the effect of the wage increases as a direct offset in the rates, it does not give effect to other considerations. In view of the competitive considerations disclosed and the fact that these minimum rates shortly will be reviewed on a much more extensive record, the Commission finds that increases in excess of 3 percent in rates on citrus fruit, subject to minimum weights of 39,000 pounds or more, and on other fruits and vegetables, subject to minimum weights of 40,000 pounds or more, should not be adopted.

This record is not persuasive that the rates for the transportation of produce from the Coachella and Imperial Valleys

to Los Angeles and San Diego should be adjusted at this time. Moreover, this record provides no satisfactory basis for the adjustment of the San Francisco area and East Bay area rates. (Rates set forth in Section No. 4 of Minimum Rate Tariff No. 8.) The Commission is of the opinion and finds that adjustments, if any, in these rates should await consideration on the broader record to be developed in Petition 30 in this proceeding.

Based upon all the facts and circumstances of record, the Commission hereby finds that the minimum rates established by the order which follows will be just, reasonable and nondiscriminatory minimum rates for the transportation governed thereby; that such minimum rate adjustments will promote the freedom of movement by carriers of the agricultural commodities involved at the lowest lawful rates compatible with the maintenance of adequate service; and that the increases resulting from the establishment of such rates have been justified. First and Second Amendments to Petition No. 30 will be granted to the extent provided in the order which follows. In all other respects they will be denied. Petition No. 30 in this proceeding will be kept open for the receipt of further evidence when the parties have completed their studies and are ready to proceed.

Other minor changes not related to the subject matter of the petition will be made in some of the tariff pages herein being revised.^{5/}

^{5/} Correction of printing errors (Items Nos. 170 and 283), correction of cross-reference to another item (Item No. 250), change in title of items for uniformity with other tariffs (Items Nos. 65 and 415), and clarification of territorial description (Item No. 282).

SECOND INTERIM ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff No. 8 (Appendix C of Decision No. 33977, as amended) is hereby further amended by incorporating therein, to become effective December 14, 1963, the revised pages attached hereto, and listed in Appendix B, also attached hereto, which pages and appendix are made a part hereof by this reference.

2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and shall be made effective not later than December 14, 1963.

3. Common carriers, in establishing and maintaining the rates and charges authorized or directed hereinabove, 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 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 long- and short-haul departures and to this order.

APPENDIX A

LIST OF APPEARANCES

Respondents: Russell & Schureman, by R. Y. Schureman and Carl H. Fritze, for Imperial Truck Lines Inc.; and A. J. Konicki, Eugene J. McSweeney, and W. N. Greenham, for Pacific Motor Trucking Company.

Petitioner: J. C. Kaspar, J. X. Quintrall, and A. D. Poe, for California Trucking Association.

Protestant: Leslie M. Cox, by James F. Hoadley, for Western Growers Association.

Interested Parties: William A. Ryan, for Sunkist Growers, Inc.; Wright E. Toalson, for Pure Gold, Inc.; Homer A. Harris, for Associated Produce Dealers and Brokers of Los Angeles; Francis P. Pusateri and Calhoun E. Jacobson, for Potato Growers Association of California, Inc.; Paul C. Helin, for Calavo Growers of California; E. Alan Mills, for California Grape & Tree Fruit League; Ralph Hubbard, for California Farm Bureau Federation; Larry Borden, for Safeway Stores, Inc.; E. J. Langhofer, for San Diego Chamber of Commerce; and Thomas B. Gallen and Primo R. Repetto, for Golden Gate Produce Terminal.

Commission Staff: J. W. Mallory, R. A. Lubich, and R. J. Carberry.

Appendix B to Decision No. 66159

List of Revised Pages to Minimum Rate Tariff No. 8

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(END OF APPENDIX B LIST)

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} Change
 * Addition } Decision No. 66199

