

Decision No. 59279**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 relat-)
 ing to the transportation of live-)
 stock and related items (commodi-)
 ties for which rates are provided)
 in Minimum Rate Tariff No. 3-A).)

Case No. 5433
 Petition for
 Modification No. 7

Berol and Silver by Edward M. Berol, for petitioner.
Irvin Bray, for Bray Cattle Co., Pacific Valley
Cattle Co., San Lucas Meat Co., Sierra Bella
Ranch Co., 72 Ranch Co. and West Camp Cattle Co.,
 protestants.

Gilbert Brown, for California Cattle Feeders
Association; Dominic Eyherabide, for California
Wool Growers Association; J. J. Dauel and Ralph
Hubbard, for California Farm Bureau Federation;
J. C. Kaspar and J. X. Quintrall, for California
Trucking Association; Norman H. Maffit, for
Western States Meat Packers Association; and
H. A. McDougal, for California Cattlemen's Asso-
ciation, interested parties.

Grant L. Malquist and M. J. Gagnon, for the
 Commission staff.

O P I N I O N

By petition filed May 19, 1959, A. & G. Chanley, doing business as Chanley Bros. Trucking Co., Garibaldi Equipment Co., Inc., Don E. Keith, John, Joe and Mariana Morosa, doing business as Morosa Bros. Transportation, and Valley Livestock Transportation Service, seek the establishment in Minimum Rate Tariff No. 3-A of a scale of rates applicable to a minimum weight of 35,000 pounds for transportation of cattle, and a scale of rates applicable to a minimum weight of 30,000 pounds for sheep. The scales of rates proposed represent reductions in the presently applicable rates for said minimum weights.

Public hearing was held September 1, 1959, before Examiner J. E. Thompson at San Francisco.

Minimum Rate Tariff No. 3-A names minimum rates for cattle¹ at minimum weights of any quantity, 10,000 pounds, 20,000 pounds and 30,000 pounds. It prescribes minimum rates for sheep¹ at minimum weights of any quantity, 10,000 pounds, 18,000 pounds and 25,000 pounds.

Petitioners presented evidence showing that recent technological improvements of livestock-carrying vehicles have resulted in greater carrying capacities of carriers' equipment. The development of the truck known in the trade as a "Cab-over" increased the loading space from 46 to 51 feet. An innovation known as a "basket" which consists of an additional deck placed under the bed of the trailer has increased the loading capacity for sheep by 18 per cent. Because of such technological improvements, it is not unusual for carriers to transport loads of cattle weighing in excess of 38,000 pounds and loads of sheep weighing in excess of 35,000 pounds.

Petitioners testified why the establishment of the proposed rates, which in effect is a reduction in rates, is desirable and is necessary for them in the conduct of their business. Prior to 1957, the minimum rate order of the Commission authorized the carriers, in the absence of weighmasters' certificates of actual gross weights, to assess charges at the minimum rates on 30,000 pounds in the case of cattle and 25,000 pounds in the case of sheep, on the pasture-to-pasture movement of such livestock. On November 1, 1957, by Decision No. 55587 in Case No. 5433, carriers were required to

¹ Where the term cattle is used, it includes bovine animals weighing over 450 pounds, and hogs. The term sheep includes sheep, goats and bovine animals weighing less than 450 pounds.

assess charges on pasture-to-pasture movements either (1) on weights evidenced by a public weighmasters' certificates or (2) on the aggregate of the provided weights per animal set forth in Item 150 of Minimum Rate Tariff No. 3-A. Carriers commenced weighing their loads pursuant to the order. Because of the carrying capacities of their units the charges at the scale weights or at the provided weights were substantially greater than previously had been assessed the cattlemen and sheepmen. The latter complained to the carriers of the higher charges on the pasture-to-pasture movements. A number of them have purchased transportation equipment to perform transportation of livestock between pastures. Those who have acquired the equipment have used it in other proprietary operations in the transportation of their livestock. The secretary of one of the petitioners testified that according to reports and bulletins regarding the kill of cattle and the amount of livestock in feed lots, more cattle were placed in California feed lots in April 1959 than in April 1957. The company's revenue derived from the intra-state transportation of livestock was \$125,000 in April 1957 and \$79,000 in April 1959. The witness stated that a principal reason for the decline in revenues, even though there is a greater movement of livestock, is due to proprietary operations by the cattlemen.

