

Decision No. 68921**ORIGINAL**

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)

Additional Appearances

(For other appearances see Decisions
 Nos. 63122, 66199 and 66586)

H. F. Kollmyer, for California Trucking Association,
 petitioner.

Fred J. Bopp, for Stacey Transportation Company;
Clare Pattee, in propria persona; B. J. Thompson,
 for J. Thompson Trucking, respondents.

Steve Bond, for Di Giorgio Fruit Corporation; Scott
 D. Flegal and Fred D. Preston, for Safeway Stores,
 Inc.; Leo J. McManus, for Vons Grocery Company;
Ray Meline and Dale Watson, for Alpha Beta Acme
 Markets, Inc.; Alfred A. Rushton, for Rushton &
 Company, Inc.; interested parties.

David M. Becker, for Sunkist Growers; M. J. Davis,
 for California Fruit Exchange; Louis F. DeMartini,
 Jr., for Los Angeles County Farm Bureau; La Verne
 O. Lien, for Potato Growers Association of
 California; J. C. Simpson, for Wholesale Fruit &
 Produce Dealers Association of San Francisco; Ed
 Peters, for Golden Gate Produce Terminal;
 interested parties.

John R. Laurie, for the Commission staff.

SUPPLEMENTAL OPINION

Petition for Modification No. 30 in this case was filed by
 California Trucking Association (C.T.A.) on September 19, 1961.

Therein petitioner sought an interim increase in the minimum rates
 and charges for the transportation of fresh fruits and fresh

vegetables, as set forth in Minimum Rate Tariff No. 8, to offset increases in carrier operating costs. Petitioner also proposed a general review of the minimum rate structure which, when completed, should be the subject of additional hearings and decision.^{1/} Following hearings on the interim phase the Commission issued Decision No. 63122, dated January 16, 1962, directing certain changes in the rates in question, based on the record thus far made. Meanwhile, the Commission's staff was proceeding with the general study.

By first and second amendments to the petition herein, filed on April 8 and May 29, 1963, respectively, petitioner sought a second interim increase in rates for the purpose of offsetting further increases in carrier operating costs which had obtained since the hearings which had resulted in Decision No. 63122, above. Following hearings on the amendments the Commission, by Decision No. 66199 of October 22, 1963, again made interim adjustments in Minimum Rate Tariff No. 8.

The staff's general review of the fruit and vegetable minimum rate structure was divided into two parts. Broadly, the first part related to rules and regulations, while the review of the individual rates and charges was reserved for the second half of the study. The "rules" portion of the study was completed in October 1962 and hearings relative to the resulting staff proposals were held in December 1962 and in January and June 1963. Evidence was also received on alternate proposals advanced by C.T.A. By Decision No. 66586, dated January 7, 1964, and predicated on the record thus far made in the general review, the Commission ordered substantial modifications in the minimum rate tariff, principally in the rules section. These changes became effective on February 15, 1964.

^{1/} A request for a general review of the minimum rate structure on fresh fruits and vegetables had earlier been made by this same petitioner in Petition for Modification No. 29. That petition has been superseded by the instant petition.

During 1963 and 1964 the staff pursued the "rate" portion of its review of the minimum rate structure under consideration. The formulation of the staff rate proposals predicated on said review was completed in October of the latter year and public hearings relative thereto were held before Examiner Bishop at Los Angeles on October 14 and 15, and December 15, 1964 and at San Francisco on October 21 and 22, 1964 and January 13 and 14, 1965. The instant decision relates to the evidence received at those hearings.

Evidence on behalf of the staff was introduced through an associate transportation engineer and a senior transportation rate expert. The engineer testified concerning an analysis of costs involved in the transportation of fresh fruits and vegetables,^{2/} the results of which were set forth in a series of exhibits. The rate expert had formulated proposed revisions in the rates and charges contained in Minimum Rate Tariff No. 8, predicated upon the staff cost evidence and upon other pertinent rate-making considerations. His proposals likewise were set forth in a series of exhibits.

The director of C.T.A.'s division of transportation economics presented, and testified concerning, an exhibit in which were advanced other rate proposals. These modifications were formulated as a result of conferences between C.T.A. and the various shipper interests concerned with the transportation of the commodities here in issue. These proposals were offered as a joint proposal of carriers and shippers. Said proposals differed in many important respects from those advanced by the Commission's staff.

^{2/} Minimum Rate Tariff No. 8 also contains rates on empty, second-hand containers returning from an outbound paying load, or forwarded for a return paying load, of commodities for which rates are provided in that tariff. The staff proposals include modifications in the rates on said containers.

The staff engineer testified that as a basis for his cost study he had utilized statistical reports of the State and Federal Agricultural Departments, and carrier records, from which a general pattern of traffic movement was developed. Selection of the carriers to be studied was predicated, in part, on an examination of carrier reports filed with this Commission. Observations in the producing areas and at the principal markets and distribution points developed additional information covering individual carriers and operations not revealed by the formal reports. The operations of approximately 150 carriers were analyzed. The group included both certificated and permitted types, and owner-operators as well as fleet operators. Also, carriers serving the entire State on a year-round basis, as well as seasonal local carriers, were included.

Information on the general nature of produce carrier operation, specific cost data, traffic analysis and performance, the witness testified, was obtained from carrier records. This information was supplemented by observations made by staff engineers at carrier terminals, points of loading at packing houses, warehouses and in the field, and points of unloading at public markets, chain store warehouses, retail stores and ports. The staff found that there are at least 26 different producing areas in the State, from which the involved commodities move to the major market areas of San Francisco-Oakland and Los Angeles, the minor market areas of San Diego, Fresno, Stockton and Sacramento, and the ports of Los Angeles, Long Beach, San Francisco, Oakland, Stockton and San Diego. Transportation costs were developed by the staff engineer in the following categories: general distance costs; point-to-point costs; special commodity costs; and special accessorial costs.

The rate expert described the investigations and studies which had been made, leading up to the formulation of the staff rate proposals. Prior decisions of the Commission dealing with the transportation of fresh fruits, nuts and vegetables were reviewed, together with previous rate and economic studies prepared by the staff and other parties. Statistical data from reports of the United States and California Departments of Agriculture were reviewed to obtain information concerning such matters as the production and harvesting of produce in the various sections of the State, truck passings and truck unloads at major markets.

Interviews were had with shippers, carriers and others concerned with the transportation here under consideration, in all of the major producing and marketing areas of the State. These inquiries ranged over 21 different subjects, such as the composition of a carrier's traffic, quantities transported, kinds and levels of rates assessed, loading and unloading practices, use of accessorial services, and the feasibility of establishing new point-to-point or zone rates, among others.

Both the cost and rate studies, the record shows, were conducted in 1963 and 1964. They reflect generally carrier operations; grower, shipper and market practices; and traffic patterns, as they relate to the 1963 produce growing and shipping season.

The staff rate proposals, the rate expert testified, are designed to establish rates which will be compatible with the tariff rules established by the aforesaid Decision No. 66536, and to reflect current conditions in the transportation of fresh fruits and vegetables. Many of the problems which shippers and carriers brought to his attention in the course of the field investigations, he said, had since become moot as a result of that decision. With respect to

rate levels, his survey indicated a feeling among many parties that present any-quantity rates are too high and that the truckload rates were in need of upward adjustment.

The staff proposals involve substantial reductions in many instances, particularly in the any-quantity weight bracket. At the same time said proposals reflect many increased rates, mainly in the heavier truckload weight brackets. The increases, however, are, in most instances, modest. The rate expert stated that, while the proposed rate adjustments were formulated in the light of the estimated costs as developed by the staff engineer for the various types of produce movement, he felt that to reduce by more than 20 percent rates which are being presently used and upon which the carriers are relying for revenue would reflect too severe a change. Conversely, he was of the opinion that increases of more than approximately 10 percent in truckload rates would be more than the produce industry could be expected to absorb in a single adjustment. The staff rate proposals further contemplate only minor adjustments in some rates, and in certain others no changes are recommended.

The aforesaid C.T.A. director of transportation economics outlined the background of the rate proposals advanced jointly by the carriers and shippers.