EFFECTIVE DECEMBER 11, 1963

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 335

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
Δ 65	<p style="text-align: center;">Δ UNITS OF MEASUREMENT TO BE OBSERVED</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>
70	<p style="text-align: center;">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 style="text-align: center;">Δ Change, neither increase) nor reduction) Decision No. 66199</p>	
<p>EFFECTIVE DECEMBER 14, 1963</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 336</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																												
	APPLICATION OF RATES																												
	<p>1. Deductions</p> <p>(a) Rates provided in this tariff are for transportation of shipments, as defined in Item No. 11(k), (l) and (m) from point of origin to point of destination, subject to Items Nos. 130, 140 and 150.</p> <p>(b) Except as provided in Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, the pickup and delivery rates specifically named in this tariff shall be subject to the following deductions:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td colspan="3" style="text-align: center;">Deductions, in cents per 100</td> </tr> <tr> <td style="text-align: center;">When shipment moves under rates subject to minimum weights of:</td> <td colspan="3" style="text-align: center;">lbs. except as shown:</td> </tr> <tr> <td></td> <td colspan="3" style="text-align: center;">Columns</td> </tr> <tr> <td></td> <td style="text-align: center;">(1)</td> <td style="text-align: center;">(2)</td> <td style="text-align: center;">(3)</td> </tr> <tr> <td>Less than 2000 pounds</td> <td style="text-align: center;">15</td> <td style="text-align: center;">5</td> <td style="text-align: center;">20</td> </tr> <tr> <td>2000 but less than 4000 pounds</td> <td style="text-align: center;">10</td> <td style="text-align: center;">5</td> <td style="text-align: center;">15</td> </tr> <tr> <td>4000 but less than 10,000 pounds</td> <td style="text-align: center;">5</td> <td style="text-align: center;">5</td> <td style="text-align: center;">10</td> </tr> </table> <p style="margin-left: 40px;">In cents per shipment when shipment weighs less than 100 pounds.</p> <p>Column (1) - Applies on shipments originating at carrier's established depot.</p> <p>Column (2) - Applies on shipments destined to carrier's established depot.</p> <p>Column (3) - Applies on shipments originating at and destined to carrier's established depots.</p> <p>NOTE 1.-No deduction shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, or from minimum charges provided by Item No. 160.</p> <p>NOTE 2.-No deduction shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.</p> <p>NOTE 3.-Deductions made under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots, subject to Note 2.</p> <p>NOTE 4.-In no case shall the net transportation rate be less than 14 cents per 100 pounds, or less than the pickup and delivery rate, whichever is lower.</p>		Deductions, in cents per 100			When shipment moves under rates subject to minimum weights of:	lbs. except as shown:				Columns				(1)	(2)	(3)	Less than 2000 pounds	15	5	20	2000 but less than 4000 pounds	10	5	15	4000 but less than 10,000 pounds	5	5	10
	Deductions, in cents per 100																												
When shipment moves under rates subject to minimum weights of:	lbs. except as shown:																												
	Columns																												
	(1)	(2)	(3)																										
Less than 2000 pounds	15	5	20																										
2000 but less than 4000 pounds	10	5	15																										
4000 but less than 10,000 pounds	5	5	10																										
120	<p>2. Deliveries Within a Single Market Area</p> <p>For the purpose of applying the rates in this tariff, multiple deliveries within a single market area as defined in Item No. 290 shall be deemed to be made to one consignee at one point of destination provided charges are paid by a single consignor or a single consignee.</p>																												

APPLICATION OF RATES ON SHIPMENTS SUBJECT TO
MINIMUM WEIGHTS OF 10,000 POUNDS OR LESS

Rates in this tariff subject to minimum weights of 10,000 pounds or less, include loading into and unloading from the carrier's equipment, subject to Note 1.

§130

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 $\$12\frac{1}{2}$ 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. 66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 337

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
ø140	<p style="text-align: center;">APPLICATION OF RATES ON SHIPMENTS SUBJECT TO MINIMUM WEIGHTS IN EXCESS OF 10,000 POUNDS</p> <p>Rates in this tariff subject to minimum weights in excess of 10,000 pounds include loading into and unloading from carrier's equipment, subject to Note.</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 ◇\$5.35 per hour shall be assessed for the time consumed in excess of 12 minutes per ton.</p>												
ø150	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of ◇\$4.15 per man per hour, minimum charge of ◇\$2.05 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>												
ø155	<p style="text-align: center;">REFRIGERATION-ICING</p> <p>Shipments of fruits, vegetables or mushrooms, as described in Item No. 40, subject to rates governed by minimum weight of 10,000 pounds or more, may be refrigerated by the shipper or his agent, or by the carrier at the request of the shipper or his agent, by means of vehicle icing or bunker icing, subject to the following conditions:</p> <p>(a) Transportation charges for the weight of the ice used shall be based on the rate from point of origin to point of destination applicable on the commodity shipped.</p> <p>(b) Ice shall be furnished by or at the expense of the shipper.</p> <p>(c) Weight of the ice may be used to make up the applicable minimum weight.</p> <p>(d) When movement of truck equipment from loading point to ice plant is involved the following additional charges shall apply:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">Minimum Weight (In Pounds)</th> <th style="text-align: right;">◇ Additional Charge (Per Shipment)</th> </tr> </thead> <tbody> <tr> <td>10,000</td> <td style="text-align: right;">\$3.90</td> </tr> <tr> <td>18,000</td> <td style="text-align: right;">5.70</td> </tr> <tr> <td>24,000</td> <td style="text-align: right;">6.80</td> </tr> <tr> <td>30,000</td> <td style="text-align: right;">7.70</td> </tr> <tr> <td>36,000</td> <td style="text-align: right;">8.55</td> </tr> </tbody> </table> <p>(e) When shipments are reiced in transit no additional transportation charges will be assessed for the weight of the added ice. The provisions of paragraph (b) and charges named in paragraph (d) of this item will also apply on reiced shipments.</p>	Minimum Weight (In Pounds)	◇ Additional Charge (Per Shipment)	10,000	\$3.90	18,000	5.70	24,000	6.80	30,000	7.70	36,000	8.55
Minimum Weight (In Pounds)	◇ Additional Charge (Per Shipment)												
10,000	\$3.90												
18,000	5.70												
24,000	6.80												
30,000	7.70												
36,000	8.55												
	<p>ø Change) ◇ Increase) Decision No. 66199</p>												