Petitioners hope that by reducing the rates of large truck-load movements, the trend of the shippers of acquiring motor vehicle equipment will cease.

The petitioners offered a cost study prepared by a traffic consultant. The proposed rates exceed the cost estimates and it appears, from the cost study, that the proposed rates are intended to provide an operating ratio of about 93 per cent before income taxes.

The petition was supported by California Cattlemen's Association, California Cattle Feeders Association, California Wool Growers Association, Western Meat Packers Association and the California Farm Bureau Federation. From the testimony, it appears that the petitioners consulted the above shipper groups in the development of the proposed scales of rates.

The petition was opposed by Irvin Bray, a cattlemen engaged in raising beef in the central coastal area of California and who represented several other protestants. It is his position that the petitioners herein are the larger operators in the state² and are the ones owning and operating the "Cab-over" and "basket" vehicles which have the larger carrying capacities. He asserted that there are other livestock haulers, and particularly the one or two truck operators, whose services are essential to the shippers and who would be severely injured if the proposal is granted. These carriers do not have vehicles of the capacity which could haul 35,000 pounds of cattle. If the proposed rates are established, the cattlemen would engage the services of the larger carriers, such as petitioners, rather than the smaller carriers because of the differences in rates. This would force the smaller carriers out of business. Protestant is not only apprehensive of a possible shortage of trucks in time of need, but also fears that once the competition from the smaller carriers is removed, the larger carriers will increase their rates to levels higher than they are now.

We do not share the apprehensions of protestant. Petitioners are highway common carriers and before they may increase their rates, they are required by law to obtain authorization from

2 They operate about one third of the for-hire livestock trucks.

Revised
the Commission upon a showing that the increases are justified.

11/17/59
~~There are over 14,000 carriers in this state, operating over 106,000 motor vehicles. One thousand seven hundred forty-nine new carriers were licensed during the calendar year 1957.~~

Upon consideration of all of the facts and circumstances of record, we are of the opinion and find that the proposed rates are just, reasonable and nondiscriminatory and should be established as the minimum rates for the transportation of livestock.

It has come to the Commission's attention that Items Nos. 170 and 180 of Minimum Rate Tariff No. 3-A contain terms "per split pickup" and "per split delivery." For clarification and uniformity, these items will be revised by substituting the terms "per component part" therein. This change conforms with informal Ruling No. 59 of the Commission's Transportation Division issued September 24, 1959. No contrary interpretation has come to the Commission's attention.

In addition, other minor changes in various items of the aforesaid tariff not involved in this petition, but necessary to maintain clarity and uniformity in tariff publication, will also be made by the order which follows.

O R D E R

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

IT IS ORDERED:

1. That Minimum Rate Tariff No. 3-A (Appendix A of Decision No. 55587, as amended) is hereby further amended by incorporating therein to become effective January 1, 1960, the revised tariff pages attached hereto and listed in Appendix A also attached hereto, which pages and appendix are by this reference made a part hereof.

2. That tariff publications authorized to be made by common carriers as a result of the order herein may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the date of the tariff changes herein involved.

3. That in the exercise of the authority hereinabove granted, common carriers are authorized to depart from the provisions of Section 460 of the Public Utilities Code and of Article XII, Section 21 of the Constitution of the State of California to the extent necessary to publish the rates established herein.

4. That in all other respects said Decision No. 55587, 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 17th day of November, 1959.