Following receipt of testimony by the staff representatives in October 1964, the director explained, various interested parties reviewed the matter further so that they also could participate constructively in the Commission's investigation. In that spirit the various parties conducted independent investigations and analyses, carefully reviewed the results of the staff investigation, and met to consider possible constructive suggestions for improvement of the

staff proposals. The shippers and carriers, he indicated, appreciate the efforts of the Commission's staff in conducting a comprehensive investigation of the various facets of the distribution and transportation of fresh fruits and vegetables. The shippers and carriers were of the opinion, however, that there were certain aspects of peculiar import to them which required different evaluation from that made by the staff, and that changes had occurred since the time of the staff investigation, which should be reflected in the promulgation of reasonable rates for the future.

Said parties, therefore, applying their judgment to the mass of factual information accumulated by the staff, formulated rate proposals which they felt were required to satisfy the needs of produce shippers and carriers for the foreseeable future. These proposals were developed in the light of past experience with the minimum rate tariff under review, the rate enforcement problems which had arisen, changes in transportation and marketing practices, and the fact that the tariff had been continuously subjected to piecemeal amendment without regard to comprehensive overall relationships, among other factors. The resulting proposals, as presented and explained by the director on behalf of 14 entities included shippers, shipper associations, a produce terminal and the petitioning carrier association.^{3/}

Comparison of the rate adjustments proposed by the staff with those advanced by the Carrier-Shipper group (C-S) discloses many striking differences. In many instances, the staff proposes increases in rates while the corresponding C-S adjustments would result in reductions; in other instances the reverse would be true. In the following paragraphs the principal differences in the two plans of produce rate adjustment will be outlined.

^{3/} The names of the individual organizations are set forth in Appendix A hereof.

Cancellation of Point-to-Point or Zone Rates

Minimum Rate Tariff No. 8 now provides distance or mileage rates which apply generally throughout the State, except for those movements for which so-called point-to-point or zone-to-zone rates apply. In this latter category are rates, for example, which apply on fresh fruits, fresh vegetables and nuts between Los Angeles Territory, on the one hand, and San Francisco and Sacramento Territories, on the other hand. Other rates are named between these territories on empty carriers returning. There are zone rates between Coachella Valley and Imperial Valley Territories, on the one hand, and certain Metropolitan Zones in the Los Angeles and San Diego areas, on the other hand. Additionally, there are rates of this character specifically applicable to the shipments of potatoes from the various producing areas to the market areas of the State. The point-to-point rates are generally lower than rates which would result by application of the general mileage scales. They were established at various times in the past to better meet the requirements of the particular traffic involved.

Under the C-S proposal all point-to-point rates, with the exception of the rates on grapes named in Item No. 360 of the tariff, would be canceled,^{4/} allowing the distance rates of the tariff to apply in lieu thereof. The staff would retain the point-to-point rates, adjusting them to the extent necessary to reflect current costs and other changed circumstances. C.T.A.'s director, testifying in support of cancellation, pointed out that the carriers had previously urged to the Commission the desirability of cancelling the point-to-point rates. The principal result, he said would be that shippers

^{4/} A further exception is found in a special truckload rate of 28 cents per 100 pounds on potatoes in bulk, applicable from Guadalupe and related points to Shafter, as provided in Item No. 336 of the tariff. At the closing sessions of the hearings in this phase of the proceeding the staff rate witness recommended that the aforesaid rate be retained without modification, since the staff cost studies had shown the rate to be compensatory and since it met a special need. The carriers and shippers take no position with regard to this item, their witness stated, since they had not had an opportunity to appraise the staff proposal.

would pay according to the distance the shipment is transported. Thus, the greater the distance, the higher the rate; and the shorter the distance, the lower the rate would be. Under this proposal, he said, the carriers would receive revenue consistent with the cost of service which they provide. Cancellation, he said, also would eliminate (1) problems of tariff interpretation, such as determining whether a certain point is inside a given zone; (2) enforcement of tariff provisions, and (3) problems of discrimination such as arise between competing shippers or receivers, one of whom is located within, and the other outside, a particular zone. The witness cited several decisions in which this Commission has heretofore recognized the inequities and difficulties encountered with point-to-point or zone rates.^{5/}

In the table below are compared, the present rates, the estimated costs from the staff study and the rates proposed by the staff and by C-S, respectively, for the transportation of fruits and vegetables between Los Angeles Metropolitan Zone 229 and San Francisco Metropolitan Zone 101. This illustrates the effect of the C-S proposal to cancel zone rates.

TABLE I

(Rates and Costs are in Cents per 100 Pounds)

Weight Bracket (Pounds)	Present Rate (Zone)	# Staff Cost (Zone)	Proposed Rate	
			Staff (Zone)	Shipper-Carrier (Distance)
Any Quantity	155	112.1	124	177
2,000	121	99.1	106	141
4,000	109	83.7	89	130
10,000	95	75.8	81	111
18,000	77	72.4	77	-
20,000	-	-	-	93
24,000	71	71.3	74	-
30,000	68	70.7	72	86
36,000	64	-	-	-
40,000	63	70.2	70	78

Weighted average costs for all movements between points in Los Angeles Territory and San Francisco Territory. These are 100 percent operating ratio costs, in which no profit factor is included.

^{5/} Particular attention was drawn to Decision No. 66453, dated December 10, 1963, in Petitions for Modification Nos. 233 and 235, in Case No. 5432, in which the point-to-point rates in Minimum Rate Tariff No. 2 were made nonapplicable in connection with split pickup or split delivery shipments, such shipments being made subject to the regular distance rates provided in the tariff.

It is to be noted that the advances proposed by the carriers and shippers in the Los Angeles-San Francisco rates for minimum weights of 30,000 and 40,000 pounds, as shown in the above table, reflect increases of 26.4 and 23.8 percent, respectively.

The rates in Item No. 360, above, are "any-quantity" rates for the transportation of grapes from specified zones in the San Joaquin Valley to docks, piers and wharves at designated ports, when such transportation is in interstate or foreign commerce. As mentioned above C-S propose to retain this item. According to the director, the problems, such as arise from unduly large and expanding rate zones, which have been experienced with other zone rates in the tariff, are not evident in connection with the rates here in question. Both the staff and C-S propose to add to this item rates for 20,000 and 40,000 pound brackets.

The C-S proposal to cancel generally the point-to-point or zone rates in the minimum rate tariff, the director explained, entails also the cancellation of other provisions which relate specifically to said rates. These include such things as the provisions governing split pickup or split delivery shipments transported under such rates, geographical descriptions of zones or territories and the description of routes via which point-to-point rates apply.

Other Proposals

The minimum weight brackets provided generally in connection with the minimum rates on produce here in issue are: any-quantity, 2,000, 4,000, 10,000, 18,000, 30,000, 36,000 and 40,000 pounds. Both the staff and C-S have found that, since the establishment of the 40,000 pound scale of rates, the 36,000 pound scale has not been used, and they propose its cancellation. Additionally, the C-S proposal

contemplates cancellation of the 18,000 pound and 24,000 pound scales, substituting therefor a new scale subject to a minimum weight of 20,000 pounds. This is to simplify the tariff and to eliminate some of the undesirable rate "breakback" situations currently reflected in the tariff.

The C-S proposals contemplate no changes in the present less-than-truckload scales^{6/} of distance rates. The staff, as hereinabove indicated, proposes such modifications in these rates as appear to be required in the light of the staff cost studies and other rate-making factors. In support of the C-S proposal, the C.T.A. director testified that the rates in question have been worked into the pricing structures of shippers and receivers and are related to the payments to the growers. Adequate consideration, he indicated, could not be given to the question of proper modifications in these rates until full knowledge is had of the effect on produce shipping and marketing practices resulting from certain tariff rules which were established by Decision No. 66586, above. One of these rules permits the accumulation of component parts of a shipment on the carrier's dock during a single day, subject to certain conditions. The other rule relates to the so-called "produce service shipment" which, certain requirements being satisfied, may be accorded both split pickup and split delivery service. These provisions became effective February 15, 1964. The record shows that the staff field investigations and data gathering activities were completed prior to that date. Also, the information gathered by C.T.A. regarding the effect of the rules in question on practices and transportation charges during the 1964 produce shipping season, the C.T.A. director indicated, were inadequate for the formulation of proper adjustments in said less-than-truckload rate scales.