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 338

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
6160	<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 border="0" style="margin-left: auto; margin-right: auto;"><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;">74</td></tr><tr><td>Over 25 pounds but not over 50 pounds -----</td><td style="text-align: right;">96</td></tr><tr><td>Over 50 pounds but not over 75 pounds -----</td><td style="text-align: right;">115</td></tr><tr><td>Over 75 pounds but not over 100 pounds -----</td><td style="text-align: right;">135</td></tr><tr><td>Over 100 pounds -----</td><td style="text-align: right;">145</td></tr></tbody></table> <p>(b) When the constructive distance exceeds 150 miles:</p> <p>The charge for 100 pounds at the commodity rate applicable thereto but not less than ◇\$1.65.</p>	Weight of Shipment	◇ Minimum Charge in Cents	25 pounds or less -----	74	Over 25 pounds but not over 50 pounds -----	96	Over 50 pounds but not over 75 pounds -----	115	Over 75 pounds but not over 100 pounds -----	135	Over 100 pounds -----	145
Weight of Shipment	◇ Minimum Charge in Cents												
25 pounds or less -----	74												
Over 25 pounds but not over 50 pounds -----	96												
Over 50 pounds but not over 75 pounds -----	115												
Over 75 pounds but not over 100 pounds -----	135												
Over 100 pounds -----	145												
6170	<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 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	_____	94
100	500	_____	125
500	1,000	_____	155
1,000	2,000	_____	225
2,000	4,000	_____	290
4,000	10,000	_____	415
10,000	20,000	_____	510
20,000		_____	660

◇ Change)
◇ Increase) Decision No. 66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 339

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																														
	SPLIT DELIVERY																														
	<p>The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <p>(a) Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination.</p> <p>(b) Point-to-point rates for which routes are provided in Item No. 500 shall be applied only when point of origin and all points of destination are within the territories which the point-to-point rates apply, or are located between said territories on a single authorized route.</p> <p>(c) Point-to-point rates determined under paragraph (b) may be combined with distance rates provided in paragraph (a) where lower charges result. The applicable distance rate factor shall be determined by use of one half the shortest distance from the territory or authorized route and return thereto via the off-route point or points of origin and destination.</p> <p>(d) For each split delivery shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination and the description and weight or property in each component part of such shipment.</p> <p>(e) If split pickup is performed on a split delivery shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph (d) hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p> <p>NOTE 1: In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left;">Weight of Component Part (In Pounds)</th> <th style="text-align: right;">Split Delivery Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: left;">Over</th> <th style="text-align: left;">But not over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: right;">0</td> <td style="text-align: right;">100 -----</td> <td style="text-align: right;">94</td> </tr> <tr> <td style="text-align: right;">100</td> <td style="text-align: right;">500 -----</td> <td style="text-align: right;">125</td> </tr> <tr> <td style="text-align: right;">500</td> <td style="text-align: right;">1,000 -----</td> <td style="text-align: right;">155</td> </tr> <tr> <td style="text-align: right;">1,000</td> <td style="text-align: right;">2,000 -----</td> <td style="text-align: right;">225</td> </tr> <tr> <td style="text-align: right;">2,000</td> <td style="text-align: right;">4,000 -----</td> <td style="text-align: right;">290</td> </tr> <tr> <td style="text-align: right;">4,000</td> <td style="text-align: right;">10,000 -----</td> <td style="text-align: right;">415</td> </tr> <tr> <td style="text-align: right;">10,000</td> <td style="text-align: right;">20,000 -----</td> <td style="text-align: right;">540</td> </tr> <tr> <td style="text-align: right;">20,000</td> <td style="text-align: right;">-----</td> <td style="text-align: right;">660</td> </tr> </tbody> </table> <p>See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.</p>	Weight of Component Part (In Pounds)		Split Delivery Charge for Each Component Part in Cents	Over	But not over		0	100 -----	94	100	500 -----	125	500	1,000 -----	155	1,000	2,000 -----	225	2,000	4,000 -----	290	4,000	10,000 -----	415	10,000	20,000 -----	540	20,000	-----	660
Weight of Component Part (In Pounds)		Split Delivery Charge for Each Component Part in Cents																													
Over	But not over																														
0	100 -----	94																													
100	500 -----	125																													
500	1,000 -----	155																													
1,000	2,000 -----	225																													
2,000	4,000 -----	290																													
4,000	10,000 -----	415																													
10,000	20,000 -----	540																													
20,000	-----	660																													

6180

Change)
Increase) Decision No. 66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 340

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<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, 02½ cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note);</p> <p>(2) For unloading carrier's equipment, 02½ cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note);</p> <p>Δ (3) For C.O.D. services - charges provided in Item No. 192;</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>(1) Paragraph (a) of Item No. 220, only the accessorial charges for unloading shall be assessed;</p> <p>(2) Paragraph (b) of Item No. 220, only the accessorial charges for loading shall be assessed; and</p> <p>(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>

2250

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.

<ul style="list-style-type: none"> ∅ Change Δ Change, neither increase nor reduction ◇ Increase 	}	Decision No. 66199
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EFFECTIVE DECEMBER 14, 1963