Charles R. [Signature]
President
[Signature]
William [Signature]
[Signature]
Commissioners

Commissioner Theodore H. Jenner, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. 59279

Revised Pages to
Minimum Rate Tariff No. 3-A
Authorized by Said Decision

First Revised Page 3

First Revised Page 4

First Revised Page 9

Third Revised Page 18

Original Page 18-A

Third Revised Page 19

Original Page 19-A

(END OF APPENDIX "A")

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p data-bbox="508 306 951 368">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p data-bbox="261 388 1182 426">(a) CALVES means bovine animals weighing 450 pounds or less.</p> <p data-bbox="261 443 1210 480">(b) CATTLE means bovine animals weighing more than 450 pounds.</p> <p data-bbox="186 505 1290 575">(c) CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act.</p> <p data-bbox="186 600 1323 700">(d) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p data-bbox="186 725 1323 912">(e) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment, also any interstate rate of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment.</p> <p data-bbox="186 941 1290 1011">(f) DAIRY CATTLE means cattle which are or have been used or useful in connection with the production of milk by dairies.</p> <p data-bbox="186 1036 1290 1198">(g) FEED LOT means a place, establishment or facility consisting of pens or other enclosures and their appurtenances, in which live cattle, calves, sheep, swine or goats are received, held or kept for fattening, for compensation as a business, for the public generally, or owned and operated by packing or slaughter houses.</p> <p data-bbox="186 1223 1306 1348">(h) INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p data-bbox="186 1378 1273 1477">(i) PACKING HOUSE means a place of business licensed to buy live-stock for the purpose of slaughter, at which meat or meat food products are manufactured or prepared.</p> <p data-bbox="186 1502 1257 1639">(j) PASTURE MOVEMENT means a shipment, or component part thereof, originating at or destined to points other than points located at or within a radius of 2 actual miles of a stockyard, public sales yard, feed lot, packing house or slaughter house.</p> <p data-bbox="186 1659 1323 1883">(k) POINT OF DESTINATION means the precise location at which live-stock is tendered for physical delivery into the custody of the consignee or his agent. All points within a feed lot, packing house, public sales yard, slaughter house, stockyard or corral ranch site of one consignee shall be considered as one point of destination and shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p data-bbox="186 1901 1306 2125">(l) POINT OF ORIGIN means the precise location at which livestock is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a feed lot, packing house, public sales yard, slaughter house, stockyard or corral ranch site of one consignor shall be considered as one point of origin and shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p data-bbox="261 2138 877 2175">(m) PUBLIC SALES YARD means a stockyard.</p> <p data-bbox="604 2182 935 2220">(Continued in Item 11)</p>	<p data-bbox="1351 974 1430 1098">*10-A Can- cols 10</p>

* Change, Decision No.

59279

EFFECTIVE JANUARY 1, 1960

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

Correction No. 9

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p data-bbox="417 377 1044 445">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p data-bbox="204 473 1310 887">(n) PUBLIC WEIGHMASTER'S CERTIFICATE means a statement issued and signed or initialed by a weighmaster or deputy weighmaster licensed by the State of California, any subdivision thereof, or the federal government to perform public weighing. The statement shall set forth the kind of livestock, the date weighed, the license number of the vehicle or vehicles in which the livestock was transported, and the weight of the livestock (or the gross weight of the livestock and the vehicle or vehicles and the unladen weight of the vehicle or vehicles). If the gross weight of the vehicle or vehicles and the livestock is shown on one statement and the unladen weight of the vehicle or vehicles is shown on another, the separate statements will constitute a public weighmaster's certificate.</p> <p data-bbox="204 914 1278 1049">(o) RAILHEAD means a point at which facilities are maintained for the loading of livestock into or upon, or the unloading of livestock from rail cars or vessels as defined in Section 238(a) of the Public Utilities Code.</p> <p data-bbox="204 1078 1263 1174">(p) RATE includes charge and also the minimum weight, rules and regulations governing and the accessorial charges applying in connection therewith.</p> <p data-bbox="204 1205 1276 1341">(q) SAME TRANSPORTATION means transportation of the same kind and quantity of livestock and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p data-bbox="204 1369 1265 1505">(r) SHIPMENT means a quantity of livestock tendered by one shipper on one agreement for carriage at one point of origin at one time for one consignee at one point of destination. (See also definitions of split delivery shipment and split pickup shipment.)</p> <p data-bbox="204 1533 1310 1596">(s) SLAUGHTER HOUSE means a place of business licensed to slaughter livestock.</p> <p data-bbox="204 1627 1293 1828">*(t) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, said shipment being shipped by one consignor at one point of origin, under one agreement for carriage and charges thereon being paid by the consignor when there is more than one consignee.</p> <p data-bbox="204 1856 1263 2080">*(u) SPLIT PICKUP SHIPMENT means a shipment consisting of several component parts received during one day and transported under one agreement for carriage from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin, the composite shipment being consigned and delivered to one consignee at one point of destination and charges thereon being paid by the consignee when there is more than one consignor.</p> <p data-bbox="204 2109 1278 2268">(v) STOCKYARD means any place, establishment or facility consisting of pens or other enclosures and their appurtenances, licensed by the federal or state government or any subdivision thereof to receive, hold or keep for sale or shipment in commerce live cattle, calves, sheep, swine or goats.</p>	