^{6/} These are the rate scales in the weight brackets up to and including a minimum weight of 10,000 pounds.

The staff proposes revision of the scale of accessorial charges applicable to shipments accorded mechanical refrigeration. Two scales, to be applied according to the type of mechanical refrigeration used, would replace the present single scale. To some extent the proposed charges are related to the costs of record. The proposed scales have been prepared pursuant to a directive set forth in the aforesaid Decision No. 66586, by which further studies of the matter were required. C-S propose that no changes be made in the present mileage scale of charges for mechanical refrigeration on the basis of this record.^{7/} The staff study on which the proposed charges are predicated, the C.T.A. director indicated, was not sufficiently reflective of carrier experience with mechanical refrigeration to be representative; in short, the study was inadequate as a basis for tariff revision. In his opinion further and more complete studies were needed.

The staff proposes to substitute a single set of rate scales for the several sets now contained in various items of the tariff applicable to shipments of fresh fruits moving to the ports in interstate or foreign commerce. The various scales apply according to the kind of fruit being shipped. The staff, moreover, would expand the commodity description for these rates to include fresh vegetables and nuts, as well as more kinds of fruit, and would provide scales subject to minimum weights of 20,000 and 30,000 pounds, in addition to the present any-quantity and 39,000 or 40,000 pound bracket scales. On the other hand, the C-S proposal is to retain the separate scales but to add scales of rates subject to minimum weights of 20,000 and

^{7/} The tariff also provides an accessorial charge of 10 cents per 100 pounds for mechanical refrigeration on produce shipments transported between Los Angeles Territory, on the one hand, and San Francisco Territory or Sacramento Territory, on the other hand. The C-S proposal contemplates cancellation of this charge, allowing the distance scale to apply.

40,000 pounds (to the extent that scales for the latter minimum weight are absent).^{8/} In connection with this latter proposal the C-S witness pointed out that these weights would accommodate shipments requiring a single unit and a double unit of carrier's equipment, respectively. As to the staff proposals to provide one set of rate scales on this traffic, the C-S witness stated that it was the opinion of the parties that such a combination of items was not warranted by the record, that it would create competitive difficulties and would be unreasonable.

Historically, the rates provided in Minimum Rate Tariff No. 8 for the transportation of empty, secondhand containers, returning from an outbound paying load, or forwarded for a return paying load, of fresh fruits or vegetables or of nuts, have been maintained on the level of one half of the fourth class rates provided in Minimum Rate Tariff No. 2. The staff proposes to continue this relationship. Presently, scales of rates are provided in the any-quantity, 2,000, 4,000 and 10,000 pound weight brackets. The staff would substitute for the 2,000 and 4,000 pound scales a single scale subject to a minimum weight of 5,000 pounds. Under the C-S proposal, the tariff items in which the empty container rates are published would be canceled and the distance scales of rates which the shippers and carriers propose for fresh fruits and vegetables would also be made to apply on empty containers. Thus, the weight brackets would be the same as at present, with the addition of those above 10,000 pounds which presently obtain in connection with the rates on produce. The C.T.A. director pointed out that the practice of maintaining rates on empty containers which do not return the cost of service means that the resulting revenue deficiency must be made up by some other traffic.

^{8/} In both the staff and C-S proposals, where an existing scale is subject to a minimum weight of 39,000 pounds, the weight would be increased to 40,000 pounds.

It is more appropriate, he said, that the produce and the empty containers be considered in the same light and that the same rates apply in connection with both commodities. Comparison shows that, while the staff proposal would result generally in slight increases, the empty container rates contemplated by the C-S plan would be approximately double the present rates for the same distances and weights.

By Decision No. 65111, dated March 19, 1963 (in Petition for Modification No. 37 in Case No. 5433), the transportation of fresh fruits and vegetables between packing sheds was exempted from the minimum rates. The circumstances which prompted that action are set forth in said decision. The exemption was established pending completion of the studies embraced by the instant proceeding. The staff now proposes that the exemption be canceled and that concurrently distance rates for distances up to 40 miles be established for this transportation, with a somewhat broader application than that contained in the aforesaid exemption provision. Under the C-S proposal the rates recommended by the staff would not be adopted and the exemption provision would remain in the tariff. Continued exemption of the traffic in question, the C.T.A. director asserted, would more accurately reflect the needs of the carriers and shippers than would the rates proposed by the staff.

Minimum Rate Tariff No. 8 applies to city carriers (carriers as defined in Section 3911 of the Public Utilities Code) only in connection with certain rates provided in Sections 3 and 4 of the tariff and for movements between points within certain Metropolitan Zones in the San Diego Drayage Area.^{9/} Neither the staff nor C-S

^{9/} Section 3 contains "Special Los Angeles Area Rates". In Section 4 are set forth "Special San Francisco Area and East Bay Area Rates".

propose any changes in these rates. No cost or rate evidence concerning these rates was adduced. C-S, however, propose to open up the general distance scales of rates to apply to city carrier movements generally throughout the State. The parties believe, the C.T.A. director said, that such a step would be consistent with similar action the Commission has taken in other specialized tariffs under recent review. He cited as an example Minimum Rate Tariff No. 14, applicable to grain, hay and related articles. He drew attention to the testimony of the staff engineer witness in which the latter had stated that his cost studies covered all transportation within the State of California, other than within the Los Angeles and San Francisco Bay Area drayage territories.

In addition to the differences described above, the record contains evidence of other instances in which staff and C-S proposals differ. Most of these are minor, and it does not appear necessary to discuss them. In many instances changes proposed by the staff, mostly for clarification of existing provisions, are supported by the carrier-shipper group. Also there are a number of items in which the staff and C-S agree that no changes should be made. Some of these have been hereinabove mentioned.

An important proposal of the staff, not heretofore mentioned and in which the carrier-shipper group concurs, relates to the provision of Minimum Rate Tariff No. 8 by which shipments of citrus fruits destined to points in the Los Angeles Drayage Area are exempt from the minimum rates. The exemption also applies to shipments of empty containers which are related to said citrus movements. It is proposed that these exemptions be canceled and that the movements in question be made subject to the minimum rates provided in the tariff. This proposal

was advanced by the staff in the "rules" phase of the petition herein, and the history of the exemption and the problems involved were discussed at some length in Decision No. 66586, above. In that decision the Commission concluded not to adopt the recommendation in the absence of an adequate staff study of the problem. On the basis of a specific study made subsequent to the issuance of said Decision No. 66586, the staff renews its recommendation that the citrus exemption be canceled, and this proposal is supported by the citrus industry as well as by the carriers.

It appears that, with one exception, all shipper and carrier interests represented at the hearings were parties, either directly or through their trade associations, to the C-S proposals. While the San Diego Chamber of Commerce was not a party to these recommendations, its traffic manager, in a closing statement, said that the Chamber supports the C-S proposal to cancel all point-to-point rates except the export rates on grapes. He urged, however, the establishment of appropriate export rates on grapes to San Diego, suitably related to the corresponding rates to Los Angeles Harbor and Long Beach.

Discussion, Findings and Conclusions

The rates, rules and regulations governing transportation of fresh fruits and vegetables contained in Minimum Rate Tariff No. 8 were last adjusted on an overall basis by Decision No. 56770, in Petition for Modification No. 8 and related matters, in Case No. 5438, effective July 12, 1958. Since that date individual adjustments have been made in various rate scales and in certain rules and regulations. Additionally, there have been several proceedings involving adjustment of the rates and charges to offset increased operating expenses resulting from the execution of new wage agreements.