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

Correction No. 341

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued) (Items Nos. 280, 281, 282 and 283)</p> <p>8. RIO VISTA TERRITORY: (Mileage Basing Point Rio Vista.) Includes all points within the following boundaries: Beginning at the intersection of Egbert Cut and Miners Slough; thence southerly along Miners Slough to the northern boundary of Ryer Island; easterly along the northern boundary of Ryer Island to Sutter Slough; northerly along Sutter Slough to the southern tip of Merritt Island; southeasterly along an imaginary line to State Route 24; southeasterly along State Route 24 and an unnamed county road which follows the course of the Sacramento River to Georgiana Slough at Walnut Grove; southerly along Georgiana Slough to the North Fork of the Mokelumne River; southerly along the North Fork of the Mokelumne River to the San Joaquin River; southeasterly along the San Joaquin River to Medford Island; southerly and westerly along the eastern and southern boundaries of Medford Island to Middle River; southerly along Middle River to Bacon Island; westerly along the northern boundary of Bacon Island to Old River; northerly along Old River to the southern boundary of Jersey Island; westerly along the southern boundary of Jersey Island to Sherman Island; westerly and northerly along the southern and western boundaries of Sherman Island to the Sacramento River; northeasterly along the Sacramento River to Ryer Island; northwesterly along the western boundary of Ryer Island and the southern boundary of Hastings Tract to Hastings Canal; northeasterly along Hastings Canal to Cache Slough; southeasterly along Cache Slough to Liberty Island; northeasterly along the western and northern boundaries of Liberty Island to Liberty Cut; southerly along Liberty Cut to Egbert Cut; northeasterly along Egbert Cut to point of beginning.</p> <p>9. SACRAMENTO TERRITORY includes all of the City of Sacramento and the territory located within one mile of the city limits, also the territory bounded as follows: Beginning at the point where Highway U.S. 40-99E (Del Paso Boulevard) intersects the northern city limits of Sacramento along said highway to Rio Linda Boulevard; northeasterly along Rio Linda Boulevard to Nogales Avenue; southeasterly along Nogales Avenue to 10th Street; southerly along 10th Street to East El Camino Avenue; easterly along East El Camino Avenue to 11th Street; southerly along 11th Street to Bassetlaw Avenue; southeasterly along Bassetlaw Avenue to its junction with Swanston Road at Swanston Station including the plants of C. Swanston & Son, Lumbermen's Supply, Inc., Sacramento Wool Company, Sacramento Feed Company and the Essex Lumber Company; returning westerly along Bassetlaw Avenue to its junction with Highway U. S. 40-99E (Del Paso Boulevard) and along Del Paso Boulevard to point of beginning.</p> <p>△ 9½ SAN DIEGO TERRITORY includes that area embraced by the following boundary line: Beginning at the intersection of Miramar Road and El Camino Real (U. S. Highway No. 101); easterly along Miramar Road to U.S. Highway No. 395; easterly</p>

Δ282

along a direct line to the intersection of Maine Avenue (State Sign Route No. 67) and the San Diego River; southerly along Maine Avenue (State Sign Route No. 67) to Los Coches Road; southeasterly along Los Coches Road to U.S. Highway No. 80; southwesterly along U.S. Highway No. 80 to 3rd Street; southerly along 3rd Street to Washington Avenue; westerly along Washington Avenue to Jamacha Road; southerly and along Jamacha Road to Campo Road (State Sign Route No. 94) southeasterly along Campo Road (State Sign Route No. 94) to Jamul; southerly along a direct line to the International Boundary Line; westerly along the International Boundary Line to the shore line of the Pacific Ocean; northerly along the shore line of the Pacific Ocean to a point due west of the intersection of Miramar Road and El Camino Real (U.S. Highway No. 101); easterly along a direct line to the point of beginning.

Δ Change, neither increase
nor reduction, Decision No. 66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 342

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 280, 281, 282 and 283)</p> <p>10. SAN FRANCISCO TERRITORY includes that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of Highway U.S. 101; southerly along an imaginary line 1 mile west of and paralleling Highway U.S. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with State Route No. 17; northerly along State Route 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to Highway U.S. 40 (San Pablo Avenue); northerly along Highway U.S. 40 to and including the City of Richmond; southwesterly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to San Francisco Waterfront at the foot of Market Street; westerly along said waterfront and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.</p> <p>△ 11. TERMINOUS TERRITORY: (Mileage Basing Point Terminus) Includes all points within the following boundaries: Beginning at the intersection of the county road known as Lower Stockton Road and an unnamed county road approximately 4.5 miles south of Franklin; thence southerly along Lower Stockton Road to State Route 12; southeasterly along State Route 12 to the first county road running north and south approximately 1.8 miles southeast of Thornton; southerly along said county road for a distance of 1.4 miles; westerly along an imaginary line to the eastern boundary of Libbys Canal Ranch; southerly along the eastern boundaries of Libbys Canal Ranch, Brack Tract and Terminus Tract to Sargent Slough; westerly along Sargent Slough to Little Slough; southerly</p>

△283

along Little Slough to Whites Slough; easterly along Whites Slough to the northwest corner of the Rio Blanco Tract; easterly and southerly along the northern and eastern boundaries of the Rio Blanco Tract and the eastern boundary of the Bishop Tract to the southern boundary of the Bishop Tract; easterly to Lower Stockton Road; southeasterly along Lower Stockton Road to Fourteen-Mile Slough; westerly along Fourteen-Mile Slough and Twenty-one Mile Slough to Disappointment Slough; southeasterly along Disappointment Slough and Twelve-Mile Slough to the northeast corner of the Elmwood Tract; southerly along the eastern boundaries of the Elmwood Tract; southerly along the eastern boundaries of the Elmwood Tract and Sargent-Barnhart Tract to the Calaveras River; southwestward along the Calaveras River to the San Joaquin River; northwestward along the San Joaquin River to Burns Cutoff; southerly along Burns Cutoff to an unnamed county road running east and west; westerly along said county road for a distance of 3.25 miles; northerly along an imaginary line for a distance of .75 miles; westerly along an imaginary line to Whiskey Slough; northwestward along Whiskey Slough to Empire Cut; westerly along Empire Cut to Middle River; northerly along Middle River to Medford Island; easterly and northerly along the southern and eastern boundaries of Medford Island to the San Joaquin River; northwestward along the San Joaquin River to the North Fork of the Mokelumne River; northerly along the North Fork of the Mokelumne River to the southern terminous of Georgiana Slough; northerly along Georgiana Slough to Walnut Grove; northwestward along an unnamed county road which follows the course of the Sacramento river to its junction with State Route 24; northeasterly along State Route 24 to an unnamed county road approximately 1.5 miles northeast of Courtland; southerly and easterly along said county road to point of beginning.

