

ORIGINALDecision No. 50875

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) Case No. 5433
 carriers relating to the transportation) Petition No. 2, Amended
 of livestock and related items (commodi-)
 ties for which rates are provided in)
 Highway Carriers' Tariff No. 3).)

Arlo D. Poe, for petitioners.
Edson Abel, for California Wool Growers Association,
 California Cattlemen's Association and California
 Farm Bureau Federation, interested parties.
A. R. Day, W. E. Furpen and J. E. Thompson, for the
 Commission staff.

O P I N I O NIntroductory

Truck Owners Association of California and Motor Truck Association of California, by their amended petition herein, seek modification of certain rules and regulations for transportation of livestock contained in Highway Carriers' Tariff No. 3 (Appendix C, Dec. No. 31924, as amended, Case No. 4293).

Public Hearing

Public hearing was held before Examiner John M. Gregory at San Francisco on July 21, 1954, at which time the matter was submitted for decision.

Petitioners' Position and Evidence in Connection Therewith

Petitioners, alleging that certain existing rules for transportation of livestock contained in Highway Carriers Tariff

(1)
 No. 3 are uncertain and unenforceable, propose (a) to substitute for Item No. 117 new Items Nos. 116 and 117A, relating to issuance of shipping documents and freight bills and to limitation of liability for loss or damage; (b) to revise Item No. 120 relating to hoof weights, scale weights and actual weights of shipments; (c) to cancel Items 45-B, 55-A, 60-A, 65-A and 67 and cover application of rates and determination of minimum weights in a revision of Item No. 170, retaining the rates therein but making them subject to the following rule:

"When actual weights are not obtained, charges shall be assessed on the minimum weight applicable to the equipment used. The minimum weight for a truck, or tractor and semitrailer, shall be deemed to be 12,000 pounds for sheep and 14,000 pounds for cattle and hogs. The minimum weight for a truck and trailer shall be deemed to be 25,000 pounds for sheep and 30,000 pounds for cattle and hogs."

Cancellation of items referred to in part (c) of the preceding paragraph and revision of Item No. 170 Series, it is alleged, would require the addition of a new item in the rules and regulations to provide for application of the "break-back" of rates based on higher minimum weights.

The record shows that absence of strict observance of minimum weights, failure to observe or record hoof or scale weights and lack of tariff provisions against loss and damage claims, have opened the way for rebating practices among shippers, carriers and livestock processors on a statewide basis. The uncontradicted

(1) Item No.	<u>Subject</u>
117	Issuance of Shipping Document
120	Method of Determining Livestock Weights
45-B	Ordering Equipment
55-A	Application of Loss-Truckload Rates
60-A	Application of Truckload Rates
65-A	Truckload Minimum Weights
67	Listing and Marking of Equipment
170	Rates

evidence shows that a so-called "packers' rate," whereby carriers or shipper-carriers are forced by processors to accept less than the minimum rates or suffer loss of business is prevalent throughout the State. Instances of settlement of nonexistent claims for loss or damage to stock were placed in the record, also without contradiction.

Staff Proposals

Representatives of the Commission's staff, after field investigation and consultation with representatives of the livestock carriers and shippers, proposed certain changes in existing rules and regulations in many respects similar to those advanced by petitioners. Staff recommendations include: deletion of Items Nos. 45, 55, 60, 65 and 67 Series; a "break-back" rule; amendment of Item No. 117, relating to shipping documents, which would provide, in addition to the form of freight bill now found in Item 230 Series, for limitation of nonnegligent liability of the carrier for loss or damage in much the same degree as rail carriers may limit their liability under provisions of the Uniform Livestock Contract found in Consolidated Freight Classification No. 20. The staff also proposes to delete Item No. 120 from the tariff and to substitute therefor a provision that charges shall be assessed on the gross weight of the shipment, evidenced by a certified weighmaster's certificate which shall be attached to the carrier's shipping document and made part of the carrier's permanent records.

The staff further proposes to revise Item No. 170 Series so as to provide for less-truckload and truckload minimum weights for cattle and hogs (14,000 and 30,000 pounds) and for sheep (12,000 and 25,000 pounds).