Since 1958, the record shows, there have been substantial changes in produce shipping and marketing practices, in traffic flow patterns, in the distribution of shipments among the various weight brackets, in the methods of loading and unloading, in facilities, in the produce carriers themselves, and in other factors encountered in the transportation of fresh fruits and vegetables. In the light of these circumstances, it is plain that substantial revisions in the rates and other provisions of the tariff are required. The new rules, heretofore mentioned, which were incorporated in the tariff by Decision No. 66586 of January 7, 1964, in the first part of this general review, represent an attempt to meet, in part, current practices with practicable tariff provisions.

In explaining the background for the C-S proposals in the instant phase of this proceeding, the C.T.A. witness testified that the evidence presented by the staff cost and rate witnesses was probably the major factor which was given consideration in the formulation of said proposals. He indicated that the staff cost study, to the extent that the C-S group believed it to be adequate and reliable, supplemented by minor C.T.A. cost studies, had formed the cost basis for the C-S proposals. Departure was had from the cost estimates to the extent necessary to give appropriate effect to other essential rate-making factors. This was done through the exercise of informed judgment on the part of both carrier and shipper interests. Thus, we have in this record two substantially different proposals for modernization of the minimum rate structure here in issue, one advanced by the Commission's staff and the other by carriers and shippers jointly, both proposals bottomed generally on the same cost study as modified by consideration of presumably the same additional rate-making elements.

The C-S proposals are the product of many meetings between representatives of C.T.A. and of the different produce shipping and marketing groups. Through those conferences the payers of transportation charges have taken an active part in the rate-making process.^{10/} In working out the joint rate proposals with the carrier organization they have brought to the conference table their intimate knowledge of the problems presented, through close involvement with the produce industry. It appears that the joint carrier-shipper proposals, insofar as they differ from those of the staff, may well be more responsive to current transportation rate requirements of that industry than are the corresponding staff recommendations. The record is persuasive that the proposals set forth in Exhibit No. 30-27, which incorporates the C-S proposals, including those that coincide with the staff recommendations, should, subject to certain minor modifications, be adopted.

In Exhibit 30-26 are set forth certain supplemental rate proposals of the staff. As hereinbefore mentioned, the carrier-shipper group took no position regarding these proposals. We are of the opinion that said proposals, to the extent that they have not already been incorporated in the minimum rate tariff,^{11/} should likewise be adopted.

^{10/} According to the C.T.A. director, the parties listed in Appendix "A", and the parties whom they represent, encompass the majority of the principal interests involved in growing, shipping, receiving, and transportation of fresh fruits and vegetables within this State.

^{11/} One of said proposals has already been adopted, effective March 1, 1965, by Decision No. 68653 in this proceeding. By that decision a certain provision in Item No. 40 of the tariff relating to the exemption of shipments of potatoes from field to packing shed was, through cancellation of an expiration date, retained in the tariff.

Upon careful consideration of the evidence and argument adduced in the instant phase of Petition for Modification No. 30, we find:

1. Revision in the provisions of Minimum Rate Tariff No. 8 as proposed in Exhibit 30-27, as modified in the order which follows, should be approved.

2. Revision of the provisions in said tariff as proposed in Exhibit 30-26, to the extent that said proposals have not been heretofore incorporated in said tariff, should be approved.

3. The minimum rates, rules and regulations established by Findings 1 and 2, above, are the just, reasonable and nondiscriminatory minimum rates, rules and regulations for the transportation governed thereby.

4. Increases resulting from said revision are justified and are necessary to assure for the public the maintenance of adequate and dependable service by the carriers affected.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 8 (Appendix "C" to Decision No. 33977, as amended) is further amended by incorporating therein, to become effective May 29, 1965, the revised pages attached hereto and listed in Appendix "B" also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than May 29, 1965; and the tariff publications which are authorized but not

required to be made by common carriers as a result of the order herein may be made effective 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 in establishing and maintaining the rates, rules and regulations authorized hereinabove, are 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, rules and regulations 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.

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

Dated at San Francisco, California, this 20th day of APRIL, 1965.

Frederick B. Holdcroft
President
Paul E. Mitchell
George H. Crover
Reginald
William W. Bennett
Commissioners

APPENDIX A

Names of Organizations on Behalf of Which
The Carrier-Shipper Rate Proposals Were Presented

Associated Produce Dealers and Brokers Association of Los Angeles

Blue Goose Growers, Inc.

Calavo Growers of California

California Farm Bureau Federation

California Fruit Exchange

California Grape and Tree Fruit League

California Trucking Association

Golden Gate Produce Terminal

Potato Growers Association of California

Pure Gold, Inc.

Rushton and Company

Safeway Stores, Inc.

Sunkist Growers, Inc.

Western Growers Association.

APPENDIX B TO DECISION NO. 68921

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Sixth Revised Page 44-A

(End of Appendix B)

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in the tariff.

CORRECTION NUMBERS

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424	466	508	550	592
425	467	509	551	593
426	468	510	552	594
427	469	511	553	595
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430	472	514	556	598
431	473	515	557	599
432	474	516	558	600
433	475	517	559	601
434	476	518	560	602
435	477	519	561	603
436	478	520	562	604
437	479	521	563	605
438	480	522	564	606
439	481	523	565	607
440	482	524	566	608
441	483	525	567	609
442	484	526	568	610
443	485	527	569	611
444	486	528	570	612
445	487	529	571	613
446	488	530	572	614
447	489	531	573	615
448	490	532	574	616
449	491	533	575	617
450	492	534	576	618
451	493	535	577	619
452	494	536	578	620
453	495	537	579	621
454	496	538	580	622
455	497	539	581	623
456	498	540	582	624
457	499	541	583	625
458	500	542	584	626
459	501	543	585	627
460	502	544	586	628
461	503	545	587	629
462	504	546	588	630

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 404

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** Eliminated, Decision No. **68921**

EFFECTIVE MAY 29, 1965

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 San Francisco, California.
 Correction No. 405

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 ** 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 subhaulers 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>**</p>
30	<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>Shipments having both point of origin and point of destination within Metropolitan Zones 301, 302, 303, 304, 305, 306, 307 and 308 of the San Diego Drayage Area as described in Minimum Rate Tariff No. 9-B.</p>
<p>Change) ** Note 1 eliminated) Decision No. 68921</p>	
EFFECTIVE MAY 29, 1965	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 406</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES (Items Nos. 40 and 41)</p> <p>Rates in this tariff apply to transportation of the following commodities (See Exception):</p> <ul style="list-style-type: none">Fruits, fresh or green, in their natural form, including dates, fresh (not cold pack nor frozen), subject to Note 2(h);Mushrooms, fresh (not cold pack nor frozen);Nuts, in the shell;Nuts, field shelled, subject to Note 2(g);Vegetables, fresh or green, in their natural form, including mushrooms, fresh (not cold pack nor frozen), subject to Note 2(h);Containers, empty, second-hand, returning from an outbound 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;Trailers, railroad-owned, for which rates are provided in Item No. 309 of this tariff. <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> <ul style="list-style-type: none">(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.(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.(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, 3 and 5.(bb) Empty containers used or shipped out for use in connection with transportation described in paragraph (b) above, subject to Notes 2 and 3.

210

(c) **

(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.

(f) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency.

(Continued in Item No. 41)

Change
** Eliminated

Decision No. 68921

EFFECTIVE MAY 29, 1965

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

Correction No. 407

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø110	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest constructive highway mileages provided in the Distance Table, amendments thereto or reissues thereof.</p> <p style="text-align: center;">**</p>
115	<p style="text-align: center;">REFERENCES TO NAMED POINTS OR COMMUNITIES</p> <p>Unless otherwise provided, references herein to named points or communities shall include the extended areas of such points or communities as provided in the Distance Table.</p>
	<p>ø Change) ** Exception and Note) Decision No. 68921 eliminated)</p>
EFFECTIVE MAY 29, 1965	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 408</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(r), (s) and (t) 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: 40px;"> <thead> <tr> <th style="text-align: left;">When shipment moves under rates subject to minimum weights of:</th> <th colspan="3" style="text-align: center;">Deductions, in cents per 100 lbs. except as shown:</th> </tr> <tr> <th></th> <th colspan="3" style="text-align: center;">Columns</th> </tr> <tr> <th></th> <th style="text-align: center;">(1)</th> <th style="text-align: center;">(2)</th> <th style="text-align: center;">(3)</th> </tr> </thead> <tbody> <tr> <td>Less than 2000 pounds</td> <td style="text-align: center;">620</td> <td style="text-align: center;">5</td> <td style="text-align: center;">625</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> </tbody> </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> <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>	When shipment moves under rates subject to minimum weights of:	Deductions, in cents per 100 lbs. except as shown:				Columns				(1)	(2)	(3)	Less than 2000 pounds	620	5	625	2000 but less than 4000 pounds	10	5	15	4000 but less than 10,000 pounds	5	5	10
When shipment moves under rates subject to minimum weights of:	Deductions, in cents per 100 lbs. except as shown:																								
	Columns																								
	(1)	(2)	(3)																						
Less than 2000 pounds	620	5	625																						
2000 but less than 4000 pounds	10	5	15																						
4000 but less than 10,000 pounds	5	5	10																						

120

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

130 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.