△ Change, neither increase nor reduction, Decision No. 66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 343

Cancel

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)							
	FRUITS, NUTS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40. (Items Nos. 300 and 301)							
	MILES		MINIMUM WEIGHT IN POUNDS					
	Over	But Not Over	Any Quantity	2,000	4,000	10,000	18,000	24,000
	0	3	90	61	51	33	24	22
	3	5	90	61	51	33	25	23
	5	10	91	61	53	35	26	24
	10	15	92	61	55	36	27	25
	15	20	94	62	58	37	28	26
	20	25	96	62	59	38	30	27
	25	30	97	63	60	39	31	28
	30	35	98	64	61	42	32	29
	35	40	99	65	62	43	33	30
	40	45	100	66	63	45	34	32
	45	50	103	67	65	46	36	33
	50	60	105	71	66	47	38	36
	60	70	109	73	68	48	42	38
	70	80	111	75	70	50	43	39
	80	90	114	77	71	53	45	41
	90	100	116	83	73	55	46	42
	100	110	118	86	76	59	47	44
	110	120	122	88	78	61	49	46
	120	130	124	90	81	64	50	47
	130	140	125	92	83	66	52	48
	140	150	127	94	85	69	53	49
	150	160	129	96	87	71	54	50
	160	170	133	98	88	73	55	51
	170	180	136	101	89	74	57	53
	180	190	137	102	90	75	60	55
	190	200	139	103	91	76	61	56
	200	220	140	107	94	77	63	59
	220	240	144	109	96	80	65	60
	240	260	146	110	98	82	67	62
	260	280	148	112	101	84	69	64
	280	300	151	114	103	86	72	66
	300	325	154	119	107	91	74	69
	325	350	157	121	109	95	77	71
	350	375	163	125	113	97	79	75
	375	400	166	129	117	100	83	78
	400	425	170	134	120	105	87	82
	425	450	173	137	126	108	90	85
	450	475	177	141	130	111	92	88
	475	500	181	145	133	115	95	89
	500	525	184	149	136	119	99	93

6 0
(1)
300

525	550	188	152	139	123	102	98
550	575	194	156	144	126	105	100
575	600	196	160	147	129	108	103
600	625	199	163	149	132	111	105
625	650	203	167	155	136	116	109
650	675	207	170	159	141	118	111
675	700	212	173	162	144	121	113
For distances over 700 miles add for each 25 miles or fraction thereof		03½	03½	03	03	02½	02½

(Continued in Item No. 301)

(1) Portion of rates formerly shown in this item transferred to Item 301 on Twelfth Revised Page 30.

Change)
 Increase, except as noted) Decision No. 66199
 No Change)

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 344

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)					
	FRUITS, NUTS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40. (Items Nos. 300 and 301)					
MILES		MINIMUM WEIGHT IN POUNDS				
But Over	Not Over	(1) 30,000	(1) 36,000	(2) 36,000	*(1) 40,000	*(2) 40,000
0	3	19½	16½	16	15½	15½
3	5	21	17½	16½	16½	16
5	10	22	19½	17	18½	16½
10	15	23	20½	17½	19½	17
15	20	24	22	18½	20½	18
20	25	25	23	19½	21½	19
25	30	26	24	20½	22½	20
30	35	27	25	21½	23½	21
35	40	28	26	22	24½	21½
40	45	29	27	23	26	22½
45	50	30	28	24	27	23½
50	60	32	29	25	28	24½
60	70	33	30	27	29	25½
70	80	36	32	28	30	27
80	90	37	33	30	31	29
90	100	39	34	31	32	30
100	110	40	36	32	34	31
110	120	42	38	33	36	32
120	130	44	39	35	37	34
130	140	45	41	36	39	35
140	150	46	43	37	41	36
150	160	47	44	39	42	38
160	170	48	45	41	43	40
170	180	51	47	42	45	41
180	190	52	48	44	46	42
190	200	53	49	45	47	43
200	220	55	51	47	49	45
220	240	57	52	49	51	47
240	260	59	53	51	53	49
260	280	62	55	53	55	51
280	300	64	58	55	58	54
300	325	66	60	58	60	57
325	350	68	64	62	63	60
350	375	72	67	65	66	63
375	400	74	70	68	69	66
400	425	78	74	70	72	68
425	450	82	77	74	75	72
450	475	85	79	76	77	74
475	500	88	82	80	80	77
500	525	91	84	82	82	79

80
(3)
301

525	550	93	87	85	85	82
550	575	95	89	87	88	84
575	600	98	91	90	90	88
600	625	100	93	92	92	90
625	650	104	95	95	94	93
650	675	106	98	100	97	97
675	700	108	101	102	99	99
For distances over 700 miles add for each 25 miles or fraction thereof		02	02	02½	2	2½

- (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, Prickley Pears, Spinach (loose).
- (2) Applies only to transportation of apples and/or pears moving in interstate or in foreign commerce.

- (3) Portion of the rates formerly shown in this item transferred to Item No. 300 on Thirteenth Revised Page 29.