A new item is proposed with respect to loss and damage claims, limiting payment to those claims only which are presented in accordance with the terms of the contract of carriage, forbidding

payment of claims in the absence of carrier's negligence, and providing for maintenance of records of claims by the carrier for three years.

Summary and Conclusions

It is clear from this record that absence in present rules of adequate methods for establishing shipment weights and lack of provision against spurious claims for loss or damage expose shippers, carriers and receivers of livestock to the hazards of unfair competitive practices and to consequent breakdown of the rate structure under which that important traffic moves. Also, with respect to limitation of the carrier's liability for nonnegligent damage, no valid reason has been advanced against applying to highway transportation of livestock the terms and conditions of the Uniform Livestock Contract applicable to rail movements.

The staff proposals, which were not substantially at variance with those of the petitioners on major items, will be adopted. These rules should simplify the problem of enforcement of the minimum rates, a subject adverted to by representatives of the shippers' organizations as well as the Commission staff. The provisions for securing weighmasters' certificates for normal highway movements to stockyards, feedlots, packing houses or other established processing facilities should present no difficulty since scales are normally available along the route of such movements. Range movements, not usually made subject to scale weights, are provided for by basing charges on specific minimum weights in the absence of weighmasters' certificates of actual gross weights. Likewise, in the case of auction yard movements, which are normally of lesser volume than packing house or range shipments and which are transported primarily by local vehicles, provision is made for basing charges on specific pounds per head per animal, in the absence of

evidence of scale weights. Such a provision is found in the existing rules. Making it apply specifically to auction yard movements should result in no changes in present practices.

In the interest of tariff simplification, the minimum weight provisions proposed by the staff to be incorporated in Item No. 170 Series (Rates) should instead be included in a revision of Item No. 65 (Truckload Minimum Weights).

Also in the interest of tariff simplification, the title of "Highway Carriers' Tariff No. 3" will be changed to "Minimum Rate Tariff No. 3," and it will be provided by general rule that references to item numbers include references to such numbers with letter suffixes and references to tariffs include references to amendments and successive issues of such tariffs.

Upon consideration of all the facts and circumstances of record we are of the opinion and hereby find that revisions and modifications of the rates, rules and regulations for transportation of livestock in California by highway carriers are justified to the extent hereinbefore indicated and as provided in the following order.

O R D E R

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

IT IS HEREBY ORDERED:

1. That Highway Carriers' Tariff No. 3 (Appendix "C" to Decision No. 31924 as amended) be and it is hereby further amended by changing the title thereof to Minimum Rate Tariff No. 3 and by incorporating therein, to become effective November 15, 1954, the original and revised pages attached hereto and listed in Appendix "A", also attached hereto, which pages and appendix by this reference are made a part hereof.

2. That any reference in Commission orders or tariffs to Highway Carriers' Tariff No. 3 shall also be deemed to be a reference to Minimum Rate Tariff No. 3.

3. That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on or after the effective date hereof on not less than five days' notice to the Commission and to the public.

4. That the Petition for Modification No. 2 filed herein June 1, 1954, except as granted herein, be and it is hereby denied.

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

Dated at San Francisco, California, this 19th
1 OCTOBER, 1954,
day of _____, 1954.

John E. Mitchell
President
Justus J. Calmes
Kenneth Potter
Gene Higgins
Paul H. Ketterer
Commissioners

APPENDIX "A" TO DECISION NO. 50675

Original and Revised Pages to Minimum Rate Tariff
No. 3 Authorized by Said Decision.

First Revised Title Page cancels Original Title Page
Sixth Revised Page 2 cancels Fifth Revised Page 2
Seventh Revised Page 4 cancels Sixth Revised Page 4
Third Revised Page 4-A cancels Second Revised Page 4-A
Second Revised Page 5-A cancels First Revised Page 5-A
First Revised Page 6 cancels Original Page 6
First Revised Page 7 cancels Original Page 7
Eighth Revised Page 10 cancels Seventh Revised Page 10
Third Revised Page 12 cancels Second Revised Page 12
First Revised Page 15 cancels Original Page 15
First Revised Page 16 cancels Original Page 16
Original Page 17
Original Page 18

First Revised Title Page
Cancels
Original Title Page (Corrected)

*MINIMUM RATE TARIFF NO. 3
(Formerly Highway Carriers' Tariff No. 3)

Naming
Minimum Rates, Rules and Regulations
for the
Transportation of Livestock Over the
Public Highways Within the
State of California
By
RADIAL HIGHWAY COMMON CARRIERS
and
HIGHWAY CONTRACT CARRIERS

*Important Notice

Reference in this or other tariffs to Highway Carriers' Tariff No. 3 shall be construed as referring to Minimum Rate Tariff No. 3.