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 12½ 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 } Decision No. 68921
Reduction }

EFFECTIVE MAY 29, 1965

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

Correction No. 409

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
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§140	<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, or waiting to load or unload when shipper or his agent has specified a particular arrival time exceeds 8 minutes per ton (based on the weight on which transportation charges are computed), a charge of \$6.00 per hour shall be assessed for the time consumed in excess of 8 minutes per ton.</p>
------	--

150	<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>
-----	--

§155	<p style="text-align: center;">REFRIGERATION - ICING</p> <p>Commodities, as described in Item No. 40, for which rates in this tariff apply 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. Iced shipments shall be weighed at the public scales located nearest the point at which shipments are iced.</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 to ice plant is involved the following additional charges shall apply:</p> <table 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>	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												

ø(e) When shipments are reiced in transit no additional transportation charges will be assessed for the weight of the added ice except when a greater quantity of ice is added at time of reicing than when initially iced. In this event, transportation charges will be assessed on the weight of the shipment plus the weight of the ice added at time of reicing. The provisions of paragraph (b) and charges named in paragraph (d) of this item will also apply on reiced shipments.

ø Change)
ø Increase) Decision No. 68921

EFFECTIVE MAY 29, 1965

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

Correction No. 410

Cancels

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

REFRIGERATION - MECHANICAL

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

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

6157

Miles		Charge (In Cents per 100 Pounds)
Over	But Not Over	
0	15	2 $\frac{1}{2}$
15	30	3 $\frac{1}{2}$
30	50	4 $\frac{1}{2}$
50	100	5 $\frac{1}{2}$
100	150	6 $\frac{1}{2}$
150	200	7- $\frac{3}{4}$
200	300	8- $\frac{3}{4}$
300	400	10
400	500	12
500		13
Between	And	
SAN FRANCISCO TERRITORY, as described in Item No. 283.	LOS ANGELES TERRI- TORY, as described in Item No. 281.	(X1)
SACRAMENTO TERRITORY, as described in Item No. 282.		

(1) Charge canceled

Change }
Increase } Decision No. 68921

EFFECTIVE MAY 29, 1965

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

Correction No. 411

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)				
<p>160</p>	<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 175 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>Any Quantity</td> <td style="text-align: right;">150</td> </tr> </tbody> </table> <p>(b) When the constructive distance exceeds 175 miles:</p> <p>The charge for 100 pounds at the commodity rate applicable thereto but not less than \$1.75.</p>	Weight of Shipment	Minimum Charge in Cents	Any Quantity	150
Weight of Shipment	Minimum Charge in Cents				
Any Quantity	150				
<p>170</p>	<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) **</p> <p>(c) **</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	_____	540
20,000		_____	660

∅ Change)
 ◇ Increase)
 ◊ Reduction)
 ** Eliminated)

Decision No. **68921**

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 412

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																											
	<p>PRODUCE SERVICE SHIPMENT</p> <p>The rate for the transportation of a produce service shipment shall be determined and applied as follows, subject to Notes 1 and *2:</p> <p>(a) Distance rates shall be determined by the distance from that point of origin to that point of destination which produces the shortest distance via all point(s) of origin and/or destination.</p> <p>(b) **</p> <p>(c) For each produce service shipment a bill of lading or other shipping document shall be issued; and the carrier shall be furnished with instructions showing the name of each consignee or consignor, the point or points of origin and/or destination and the description of property in each component part of such shipment.</p> <p>(d) **</p> <p>NOTE 1.-In addition to the rate for transportation, the following additional charges shall be assessed for each component part for component handling service; except, that such additional charge shall not apply on any shipment involving only a single pickup and a single delivery:</p> <p style="margin-left: 20px;">*Weight of Component Part (In Pounds)</p> <table style="margin-left: 40px; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Over</th> <th style="text-align: left;">But not over</th> <th style="text-align: right;">Charge for Each Component Part in Cents</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>100</td> <td style="text-align: right;">94</td> </tr> <tr> <td>100</td> <td>500</td> <td style="text-align: right;">125</td> </tr> <tr> <td>500</td> <td>1,000</td> <td style="text-align: right;">155</td> </tr> <tr> <td>1,000</td> <td>2,000</td> <td style="text-align: right;">225</td> </tr> <tr> <td>2,000</td> <td>4,000</td> <td style="text-align: right;">290</td> </tr> <tr> <td>4,000</td> <td>10,000</td> <td style="text-align: right;">415</td> </tr> <tr> <td>10,000</td> <td>20,000</td> <td style="text-align: right;">540</td> </tr> <tr> <td>20,000</td> <td></td> <td style="text-align: right;">660</td> </tr> </tbody> </table> <p>*NOTE 2.-See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.</p>	Over	But not over	Charge for Each Component Part in Cents	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
Over	But not over	Charge for Each Component Part in Cents																										
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																										
<p>ø175</p>	<p>ø Change) * Addition) Decision No. 68921 ** Eliminated)</p>																											
<p>EFFECTIVE MAY 29, 1965</p>																												
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 413</p>																												

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="769 443 1038 479" style="text-align: center;">SPLIT DELIVERY</p> <p data-bbox="310 504 1428 596">The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <ul style="list-style-type: none"><li data-bbox="406 626 1411 764">(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.<li data-bbox="406 784 529 820">(b) **<li data-bbox="406 1003 529 1039">(c) ***<li data-bbox="411 1294 1411 1554">(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 of property in each component part of such shipment.<li data-bbox="411 1579 1411 1809">(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.

ø180

NOTE 1: In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

Weight of Component Part (In Pounds)		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

See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.

∅ Change)
 ** Eliminated) Decision No. 68921

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 414

Item
No.SECTION NO. 1 - RULES AND REGULATIONS OF
GENERAL APPLICATION (Continued)ACCESSORIAL SERVICES NOT INCLUDED IN
COMMON CARRIER RATES.

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:

(1) For loading carrier's equipment, 04 cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note);

(2) For unloading carrier's equipment, 04 cents per 100 pounds assessed on the weight on which transportation charges are computed (See Note);

(3) For C.O.D. services - charges provided in Item No. 192;

(4) For other accessorial service - charges provided in Item No. 150;

(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).

6250

NOTE.-The charges for loading and/or unloading shall apply in all circumstances except:

(a) When rates provided in this tariff are applied in combination with common carrier rates under the provisions of:

(1) Paragraph (a) of Item No. 220, only the accessorial charges for unloading shall be assessed;

(2) Paragraph (b) of Item No. 220, only the accessorial charges for loading shall be assessed; and

(3) Paragraph (c) of Item No. 220, no charge for either loading and/or unloading shall be assessed.

(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.

(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.

(d) Provided that, on shipments described under subparagraphs (b) or (c) above, the Shipping Document and Freight Bill issued pursuant to Item No. 255 indicate that the shipment was loaded and/or unloaded under one of the circumstances described in subparagraphs (b) or (c) hereinabove.

Change)
Increase) Decision No. 68921

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 415

Second Revised Page 26

 Cancels

First Revised Page 26

MINIMUM RATE TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø 280	øø Item canceled.
	ø Change) ø Increase) Decision No. 68921 ø Reduction)
	EFFECTIVE MAY 29, 1965
Correction No. 416	Issued by the Public Utilities Commission of the State of California, San Francisco, California.