∅	Change	}	Decision No. 66199
*	Addition		
◇	Increase, except as noted		
○	No Change		

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 345

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	11½	8½	7½	5½	
5	10	13	10	8½	7	
10	15	14	11	9½	8	
15	20	15	12	10½	9	
20	25	18	13	12	10	
25	30	19	14½	12	10	
30	35	21	15½	13	11½	
35	40	23	16½	13	11½	
40	45	25	17½	14½	12½	
45	50	26	19½	15½	13½	
50	60	30	20	16½	14½	
60	70	35	22	19	15½	
70	80	38	25	20	17	
80	90	41	26	21	18	
90	100	47	28	22	19	
100	110	--	31	23	20	
110	120	--	33	24	21	
120	130	--	36	26	22½	
130	140	--	--	28	24½	
140	150	--	--	29	25½	
150	160	--	--	31	27	
160	170	--	--	32	28	
170	180	--	--	34	29	
180	190	--	--	36	30	
190	200	--	--	37	31	
200	220	--	--	--	32	
220	240	--	--	--	34	
240	260	--	--	--	36	
260	280	--	--	--	38	
280	300	--	--	--	40	

◊ 304

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. 66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California, San Francisco, California.
Correction No. 346

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)							
	CITRUS FRUITS, subject to Note 1.							
MILES		Minimum Weight		MILES		Minimum Weight		
Over	But Not Over	Any Quantity	39,000 Pounds	Over	But Not Over	Any Quantity	39,000 Pounds	
0	3	17	14	190	200	43	40	
3	5	17½	14½	200	220	46	43	
5	10	18	15	220	240	48	45	
10	15	18½	15½	240	260	50	47	
15	20	19	16	260	280	52	49	
20	25	20	17	280	300	55	52	
25	30	21	18	300	325	59	56	
30	35	22	19	325	350	62	59	
35	40	22½	19½	350	375	64	61	
40	45	23½	20½	375	400	67	64	
45	50	24½	21½	400	425	69	66	
50	60	25½	22½	425	450	72	69	
60	70	26½	23½	450	475	74	71	
70	80	27½	24½	475	500	78	75	
80	90	30	27	500	525	80	77	
90	100	31	28	525	550	83	80	
100	110	32	29	550	575	85	82	
110	120	33	30	575	600	88	85	
120	130	35	32	600	625	91	88	
130	140	36	33	625	650	93	90	
140	150	37	34	650	675	97	94	
150	160	38	35	675	700	99	96	
160	170	40	37	For distances over 700 miles add for each 25 miles or fraction thereof.		02½	02½	
170	180	41	38					
180	190	42	39					

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.

◊ Increase, except as noted } Decision No. 66199
 ○ No change }

EFFECTIVE DECEMBER 14, 1963

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

Correction No. 347

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		Minimum Weight
Over	But not Over	Any Quantity	Over	But not Over	Any Quantity
	0	3	20½		
	3	5	21	190	200
	5	10	22	200	220
	10	15	22	220	240
	15	20	23	240	260
				260	280
	20	25	24	280	300
	25	30	24	300	325
	30	35	26	325	350
	35	40	27	350	375
	40	45	27	375	400
	45	50	28	400	425
	50	60	29	425	450
	60	70	30	450	475
	70	80	31	475	500
	80	90	32	500	525
	90	100	34	525	550
	100	110	35	550	575
	110	120	36	575	600
	120	130	39	600	625
	130	140	40	625	650
	140	150	41	650	675
	150	160	44	675	700
	160	170	45	For distances over 700 miles add for each 25 miles or fraction thereof	
	170	180	46		
	180	190	47		
0307					02½

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.

◇ Increase, except as noted. } Decision No. 66199
○ No Change

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 348

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)					
	EMPTY CONTAINERS, as described in Item No. 40. (Items Nos. 310 and 311)					
	MILES		MINIMUM WEIGHT			
	Over	But Not Over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
0310	0	3	74	42	31	17
	3	5	74	43	31	17½
	5	10	75	44	32	18
	10	15	76	45	33	18½
	15	20	77	46	33	19
	20	25	77	47	34	19½
	25	30	78	48	35	20
	30	35	79	49	36	21
	35	40	79	50	37	21
	40	45	80	51	38	22
	45	50	81	52	39	23
	50	60	82	54	40	24
	60	70	83	56	41	25
	70	80	84	57	42	26
	80	90	85	59	43	27
	90	100	86	61	44	28
	100	110	87	63	45	29
	110	120	88	65	46	30
	120	130	89	67	47	31
	130	140	90	69	48	32
	140	150	91	71	49	33
	150	160	92	73	50	34
	160	170	93	75	51	35
	170	180	93	77	51	35
	180	190	94	80	52	36
	190	200	95	82	53	37
	200	220	97	85	54	39
	220	240	98	88	56	40
240	260	100	91	57	42	
260	280	101	94	58	43	

(Continued in Item No. 311)

◊ Increase, except as noted) Decision No. 66199
 ○ No change

EFFECTIVE DECEMBER 11, 1963

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

Correction No. 349

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)						
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		
0311	280	300	102	98	60	45	
	300	325	104	104	62	47	
	325	350	106	106	64	49	
	350	375	107	107	65	51	
	375	400	109	109	67	52	
	400	425	111	111	70	54	
	425	450	113	113	72	56	
	450	475	115	115	73	58	
	475	500	117	117	75	059	
	500	525	119	119	77	61	
	525	550	121	121	79	63	
	550	575	123	123	80	65	
	575	600	125	125	82	67	
	600	625	126	126	83	69	
	625	650	128	128	85	70	
	650	675	130	130	86	072	
	675	700	132	132	88	74	
	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. 66199				
	EFFECTIVE DECEMBER 14, 1963						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 350							