The original tariff contains rates, rules and regulations as established in Decision No. 31924, in Case No. L293. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

* Change, Decision No. 50675

EFFECTIVE NOVEMBER 15, 1954
(Original tariff effective November 7, 1939)
Correction No. 52

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

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#Addition, Decision No. 50875

EFFECTIVE NOVEMBER 15, 1954

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 53

Seventh Revised Page4

Cancels

Sixth Revised Page4

MINIMUM RATE TARIFF NO. 3

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*40-C Cancels 40-B	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply for the transportation of live-stock, viz.:</p> <p>Bucks, Bulls, Calves, Cattle, Cows, (1) Dairy Cattle, Ewes, Goats, #Hogs, (2) Horses, Kids, Lambs, Oxen, Pigs, Sheep, Sheep Camp Outfits, Sows, Steers, Stags, or Swine.</p> <p>NOTE 1. - Cattle Rates apply on: Bulls, Cattle, Cows, Dairy Cattle, Oxen, Steers.</p> <p>NOTE 2. - Sheep Rates apply on: Bucks, Calves, Ewes, Goats, Kids, Lambs, Sheep, Sheep Camp Outfits (Subject to Item No. 110 series).</p> <p>NOTE 3. - Hog Rates apply on: Hogs, Pigs, Sows, Stags, Swine.</p> <p>(1) For specific rates on Dairy Cattle, see Section 3 of this tariff.</p> <p>(2) For application of rates on Horses, see Item No. 70.</p>
*45-C Cancels 45-B	CANCELED
#47	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>
50-A	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier, except that component parts of split pickup or split delivery shipments, as defined in Item No. 10 may be combined under the provisions of Items Nos. 130 and 140.</p>
<p>* Change) # Addition) Decision No. 50875</p>	
EFFECTIVE NOVEMBER 15, 1954	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 54</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*55-B Cancels 55-A	CANCELED
*60-B Cancels 60-A	CANCELED
*65-B Cancels 65-A	<p style="text-align: center;">TRUCKLOAD MINIMUM WEIGHTS</p> <p>For single equipment units the minimum weight shall be 14,000 pounds for cattle and hogs and 12,000 pounds for sheep; for two or more units the minimum weight shall be 30,000 pounds for cattle and hogs and 25,000 pounds for sheep. (See Note 1 of Item No. 123.)</p>
#66	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment of livestock, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
*67-A Cancels 67	CANCELED
68	<p style="text-align: center;">UNITS OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>
* Charge # Addition) Decision No 50675
EFFECTIVE NOVEMBER 15, 1954	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 55</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
	<p style="text-align: center;">(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period of 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>
*115-A Cancel 115	<p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>
#116	<p style="text-align: center;">LOSS AND DAMAGE CLAIMS</p> <p>A carrier shall not remit payment on loss or damage claims unless such claims are presented to the carrier in accordance with the terms of the Contract of Carriage (See Item No. 125, sub-paragraph 6 of paragraph b.)</p> <p>No payment shall be made by any carrier concerning any loss or damage unless such loss or damage was caused by the negligence of the carrier.</p>