*11-A
Cancels
11

(w) TEAM TRACK means a point at which livestock may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of livestock from and to common carriers by vessel.

* Change, Decision No. 59279

EFFECTIVE JANUARY 1, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 10

SECTION NO. 1-RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT PICKUP</p> <p>*(1) The charge for a split pickup shipment, as defined in Item No. 11, shall be the charge applicable for transportation of a single shipment of the same kind and quantity of livestock for the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin, plus an added charge of \$1.50 per component part.</p> <p>*(2) At the time of or prior to the first pickup, the carrier shall be furnished with manifest or written shipping instructions showing the name of each consignor, the points of origin, and the kind and quantity of livestock in each component part.</p> <p>(3) No split pickup shipment shall be accorded split delivery.</p> <p>(4) 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 2 hereof, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff.</p>	<p>*170-A Cancels 170</p>
<p style="text-align: center;">SPLIT DELIVERY</p> <p>*(1) The charge for a split delivery shipment, as defined in Item No. 11, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of livestock for the distance from point of origin to that point of destination which produces the shortest distance, via the other point or points of destination, plus an added charge of \$1.50 per component part.</p> <p>*(2) At time of tender of shipment, carrier shall issue a single agreement for carriage for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the points of destination, and the kind and quantity of livestock in each component part.</p> <p>(3) No split delivery shipment shall be accorded split pickup.</p> <p>(4) 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 2 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p>	<p>*180-A Cancels 180</p>
<p>*Change, Decision No. 59279</p>	
<p style="text-align: center;">EFFECTIVE JANUARY 1, 1960</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 11</p>	

SECTION NO. 2-DISTANCE COMMODITY RATES (In Cents per 100 Pounds)							Item No.
CATTLE, viz.: Bulls, Calves, Cattle, Cows, Dairy Cattle, Heifers, Oxen and Steers.							
HOGS, viz.: Barrows, Boars, Butcher Hogs, Feeder Pigs, Gilts, Hogs, Pigs, Sows, Stags and Swine.							
(For Application of Rates See Items Nos. 30 and 40)							
MILES		Minimum Weight in Pounds					
Over	But Not Over	Any Quantity	10,000	20,000	30,000 (See Note 1, Item No. 275)	#35,000 (See Note 2, Item No. 275)	
0	3	19	10	9	6	6	
3	5	20	11	10	7	7	
5	10	22	12	11	8	8	
10	15	24	13	12	9	9	
15	20	27	15	14	10	10	
20	25	30	17	15	11	11	
25	30	33	19	17	12	12	
30	35	36	21	18	13	13	
35	40	39	25	19	14	14	
40	45	42	25	21	15	15	
45	50	45	27	22	16	16	
50	60	48	30	24	18	18	
60	70	51	33	26	20	20	
70	80	54	36	29	22	21	
80	90	57	39	32	24	23	
90	100	60	42	34	26	25	
100	110	62	46	37	28	26	
110	120	64	50	40	30	28	
120	130	66	54	43	32	30	
130	140	68	58	45	34	32	
140	150	71	61	48	36	34	
150	160	74	65	51	38	36	
160	170	78	68	53	40	37	
170	180	82	72	56	42	39	
180	190	86	75	59	44	41	
190	200	91	79	62	46	43	
200	220	96	84	66	49	46	
220	240	102	90	70	52	48	
240	260	108	96	74	55	52	
260	280	114	103	78	58	54	
280	300	120	110	82	61	57	
300	325	127	117	88	65	60	
325	350	134	126	93	69	64	
350	375	141	134	99	73	68	
375	400	148	142	104	77	73	
400	425	155	150	110	81	77	
425	450	162	157	116	85	82	
450	475	169	165	121	89	86	
475	500	176	172	127	93	91	
500	525	183	180	132	97	95	