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.									
BETWEEN	AND	MINIMUM WEIGHT							
		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) *06 315 COACHELLA VALLEY TERRITORY as described in Item No. 280	LOS ANGELES ZONE 1 as described in the Distance Table	115	85	77	60	48	45	41	38
	SAN DIEGO ZONE 21 as described in the Distance Table	127	95	83	69	53	50	48	44
IMPERIAL VALLEY TERRITORY as described in Item No. 281	LOS ANGELES ZONE 1 as described in the Distance Table	131	100	88	72	59	56	52	48
	SAN DIEGO ZONE 21 as described in the Distance Table	120	90	81	66	50	47	44	41
<p>(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 or zones shown in this item via Routes 21, 22 and 23, 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.</p>									

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

* Addition)
◇ Increase) Decision No. 66199
◊ Reduction)

EFFECTIVE DECEMBER 14, 1963

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

Correction No. 351

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.										
	BETWEEN	AND	MINIMUM WEIGHT								
			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	*(2) 40,000 Pounds
80 (1) 320	LOS ANGELES TERRITORY, as described in Item No. 281.	SAN FRANCISCO TERRITORY, as described in Item No. 283.	155	121	109	95	77	71	68	64	63
		SACRAMENTO TERRITORY, as described in Item No. 282.									
	EMPTY CONTAINERS, as described in Item No. 40.										
	BETWEEN	AND	MINIMUM WEIGHT								
			Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds					
0 330	LOS ANGELES TERRITORY, as described in Item No. 281.	SAN FRANCISCO TERRITORY, as described in Item No. 283.	106	104	64	49					
		SACRAMENTO TERRITORY, as described in Item No. 282.									

VEGETABLES, VIZ.:
Cabbage, Carrots, Celery, Lettuce, Tomatoes,
(See Notes 1 and 2)

Minimum
Weight

From	To	Minimum Weight	
		36,000 Pounds	*40,000 Pounds
Watsonville Territory, as described in Item No. 284.	Los Angeles Territory, as described in Item No. 281.	64	63

60333

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.-Rates named in this item apply only on shipments from coolers, precooling plants and packing sheds.

- (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, Leeks, Mushrooms, Onions (green), Oyster Plant (Salsify), Parsley, Parsnips with tops, Prickly Pears, Spinach (loose).

Change }
Addition }
Increase } Decision No. 66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 352

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	52	56	56	60
2	48	54	50	57
3	36	36	40	38
4	52	45	56	50

NOTE 1: Producing Areas are described as follows:

- (a) Area A includes all points within a radius of five miles of the town of Pixley, in Tulare County, and the points south thereof on U. S. Highway No. 99 to the Kern County line; also all points in Kern County lying north of State Highway No. 178.
- (b) Area B includes all of Kern County lying south of producing Area A; and the area bounded as follows: from the Kern County line southerly along U. S. Highway No. 99 to a point $\frac{1}{4}$ mile south of State Highway 138, easterly along an imaginary line $\frac{1}{4}$ mile south of State Highway 138 to U. S. Highway No. 6, northerly along U. S. Highway No. 6 to the Kern County line, westerly along the Kern County line to point of beginning.

NOTE 2: Delivery Zones are as follows:

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

NOTE 3: 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.

0335

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

	From	To	Rate
0(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.	34

(1) Expires with July 1, 1964.

◇ Increase, Decision No.

66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 353

Cancels

Item No. SECTION NO. 2 - POINT TO POINT COMMODITY RATES
(In Cents per 100 Pounds)

POTATOES (OTHER THAN SWEET POTATOES OR YAMS) AND ONIONS
Minimum Weight 40,000 Pounds (See Note 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	28	30	30	32
2	30	30	32	32

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, 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.

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.

◇ Increase Decision No. 66199

EFFECTIVE DECEMBER 14, 1963

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

Correction No. 354

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)			
TG	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 -----	29 19	31 21	
San Jose -----	24	26	
Vallejo -----	26	28	
Los Angeles -----	58	60	
345	NOTE 1: Delta Producing Area includes Stockton and the following islands or tracts: King, Empire, Venice, Rindge, Terminous, Brack, McDonald, Mandeville, Bacon and Roberts.		
	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. 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.)		
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.		
	Over	But Not Over	Potatoes and/or Onions in 100-pound Sacks or Crates or 110-pound Crates
0	5	8 $\frac{1}{2}$	Onions in 50-pound Sacks or Cartons
5	10	9 $\frac{1}{2}$	10 $\frac{1}{2}$
10	15	10 $\frac{1}{2}$	12
15	20	12	13
20	25	13	14 $\frac{1}{2}$
25	30	14 $\frac{1}{2}$	15 $\frac{1}{2}$
30	35	15 $\frac{1}{2}$	16 $\frac{1}{2}$
35	40	16 $\frac{1}{2}$	17 $\frac{1}{2}$
			19
350	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.)		

•Increase, Decision No.

66199

EFFECTIVE DECEMBER 14, 1963

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

Correction No. 355

Item No. SECTION NO. 2 - COMMODITY RATES
 (In Cents Per 100 Pounds)

GRAPES (See Notes 1, 2 and 3.) ANY QUANTITY.