	Records of all loss and damage claims shall be maintained by the carrier for a period of not less than three years.
*117-A Cancels 117	ISSUANCE OF SHIPPING DOCUMENT Transferred to Item No. 125.
*Change } #Addition }	Decision No. 50675
	EFFECTIVE NOVEMBER 15, 1954
Correction No. 56	Issued by the Public Utilities Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)																				
*120-A Cancels 120	<p style="text-align: center;">METHOD OF DETERMINING LIVESTOCK WEIGHTS</p> <p style="text-align: center;">Canceled, see Item No. 123.</p> <p style="text-align: center;">(For provisions in effect prior to the effective date hereof, see Original Page 6 and Original Page 7.)</p>																				
#123	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment evidenced by a certified weighmaster's certificate which shall be attached to the carrier's shipping document and made part of the carrier's permanent records. (Subject to Note No. 1 and Note No. 2.)</p> <p>Note No. 1--On shipments transported other than to or from packing houses, slaughter houses, feed lots and auction yards, when actual gross weight is not obtained and is not evidenced by certified weighmaster's certificate, charges for shipments of cattle or hogs shall be based upon the minimum weights specified in Item No. 65.</p> <p>Note No. 2--On shipments to or from auction yards when actual gross weight is not obtained and is not evidenced by certified weighmaster's certificate, charges for shipments shall be based upon the following weights per animal:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Type of Animal</u></th> <th style="text-align: right;"><u>Pounds Per Head</u></th> </tr> </thead> <tbody> <tr> <td>Cattle, Bulls, Steers, Oxen, Cows</td> <td style="text-align: right;">900</td> </tr> <tr> <td>Calves</td> <td style="text-align: right;">300</td> </tr> <tr> <td>Hogs, Pigs</td> <td style="text-align: right;">200</td> </tr> <tr> <td>Sows, Swine</td> <td style="text-align: right;">350</td> </tr> <tr> <td>Stag</td> <td style="text-align: right;">450</td> </tr> <tr> <td>Sheep, other than Ewes or Bucks</td> <td style="text-align: right;">85</td> </tr> <tr> <td>Ewes or Bucks</td> <td style="text-align: right;">120</td> </tr> <tr> <td>Kids, Lambs</td> <td style="text-align: right;">85</td> </tr> <tr> <td>Goats</td> <td style="text-align: right;">120</td> </tr> </tbody> </table>	<u>Type of Animal</u>	<u>Pounds Per Head</u>	Cattle, Bulls, Steers, Oxen, Cows	900	Calves	300	Hogs, Pigs	200	Sows, Swine	350	Stag	450	Sheep, other than Ewes or Bucks	85	Ewes or Bucks	120	Kids, Lambs	85	Goats	120
<u>Type of Animal</u>	<u>Pounds Per Head</u>																				
Cattle, Bulls, Steers, Oxen, Cows	900																				
Calves	300																				
Hogs, Pigs	200																				
Sows, Swine	350																				
Stag	450																				
Sheep, other than Ewes or Bucks	85																				
Ewes or Bucks	120																				
Kids, Lambs	85																				
Goats	120																				
	<p>*Change) #Addition) Decision No. 50675</p>																				
EFFECTIVE NOVEMBER 15, 1954																					
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 57</p>																					

Item
No.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

ISSUANCE OF SHIPPING DOCUMENTS

A bill for freight charges (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:

1. Name of shipper
2. Name of consignee
3. Point of origin
4. Point of destination
5. Description of the kind and number of head of livestock shipped
6. Weight of the shipment (or other factor or measurement upon which charges are based)
7. Rate and charge assessed
8. Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

The form of freight bill in Item No. 230 will be suitable and proper.

A copy of each freight bill shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

#125 Prior to or at the time each shipment is tendered to the carrier for transportation a shipping document shall be issued by the carrier and shall show the following information:

1. Name of shipper
2. Name of consignee
3. Point of origin
4. Point of destination
5. Description of the kind and number of head of livestock shipped
6. The terms of the contract of carriage which shall include:
 - a. Unless caused by the negligence of the carrier or its employees, no carrier shall be liable for or on account of any injury or death sustained by such livestock occasioned by an act of God, the public enemy, quarantine, the authority of law, the inherent vice, weakness or natural propensity of the animal, act or default of the shipper or owner or the agent of either, riots, strikes, stoppage of labor or threatened violence, overloading, crowding one upon the other, escaping from vehicles, kicking or goring or otherwise injuring themselves, suffocation, fright, heat or cold, changes in weather or delay caused by stress of weather, or damage to highways or roads or other causes beyond the carrier's control.
 - b. As a condition precedent to the recovery of damages caused by the carrier's negligence, claims must be filed in writing with the carrier within 90 days after date of delivery, or, in the case of failure to make delivery, within 100 days after tender of the shipment.
 - c. No claim shall be honored by a carrier covering any shipment on which the shipper has not remitted to the carrier full transportation charges.
 - d. All claims shall be accompanied by paid freight bill, shipping order and delivery receipt, or exact copies thereof, and a verified statement itemizing the extent of loss or damage.