Third Revised Page 26-A

 Cancels

Second Revised Page 26-A

MINIMUM RATE TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø281	øøItem canceled.
	ø Change) ø Increase) Decision No. 68921 ø Reduction)
EFFECTIVE MAY 29, 1965	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 417	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø282	øø Item canceled
	ø Change) ø Increase) Decision No. 68921 ø Reduction)
EFFECTIVE MAY 29, 1965	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 418	

Third Revised Page 26-C

Cancels

Second Revised Page 26-C

MINIMUM RATE TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
6283	Item canceled.
Change) Increase) Reduction)	Decision No. 68921
EFFECTIVE MAY 29, 1965	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 419	

First Revised Page 26-D
Cancels
Original Page 26-D

MINIMUM RATE TARIFF NO. 8

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
6284	◊ Item canceled.
◊ Change ◊ Increase ◊ Reduction) Decision No. 68921
EFFECTIVE MAY 29, 1965	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 420	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)
	<p style="text-align: center;">SINGLE MARKET AREAS</p> <p>Each of the markets described below constitutes a single market area, and includes both sides of streets and avenues named.</p> <p><u>Los Angeles</u></p> <p>All points within a radius of one mile of the intersection of ΔOlympic Boulevard and Central Avenue.</p> <p><u>San Francisco</u></p> <p>The San Francisco Produce Terminal bounded on the northeast by Hudson Avenue, on the southeast by the Southern Pacific Company main line right-of-way (intersecting Rankin Street), on the southwest by McKinnon Avenue, and on the northwest by Upton Street.</p> <p><u>South San Francisco</u></p> <p>The Golden Gate Produce Terminal bounded on the north by Terminal Court, on the east by Freeway Street and Bayshore Freeway (Highway U.S. 101), on the south by Navigable Slough, and on the west by the East San Bruno Drill Track of the Southern Pacific Company.</p> <p><u>Oakland</u></p> <p>The Oakland Wholesale Market bounded on the northwest by Franklin Street, on the northeast by 5th Street, on the southeast by Jackson Street, and on the southwest by 2nd Street.</p> <p><u>San Jose</u></p> <p>The San Jose Wholesale Market bounded on the northwest by Mission Street, on northeast by the Southern Pacific Company right-of-way (8th Street), on the southeast by Taylor Street, and on the southwest by 7th Street.</p> <p><u>Stockton</u></p> <p>The Stockton Wholesale Market bounded on the north by East Channel Street, on the east by an imaginary extension of Locust Avenue, on the south by the Southern Pacific Company right-of-way (an extension of East Weber Avenue), and on the west by North Wilson Way.</p>

A290

Sacramento (16th Street Market)

The Sacramento 16th Street Wholesale Market bounded on the north by North C Street, on the east by North 16th Street, on the south by North B Street, and on the west by the Southern Pacific Company right-of-way (that spur adjacent to and paralleling North 14th Street, an extension of Ahern Avenue).

Sacramento (5th Street Market)

The Sacramento 5th Street Wholesale Market bounded on the north by First Avenue, on the east by 5th Street, on the south by the Southern Pacific Company spur track (from the lead take off commencing near Front Street and Broadway), and on the west by 3rd Street.

Fresno

All points within a radius of one mile of the intersection of Tuolumne Street and G Street.

San Diego

All points within a radius of one-half mile of the intersection of 6th Street and J Street.

Δ Change, neither increase nor reduction, Decision No. 68921

EFFECTIVE MAY 29, 1965

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

Correction No. 421

Cancels

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	20,000	(1) 30,000	(1) 40,000
0	3	90	61	51	33	25	21	16½
3	5	90	61	51	33	26	22	17½
5	10	91	61	53	35	27	23	19½
10	15	92	61	55	36	29	24	20½
15	20	94	62	58	37	30	25	21½
20	25	96	62	59	38	32	26	22½
25	30	97	63	60	39	33	27	23½
30	35	98	64	61	42	34	28	24½
35	40	99	65	62	43	35	29	25½
40	45	100	66	63	45	36	30	27
45	50	103	67	65	46	37	31	28
50	60	105	71	66	47	39	33	29
60	70	109	73	68	48	42	35	30
70	80	111	75	70	50	44	37	31
80	90	114	77	71	53	46	39	32
90	100	116	83	73	55	47	40	33
100	110	118	86	76	59	48	41	35
110	120	122	88	78	61	50	43	37
120	130	124	90	81	64	51	45	38
130	140	125	92	83	66	53	46	40
140	150	127	94	85	69	54	47	42
150	160	129	96	87	71	55	48	43
160	170	133	98	88	73	57	50	44
170	180	136	101	89	74	59	52	46
180	190	137	102	90	75	61	53	47
190	200	139	103	91	76	63	55	48
200	220	140	107	94	77	65	57	50
220	240	144	109	96	80	67	59	52
240	260	146	110	98	82	69	61	54
260	280	148	112	101	84	71	63	56
280	300	151	114	103	86	73	65	59
300	325	154	119	107	91	75	67	61
325	350	157	121	109	95	78	70	64
350	375	163	125	113	97	81	73	67
375	400	166	129	117	100	84	76	70
400	425	170	134	120	105	88	79	73
425	450	173	137	126	108	91	83	76
450	475	177	141	130	111	93	86	78
475	500	181	145	133	115	97	88	81
500	525	184	149	136	119	100	92	83

300

525	550	188	152	139	123	103	94	86
550	575	194	156	144	126	106	97	89
575	600	196	160	147	129	109	100	91
600	625	199	163	149	132	113	102	93
625	650	203	167	155	136	116	105	95
650	675	207	170	159	141	119	108	98
675	700	212	173	162	144	122	110	100
For distances over 700 miles add for each 25 miles or fraction thereof								
		3½	3½	3	3	3	3	2½

(Continued in Item No. 301)

(1) Rates subject to minimum weights of 30,000 pounds or over do not apply to transportation of the following commodities:--Berries, Leeks, *Lettuce (Butter, Red Leaf and/or Romaine), Mushrooms, Onions (Green), Oyster Plant (Salsify), Parsley, Parsnips with tops, **Spinach (loose).

- ∅ Change)
- * Addition)
- ◇ Increase)
- No change)
- ⊖ Reduction)
- ** Eliminated)

Decision No. **68921**

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 422

Cancels

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)
301	FRUITS, NUTS AND VEGETABLES, INCLUDING MUSHROOMS, as described in Item No. 40. (Items Nos. 300 and 301)
	<p>◇ Rates subject to minimum weights of 36,000 pounds canceled.</p> <p>Rates for the transportation of apples and/or pears moving in interstate or in foreign commerce subject to minimum weights of 40,000 pounds transferred to Item No. 307.</p> <p>Rates subject to minimum weights of 30,000 and 40,000 pounds transferred to Item No. 300.</p>
<p>◇ Change) ◇ Increase)</p>	<p>Decision No. 68921</p>
EFFECTIVE MAY 29, 1965	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 423</p>	

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		
But Not Over	Over	Any Quantity	*20,000 Pounds	40,000 Pounds	But Not Over	Over	Any Quantity	*20,000 Pounds	40,000 Pounds	
	0	3	24	18	14	190	200	61	44	40
	3	5	25	18½	14½	200	220	63	47	43
	5	10	26	19	15	220	240	65	49	45
	10	15	27	19½	15½	240	260	67	51	47
	15	20	28	20	16	260	280	69	53	49
	20	25	30	21	17	280	300	72	56	52
	25	30	31	22	18	300	325	74	60	56
	30	35	32	23	19	325	350	77	63	59
	35	40	33	23½	19½	350	375	79	65	61
	40	45	34	24½	20½	375	400	83	68	64
	45	50	36	25½	21½	400	425	87	70	66
	50	60	38	26½	22½	425	450	90	73	69
	60	70	42	27½	23½	450	475	92	75	71
	70	80	43	28½	24½	475	500	95	79	75
	80	90	45	31	27	500	525	99	81	77
	90	100	46	32	28	525	550	102	84	80
	100	110	47	33	29	550	575	105	86	82
	110	120	49	34	30	575	600	108	89	85
	120	130	50	36	32	600	625	111	92	88
	130	140	52	37	33	625	650	116	94	90
	140	150	53	38	34	650	675	118	98	94
	150	160	54	39	35	675	700	121	100	96
	160	170	55	41	37					
	170	180	57	42	38					
	180	190	60	43	39					
						For distances over 700 miles add for each 25 miles or fraction thereof				
						02½ 02½ 02½				

60
306

NOTE 1.--Applies *only 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.