*270-C
Cancels
270-B

525	550	190	186	138	101	99
550	575	197	192	143	105	104
575	600	204	198	149	109	109
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		7	6	5½	4	4
(1)(Continued in Item No. 275)						
(1) Note 1 transferred to Item No. 275 on Original Page 18-A.						
* Change)	Decision No. 59279				
# Addition)					
o Reduction)					
EFFECTIVE JANUARY 1, 1960						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 12						

SECTION NO. 2 - DISTANCE COMMODITY RATES : (In Cents per 100 Pounds)	Item No.																				
Applies in connection with rates on Cattle and Hogs in Item No. 270.																					
<p>(1) NOTE 1.-Rates in Item No. 270 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of livestock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than 30,000 pounds or actual weight, whichever is greater.</p> <table> <tr> <th data-bbox="480 897 816 965"><u>Number of Units of Equipment Used</u></th><th data-bbox="992 897 1257 965"><u>Minimum Weight (In Pounds)</u></th></tr> <tr> <td data-bbox="607 997 624 1023">1</td><td data-bbox="1050 997 1166 1023">30,000</td></tr> <tr> <td data-bbox="607 1028 624 1053">2</td><td data-bbox="1050 1028 1166 1053">60,000</td></tr> <tr> <td data-bbox="607 1058 624 1083">3</td><td data-bbox="1050 1058 1166 1083">90,000</td></tr> <tr> <td data-bbox="607 1088 624 1113">4</td><td data-bbox="1034 1088 1166 1113">120,000</td></tr> </table> <p>Over 4 ---- Add to the minimum weight for 4 units of equipment 30,000 pounds for each unit of equipment in excess of 4.</p> <p># NOTE 2.-Rates in Item No. 270 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of livestock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than 35,000 pounds or actual weight, whichever is greater.</p> <table> <tr> <th data-bbox="497 1653 832 1721"><u>Number of Units of Equipment Used</u></th><th data-bbox="976 1653 1240 1721"><u>Minimum Weight (In Pounds)</u></th></tr> <tr> <td data-bbox="624 1753 640 1779">1</td><td data-bbox="1034 1753 1149 1779">35,000</td></tr> <tr> <td data-bbox="624 1784 640 1809">2</td><td data-bbox="1034 1784 1149 1809">70,000</td></tr> <tr> <td data-bbox="624 1814 640 1839">3</td><td data-bbox="1017 1814 1149 1839">105,000</td></tr> <tr> <td data-bbox="624 1844 640 1869">4</td><td data-bbox="1017 1844 1149 1869">140,000</td></tr> </table> <p>Over 4 ---- Add to the minimum weight for 4 units of equipment 35,000 pounds for each unit of equipment in excess of 4.</p> <p>-----</p> <p>For the purposes of Notes 1 and 2 above, a unit of equipment shall be deemed as any vehicle or combination of vehicles as described in Item No. 10 propelled by the use of a single motor truck or single other self-propelled highway vehicle.</p>	<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>	1	30,000	2	60,000	3	90,000	4	120,000	<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>	1	35,000	2	70,000	3	105,000	4	140,000	#275
<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>																				
1	30,000																				
2	60,000																				
3	90,000																				
4	120,000																				
<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>																				
1	35,000																				
2	70,000																				
3	105,000																				
4	140,000																				

(1) Note 1 was formerly shown in Item No. 270 on Second Revised
Page 18.