C. 5433*

- o. Unless written notice of loss or damage is given to a carrier before or at the time the shipment is unloaded at point of destination, the carrier will be discharged from all liability in respect to any claim for loss and damage.

The form of shipping document in Items Nos. 235 and 240 will be suitable and proper.

A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection for a period of not less than three years from the date of its issuance.

Portion of Item No. 120 formerly on this page canceled (see First Revised Page 6)

#Addition, Decision No. 50875

EFFECTIVE NOVEMBER 15, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 58

Item No.	SECTION NO. 2		RATES (In Cents per 100 Pounds)	
	MILES Over	But not over	Any Quantity Cattle, Hogs or Sheep	Minimum Weight As Specified in Item No. 65 Cattle or Hogs Sheep
For Application of Rates, (Commodities) See Notes 1, 2 and 3 of Item No. 40 and Item No. 65.				
	0	3	15½	7½ 11½
	3	5	16½	7½ 11½
	5	10	17½	7½ 12½
	10	15	17½	9½ 12½
	15	20	19	10½ 13½
	20	25	19	11½ 14½
	25	30	21	12½ 15½
	30	35	21	12½ 17½
	35	40	22	13½ 19
	40	45	22	14½ 21
	45	50	23	15½ 22
	50	60	24	15½ 24
	60	70	25	16½ 25
	70	80	29	19 27
	80	90	31½	21 29½
*170-H Cancels 170-G	90	100	33½	23 31½
	100	110	36½	25 32½
	110	120	38½	26 34½
	120	130	42	29 36½
	130	140	45	30 38½
	140	150	47	31½ 39½
	150	160	49	33½ 42
	160	170	53	36½ 43
	170	180	55	37½ 46
	180	190	57	38½ 47
	190	200	61	41 49
	200	220	66	45 54
	220	240	71	48 59
	240	260	77	51 64
	260	280	82	55 69
	280	300	88	59 72
	300	325	93	64 77
	325	350	98	66 82
	350	375	102	70 87
	375	400	110	73 91
	400	425	114	77 96
	425	450	120	80 99
	450	475	125	86 105
	475	500	131	88 110
	500	525	136	91 114

525	550	112	96	118
550	575	116	99	122
575	600	153	103	127
600	625	158	106	133
625	650	163	110	137
650	675	168	114	141
675	700	173	117	145
For distances over 700 miles add for each 25 miles or fraction thereof		4 $\frac{3}{4}$	4 $\frac{1}{4}$	4 $\frac{3}{4}$

* Change, Decision No. 50675

EFFECTIVE NOVEMBER 15, 1954

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

Correction No. 59

Item No.	SECTION NO. 3		RATES (In Cents per Head)								
	DAIRY CATTLE, as described in Item No. 10.										
	BETWEEN	ZONES (See Items Nos. 210 and 220 for territorial zone descriptions.)									
*200-C Cancels 200-B	AND	ZONES	A	B	C	D	E	F	G	H	I
		A	104								
		B	130	104							
		C	240	182	104						
		D	240	240	240	104					
		E	182	182	182	130	104				
		F	130	130	240	182	130	104			
		G	182	240	360	240	240	182	104		
		H	130	182	300	240	240	130	130	104	
		I	130	182	300	300	240	182	182	130	104
<p>Rates are subject to a minimum charge of \$1.30 per shipment. *Not subject to the provisions of Item No. 123.</p>											
<p>*Change, Decision No. 50675</p>											
<p>EFFECTIVE NOVEMBER 15, 1954</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>											
<p>Correction No. 60</p>											