- ∅ Change)
- * Addition)
- ◊ Increase, except as noted)
- o No change)

Decision No. **68921**

EFFECTIVE MAY 29, 1965

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

Correction No. 424

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)				
	MILES		MINIMUM WEIGHT IN POUNDS		
	Over	But Not Over	040	*20,000	040,000 (See Note 4)
8(1) 307	0	3	23½	20½	16½
	3	5	24	21	17
	5	10	25	22	17½
	10	15	25	22	18
	15	20	26	23	19
	20	25	27	24	20
	25	30	27	24	21
	30	35	29	26	22
	35	40	30	27	22½
	40	45	30	27	23½
	45	50	31	28	24½
	50	60	32	29	25½
	60	70	33	30	26½
	70	80	34	31	28
	80	90	35	32	30
	90	100	37	34	31
	100	110	38	35	32
	110	120	39	36	33
	120	130	42	39	35
	130	140	43	40	36
	140	150	44	41	37
	150	160	47	44	39
	160	170	48	45	41
	170	180	49	46	42
	180	190	50	47	43
	190	200	52	49	44
	200	220	54	51	46
	220	240	57	53	48
	240	260	59	56	50
	260	280	63	60	52
	280	300	66	63	55
	300	325	69	66	58
325	350	71	68	61	
350	375	74	71	64	
375	400	77	74	67	

(Continued in Item No. 308)

(1) Portion of rates formerly shown in this
item transferred to Item No. 308.

∅ Change)
* Addition) Decision No. 68921
◇ Increase)

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 425

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)					
	MILES		MINIMUM WEIGHT IN POUNDS			
	Over	But Not Over	◇ AQ	*20,000	◇40,000 (See Note 4)	
6* 308	6 DECIDUOUS FRUITS, including* Apples, Apricots, Berries, Cherries, Figs, Loquats, Nectarines, Peaches, *Pears, Persimmons, Plums, Prunes and Quinces (see Notes 1,2 and 3) Items Nos. 307 and 308)					
	400	425	81	78	70	
	425	450	83	80	73	
	450	475	86	83	75	
	475	500	88	85	78	
	500	525	92	89	80	
	525	550	95	92	83	
	550	575	98	95	85	
	575	600	101	98	89	
	600	625	103	100	91	
	625	650	106	103	94	
	650	675	108	105	98	
	675	700	112	109	100	
	For distances over 700 miles add for each 25 miles or fraction thereof			○ 2½	○ 2½	○ 2½
	<p>6 NOTE 1.-Applies *only 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.</p> <p>NOTE 2.-Carriers may quote and assess charges upon a different unit of measurement than that provided herein, provided:</p> <p>(1) The freight charges assessed are not less than those which would have been assessed had the rates herein been applied; and</p> <p>(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.</p> <p>NOTE 3.-Rates named in this item do not alternate with rates provided in other items or sections of this tariff.</p> <p>6 NOTE 4.-Rates apply only for the transportation of apples, pears, or *plums. (Rates formerly shown in Item No. 301)</p>					

(1) Item No. 309 formerly shown on this page transferred to Original Page 30-E.

6 Change)
 * Addition)
 ◇ Increase) Decision No. **68921**
 ○ No Change)

EFFECTIVE MAY 29, 1965

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

Correction No. 426

- 30-D -

Item No.	SECTION NO. 2 - DISTANCE COMMODITY RATES		
	FRUITS, NUTS AND VEGETABLES, INCLUDING MUSHROOMS, AND TRAILERS, RAILROAD-OWNED, as described in Item No. 40. (See Notes 4, 5, 6, 7, 8 and *9)		
	MILES (See Note 1) Over But Not Over	Rates in Cents Per 100 Pounds (See Note 2) Minimum Weight 36,000 Pounds	Charge Per Trip (See Note 3)
	0 10	5	\$10.50
	10 20	7	19.00
	20 30	9½	27.50
	30 40	12½	36.00
	40 50	16	44.75
	<p>NOTE 1.--Distances between railheads and points of origin of shipments.</p> <p>NOTE 2.--Rates apply only for:</p> <p>(a) Round-trip movements of empty railroad-owned trailers from railheads to origin points of shipments and loaded railroad-owned trailers from such origin points to railheads for subsequent movement in interstate or foreign commerce on railroad-owned flat cars. The one-way distance between railhead and point of origin of shipment shall govern the rate for such round-trip transportation.</p> <p>(b) Transportation of loaded railroad-owned trailers from origin points to railheads for subsequent movement in interstate or foreign commerce on railroad-owned flat cars.</p> <p>NOTE 3.--Charges apply only for transportation of empty railroad-owned trailers from railheads to points of origin of shipments for loading.</p> <p>NOTE 4.--Rates and charges apply when motor carrier furnishes power equipment only.</p> <p>NOTE 5.--Rates and charges in this item do not include loading or unloading by carrier's employee.</p> <p>NOTE 6.--Rates in this item do not alternate with other rates provided by this tariff.</p> <p>NOTE 7.--For delay at place of pickup and/or delivery which exceeds ½ hour, an additional charge will be assessed at a rate of \$6.50 per hour or fraction thereof subject to a minimum charge of \$6.50.</p>		

(1)
ø309

NOTE 8.--Transportation under this item will be restricted to movements between points in the following counties: Alameda, Butte, Colusa, Contra Costa, El Dorado, Lake, Merced, Napa, Sacramento, San Joaquin, Santa Clara, Santa Cruz, Solano, Stanislaus, Sutter, Yolo, Yuba.

*NOTE 9.--Shipments transported under this item will not be subject to the provisions of Item No. 157 when transported in shipper-owned trailers at no cost to the carrier.

(1) Item No. 309 formerly appeared on Original Page 30-D.

∅ Change }
* Addition } Decision No. **68921**

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 427

Second Revised Page 32-A

Cancels

First Revised Page 32-A

MINIMUM RATE TARIFF NO. 8

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)							
ø315	⋄ Item canceled.							
<table><tr><td>ø Change</td><td>)</td><td rowspan="3">Decision No. 68921</td></tr><tr><td>⋄ Increase</td><td>)</td></tr><tr><td>o Reduction</td><td>)</td></tr></table>		ø Change)	Decision No. 68921	⋄ Increase)	o Reduction)
ø Change)	Decision No. 68921						
⋄ Increase)							
o Reduction)							
EFFECTIVE MAY 29, 1965								
Issued by the Public Utilities Commission of the State of California, San Francisco, California.								
Correction No. 428								

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)
ø320	øø Item canceled.
ø330	øø Item canceled.
ø333	øø Item canceled.
ø Change) ø Increase) ø Reduction)	Decision No. 68921
EFFECTIVE MAY 29, 1965	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 429	

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 43,000 Pounds					
	MILES		Rate	MILES		Rate
	Over	But Not Over		Over	But Not Over	
808 335	0	3	15	140	150	36
	3	5	15½	150	160	37
	5	10	16	160	170	38
	10	15	16½	170	180	39
	15	20	17	180	190	40
	20	25	18	190	200	41
	25	30	19	200	220	43
	30	35	20	220	240	45
	35	40	21	240	260	47
	40	45	22	260	280	49
	45	50	23	280	300	51
	50	60	24	300	325	53
	60	70	25	325	350	56
	70	80	26	350	375	57
	80	90	28	375	400	59
	90	100	29	400	425	63
	100	110	30	425	450	66
	110	120	31	450	475	69
	120	130	33	475	500	72
	130	140	35	500	525	75
			525	550	79	
			550	600	85	
			Over 600		(1)	

(1) Rates as set forth in Item No. 300 will apply on all shipments over 600 miles.