TO	FROM (See Note 4)				
	Lodi Zone	Reedley Zone	Exeter Zone	Richgrove Zone	Arvin Zone
Docks, Piers and Wharves at:					
San Francisco, Alameda, Oakland, Richmond	35	51	57	61	66
Los Angeles Harbor (San Pedro, Wilmington, Terminal Island) and Long Beach	71	58	53	48	44
Stockton	24	42	46	50	57

0360

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.

SEED POTATOES, viz.: Potatoes, in packages, certified and tagged as seed potatoes by the Department of Agriculture.

BETWEEN	RATE
Points in California except as provided in Note 1.	Determine the rate otherwise applicable on the shipment under other provisions of this tariff, and deduct 4 cents per 100 pounds based upon the actual or higher minimum weight used in determining the rate, subject to Note 2.

NOTE 1.-This item is not applicable if the shipment has either point of origin or point of destination within any of the single market areas described in Item No. 290.

0363

NOTE 2.--(a) No deduction shall be made from minimum charges provided in Item No. 160.

(b) In no event shall the rate after deduction be less than the rate shown below for the minimum weight upon which the rate was determined:

<u>Minimum Weight in Pounds</u>	<u>Rate in Cents Per 100 Pounds</u>
Any Quantity	90
2,000	61
4,000	51
10,000	33
18,000	24
24,000	22
30,000	19½
36,000 or more	16

◇ Increase, Decision No. 66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 356

Item No.	SECTION NO. 3 - SPECIAL LOS ANGELES AREA RATES
405	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Except as otherwise provided, rates in this Section are subject to the rules in Section No. 1.</p> <p>Rates in Section No. 3 apply (1) for the transportation of fruits, nuts and vegetables specified in Item No. 40 from Los Angeles Local Produce Territory as described in Item No. 425 to the Los Angeles Market Area as described in Item No. 430 and for the empty containers described in Item No. 40 in the reverse directions; and (2) for the transportation of the fruits, nuts, vegetables and empty containers described in Item No. 40 within the Los Angeles Market Area.</p> <p>Rates in Item No. 450 do not apply on shipments to points not located within the Los Angeles Market Area.</p> <p>Rates in Section No. 3 apply to transportation by City Carriers, Radial Highway Common Carriers and Highway Contract Carriers.</p>
415	<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p style="text-align: center;">(Exception to Item No. 65)</p> <p>Rates or accessorial charges may be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in Section No. 3 are stated, provided:</p> <ol style="list-style-type: none"> (1) The freight charges assessed are not less than those which would have been assessed had the rates and accessorial charges stated in this section 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 in this section.
<p>△ Change, neither increase nor reduction, Decision No. 66199</p>	
<p style="text-align: center;">EFFECTIVE DECEMBER 14, 1963</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 357</p>	

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.							
	FRUITS, NUTS 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.							
0450	MILES		MINIMUM WEIGHT					
	Over	But Not Over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds	18,000 Pounds	24,000 Pounds
	0	5	46	38	34	29	22	18½
	5	10	46	38	34	31	23	20
	10	15	46	38	34	31	24	21
	15	20	46	38	34	31	25	22
	20	25	50	41	37	34	26	23
	25	30	50	41	37	34	27	24
	30	35	50	41	37	34	28	25
	35	40	50	41	37	34	28	26
40		56	48	44	39	32	27	
	FRUITS, NUTS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40.							
0455			MINIMUM WEIGHT					
			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		46	38	29	17½	13	
	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		46	38	27	14½	12	
Within the Inner Market Zone, as described in Item No. 435		20	17	16	13½	12		

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.

MILES (See Note 1)		MINIMUM WEIGHT			
Over	But Not Over	Any Quantity	2,000 Pounds	4,000 Pounds	10,000 Pounds
0	3	74	42	31	17
3	5	74	43	31	17½
5	10	75	44	32	18
10	15	76	45	33	18½
15	20	77	46	33	19
20	25	77	47	34	19½
25	30	78	48	35	20
30	35	79	49	36	21
35	40	79	50	37	21
40		80	51	38	22

◊ 460

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.

◊ Increase, except as noted } Decision No. 66199
 ○ No change

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 358

Item
No.

SECTION NO. 5 - ROUTING (Concluded)

ROUTES (Concluded)
(Items Nos. 700 and 701)

- (2)Route No. 12: From Production Area "A" (Perris Area) via Highway U.S. 60 to Los Angeles Territory.
- (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.
- (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:
1. Highway U.S. 395 to San Diego Territory.
 2. Highway U.S. 395 to unnumbered highway located on the north side of San Luis Rey River approximately 12 miles south of Temecula; thence via said unnumbered highway to its intersection with Highway U.S. 101 near Oceanside; thence via Highway U.S. 101 to San Diego Territory.
- (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.
- (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.
- (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.
- (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.

701

(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.

*(5)Route No. 21: Between Coachella and Imperial Valley Territories and Los Angeles Zone 1 via U.S. Highway 99.

*(5)Route No. 22: Between Coachella Valley Territory and San Diego Zone 21 via U.S. Highways 99 and 395 or U.S. Highways 99 and 80.

*(5)Route No. 23: Between Imperial Valley Territory and San Diego Zone 21 via U.S. Highway 80.

(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.

*(5) Applies only in connection with rates named in Item No. 315.

Change }
* Addition } Decision No. 66199

EFFECTIVE DECEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 359