First Revised Page 15
Cancels
Original Page 15

MINIMUM RATE TARIFF NO. 3

SECTION NO. 4

*Forms of Shipping Documents to Which
Reference Is Made in Item No. 125

* Change, Decision No. 50675

EFFECTIVE NOVEMBER 15, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 61

SECTION NO. 4-FORMS OF SHIPPING DOCUMENTS

*Item No. 230-A Cancels 230

LIVESTOCK FREIGHT BILL

Date -----

Bill No. -----

Permit No. -----

NAME OF CARRIER -----

(Name of Carrier Must be Same as Shown on Permit)

Name of Shipper ----- Name of Consignee -----

Address of Shipper ----- Address of Consignee -----

Precise Point of Origin ----- Precise Point of Destination -----

Number of Head	Kind of Stock (Note 1)	Gross Weight of Shipment, Pounds	Rate (in cents per 100 pounds)	Charges

(Note 1) State whether Cattle, Calves, Sheep or Hogs, etc.

TYPE OF MOVEMENT

A Pasture to Pasture

B To or From Auction Yards

C Other than A or B
(See Note 2)

Accessorial Charges

Other Charges

Prepaid

Total to Collect

 Shipper

by _____
 (Show Name in Full)

Received by Carrier in Good Condition Except as Noted

by _____
 Driver (Show Name in Full)

Received by Consignee in Good Condition Except as Noted

by _____
 (Show Name in Full)

(Note 2)
 Certified Weight Certificate shall be secured and attached to copy of Freight Bill maintained by carrier.

Weight Certificate No. _____

* Change, Decision No. **50875**

EFFECTIVE NOVEMBER 15, 1954

Issued by the Public Utilities Commission of the State of California,
 Correction No. 62 San Francisco, California.

SECTION NO. 4 - FORMS OF SHIPPING DOCUMENTS

Item No. 235

LIVESTOCK SHIPPING ORDER
AGREEMENT FOR CARRIAGE

NAME OF CARRIER _____

STATION _____

DATE _____

THIS SHIPPING ORDER, made this _____ day of _____, 19____, by and between the _____ Company, party of the first part, hereinafter called the carrier, and _____ (Shipper's name) THIS SHIPPING ORDER WITNESSETH, That the carrier has received from the shipper the livestock described below, in apparent good order, except as noted, consigned and destined as indicated below. It is mutually agreed that every service to be performed and every liability incurred in connection with said shipment shall be subject to the conditions on back hereof, which are agreed to by the shipper and accepted for himself and his assigns.

Point of origin _____

Consigned to _____

Destination _____

Number and Description of Animals	Weight	Rate per 100 lbs.

If charges are to be prepaid indicate here

REMARKS _____

Signed _____, Shipper The _____ Company

By _____, Shipper's Agent By _____ Agent

Rules shown in Item No. 240 to be included on reverse side

Addition, Decision No. 50675

EFFECTIVE NOVEMBER 15, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California,
Correction No. 63

SECTION NO. 4 - FORMS OF SHIPPING DOCUMENTS

Item No. 240

RULES GOVERNING SHIPPING ORDER

(To Appear on Shipping Order Shown in Item No. 235)

a. Unless caused by the negligence of the carrier or its employees, no carrier shall be liable for or on account of any injury or death sustained by such livestock occasioned by an act of God, the public enemy, quarantine, the authority of law, the inherent vice, weakness or natural propensity of the animal, act or default of the shipper or owner or the agent of either, riots, strikes, stoppage of labor or threatened violence, overloading, crowding one upon the other, escaping from vehicles, kicking or goring or otherwise injuring themselves, suffocation, fright, heat or cold, changes in weather or delay caused by stress of weather, or damage to highways or roads or other causes beyond the carrier's control.

b. As a condition precedent to the recovery of damages caused by the carrier's negligence, claims must be filed in writing with the carrier within 90 days after date of delivery, or, in the case of failure to make delivery, within 100 days after tender of the shipment.

c. No claim shall be honored by a carrier covering any shipment on which the shipper has not remitted to the carrier full transportation charges.

d. All claims shall be accompanied by paid freight bill, shipping order and delivery receipt, or exact copies thereof, and a verified statement itemizing the extent of loss or damage.

e. Unless written notice of loss or damage is given to a carrier before or at the time the shipment is unloaded at point of destination, the carrier will be discharged from all liability in respect to any claim for loss and damage.

END OF TARIFF

Addition, Decision No. 50675

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