POTATOES, in bulk, loaded by the consignor and unloaded by gravity, Minimum Weight 46,000 pounds per unit of carrier's equipment. (See Note)

336

From	To	Rate
Guadalupe and all points and places within ten air miles of the City of Guadalupe.	Shafter and all points and places within one air mile of the City of Shafter.	28

NOTE.-Rate applies when shipper performs all services necessary to accomplish loading and assumes all expenses incidental thereto, except for services of carrier's driver in connection with operation of carrier's motor power equipment.

∅ Change)
^ Increase) Decision No. 68921
∩ Reduction)

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 430

Ninth Revised Page 35
Cancels
Eighth Revised Page 35

MINIMUM RATE TARIFF NO. 8

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)
340	Item canceled. Rates in Item No. 335 apply.
	Change) Increase) Decision No. 68921 Reduction)
EFFECTIVE MAY 29, 1965	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 431	

Item No.	SECTION NO. 2 - POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)
ø345	øø Item canceled. Rates in Item No. 335 apply.

POTATOES (OTHER THAN SWEET POTATOES OR YAMS) AND ONIONS Minimum Weight ø43,000 Pounds (See Note 1)			
		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.	
ø350	Miles	Potatoes and/or Onions in 100-pound Sacks or Crates or 110-pound Crates	Onions in 50-pound Sacks or Cartons
	But Over Not Over		
	0 5 ----- 5 10 ----- 10 15 ----- 15 20 ----- 20 25 ----- 25 30 ----- 30 35 ----- 35 40 -----	8½ 9½ 10½ 12 13 14½ 15½ 16½	10½ 12 13 14½ 15½ 16½ 17½ 19
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)			

ø Change)
 ø Increase) Decision No. **68921**
 ø Reduction)

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 432

Item No.	SECTION NO. 2 - COMMODITY RATES (In Cents per 100 Pounds)				
	To Docks, Piers and Wharves at	From (See Note 4)	MINIMUM RATES		
			Any Quantity	20,000 Pounds	40,000 Pounds
GRAPES (See Notes 1, 2 and 3.)					
	San Francisco, Alameda, Oakland, Richmond	Arvin Zone	69	67	66
		Exeter Zone	60	58	57
		Lodi Zone	38	36	35
		Reedley Zone	54	52	51
		Richgrove Zone	64	62	61
#0360	Los Angeles Harbor (San Pedro, Wil- mington, Terminal Island) and Long Beach	Arvin Zone	47	45	44
		Exeter Zone	56	54	53
		Lodi Zone	74	72	71
		Reedley Zone	61	59	58
		Richgrove Zone	51	49	48
	Stockton	Arvin Zone	60	58	57
		Exeter Zone	49	47	46
		Lodi Zone	27	25	24
		Reedley Zone	45	43	42
		Richgrove Zone	53	51	50
NOTE 1.--Applies *only for the transportation of grapes moving to steam- ship 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 6 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.

6363

NOTE 2.-(a) No deduction shall be made from minimum charges provided in Item No. 160 or from the rates provided in Items Nos. 304 and 309.

(b) **

⚡ Change
 * Addition
 ◇ Increase
 ⚡ Reduction
 ** Eliminated

Decision No.

68921

EFFECTIVE MAY 29, 1965

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

Correction No. 433

Item No.	SECTION NO. 2-POINT TO POINT COMMODITY RATES (In Cents per 100 Pounds)
	<p style="text-align: center;">DESCRIPTIONS OF ORIGIN ZONES (Items Nos. 365 and 366)</p> <p>(a) Arvin Zone includes that area embraced by the following boundary: Beginning at the intersection of U.S. Highway 99 and McKittrick Road in Kern County; thence westerly along McKittrick Road to Wible Road; northerly along Wible Road to Bakersfield City limits; thence northerly along Oak Street to 24th Street; easterly along 24th Street to Union Avenue; northerly along Union Avenue to Kentucky Street; southeasterly along Kentucky Street to Mt. Vernon Avenue; southerly along Mt. Vernon Avenue to State Route 58; southeasterly along State Route 58 to Bear Mountain Boulevard; southwesterly and westerly along Bear Mountain Boulevard to Towerline Drive; southerly along Towerline Drive to Sycamore Road; westerly along Sycamore Road to Edison Drive; northerly along Edison Drive to Bear Mountain Boulevard; westerly along Bear Mountain Boulevard and extension thereof to McKittrick Road; thence continuing westerly along McKittrick Road to point of beginning.</p> <p>(b) Exeter Zone includes that area embraced by the following boundary: Beginning at the intersection of U.S. Highway 99 and Harlan Avenue in Tulare County; thence easterly along Harlan Avenue to Road 100; southerly along Road 100 to 12th Avenue North; easterly along 12th Avenue North to Dinuba Boulevard; northerly along Dinuba Boulevard to Dodge Avenue; easterly and southeasterly along Dodge Avenue to Avenue 376; easterly along Avenue 376 to Road 204; southerly along Road 204 to Diagonal 212 East; southeasterly along Diagonal 212 East to Valencia Boulevard; southerly along Valencia Boulevard to Naranjo Boulevard; easterly on Naranjo Boulevard to Road 228; southerly on Road 228 to Woodlake Lemon Cove Highway; easterly and southerly along Woodlake Lemon Cove Highway to State Route 198; southerly and westerly along State Route 198 to Road 210; southerly along Road 210 to Avenue 282; westerly along Avenue 282 to Spruce Avenue; southerly along Spruce Avenue to Avenue 268; easterly along Avenue 268 to Road 216; southerly along Road 216 to Avenue 256; easterly along Avenue 256 to Diagonal 227; southeasterly along Diagonal 227 to Avenue 248; westerly along Avenue 248 to Road 224; southerly along Road 224 to Avenue 238; easterly along Avenue 238 to Road 223; southerly along Road 223 to First Avenue; easterly along First Avenue to "D" Avenue; southerly along "D" Avenue to Frazier Valley Highway; easterly along Frazier Valley Highway to Lewis Hill Road; southerly and southeasterly along Lewis Hill Road to Grevilla Street; southerly along Grevilla Street to city limits of Porterville; following the city limits of Porterville easterly, southerly, and westerly to Road 252; southerly along Road 252 to Avenue 140; easterly along Avenue 140 to Road 260; southerly along Road 260 to Macomber Avenue; westerly along Macomber Avenue to U.S. Highway 99; northwesterly on U.S. Highway 99 to point of beginning.</p> <p>(c) Lodi Zone includes the area within the boundary of a circle of twenty mile radius, the center of which is located at the intersection of U.S. Highway 99 and State Route 12 running easterly from U.S. Highway 99 in the vicinity of Lodi.</p> <p style="text-align: center;">(Continued in Item No. 366)</p>
<p>Δ365</p>	<p style="text-align: right;">68921</p>
<p>Δ Change, neither increase nor reduction, Decision No. 68921</p>	
<p>EFFECTIVE MAY 29, 1965</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	

Correction No. 434

Second Revised Page 43
Cancels
First Revised Page 43

MINIMUM RATE TARIFF NO. 8

SECTION NO. 5

∅ Section canceled.

∅ Change)
∅ Increase) Decision No. 68921

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 435

Sixth Revised Page 44
Cancels
Fifth Revised Page 44

MINIMUM RATE TARIFF NO. 8

Item No.	SECTION NO. 5 - ROUTING
ø 700	ø Item canceled.
ø Change ø Increase	} Decision No. 68921
EFFECTIVE MAY 29, 1965	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 436	

Sixth Revised Page 44-A
Cancels
Fifth Revised Page 44-A

MINIMUM RATE TARIFF NO. 8

Item
No:

SECTION NO. 5 - ROUTING (Concluded)

6701

Item canceled.

Change)
Increase) Decision No.

68921

EFFECTIVE MAY 29, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 437