Addition, Decision No. **59279**

EFFECTIVE JANUARY 1, 1960

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

Correction No. 13

-18-A-

SECTION NO. 2 - DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						Item No.
SHEEP, viz.: Ewes, Goats, Kids, Lambs, Rams (Bucks), Sheep, Sheep Camp Outfits, and Wethers.						
(For Application of Rates See Items Nos. 30 and 40)						
Miles But Not Over		Minimum Weight in Pounds				
		Any Quantity	10,000	18,000	25,000 (See Note 1, Item No. 285)	#30,000 (See Note 2, Item No. 285)
0	3	19	14	13	11	11
3	5	20	15	14	12	12
5	10	22	17	16	13	13
10	15	24	19	17	14	14
15	20	27	21	19	15	15
20	25	30	23	20	16	16
25	30	33	25	22	17	17
30	35	36	27	23	18	18
35	40	39	29	24	19	19
40	45	42	31	25	20	20
45	50	45	34	26	21	21
50	60	48	37	28	23	22
60	70	51	40	30	26	24
70	80	54	43	33	28	26
80	90	57	47	36	31	29
90	100	60	51	39	33	31
100	110	62	55	42	35	33
110	120	64	59	45	38	36
120	130	66	61	48	41	38
130	140	68	65	51	43	40
140	150	71	69	55	45	42
150	160	74	73	58	48	45
160	170	78	77	61	50	47
170	180	82	81	64	53	50
180	190	86	85	68	55	52
190	200	91	90	72	58	54
200	220	96	95	77	62	58
220	240	102	101	82	66	62
240	260	108	107	87	70	66
260	280	114	113	92	74	70
280	300	120	118	97	78	73
300	325	127	125	103	83	78
325	350	134	132	109	88	82
350	375	141	139	115	93	87
375	400	148	146	121	98	92
400	425	155	153	127	103	97
425	450	162	160	133	108	101
450	475	169	167	139	113	106
475	500	176	174	145	118	110
500	525	183	181	151	123	115

*280-C
Cancels
280-B

525	550	190	188	157	128	120
550	575	197	195	163	132	124
575	600	204	202	169	136	129
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		7	7	6	4½	4½
(1) (Continued in Item No. 285)						
(1) Note 1 transferred to Item No. 285 on Original Page 19-A.						
* Change)	-				
# Addition)	Decision No. 59279				
o Reduction)					
EFFECTIVE JANUARY 1, 1960						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 14						

SECTION NO. 2 - DISTANCE COMMODITY RATES (In Cents per 100 Pounds)		Item No.																	
Applies in connection with rates on Sheep in Item No. 280.																			
<p>(1) NOTE 1.-- Rates in Item No. 280 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of live-stock loaded in each unit of equipment used, but in no event less than 25,000 pounds for other than ewes and their lambs or 24,000 pounds for ewes and their lambs, or actual weight, whichever is greater.</p> <table><tr><th rowspan="2">Number of Units of Equipment Used</th><th colspan="2">Minimum Weight (In Pounds)</th></tr><tr><th>Other than Ewes and Their Lambs</th><th>Ewes and Their Lambs</th></tr><tr><td>1</td><td>25,000</td><td>24,000</td></tr><tr><td>2</td><td>50,000</td><td>48,000</td></tr><tr><td>3</td><td>75,000</td><td>72,000</td></tr><tr><td>4</td><td>100,000</td><td>96,000</td></tr></table> <p>Over 4 ----- Add to the minimum weight for 4 units of equipment 25,000 pounds for other than ewes and their lambs or 24,000 pounds for ewes and their lambs for each unit of equipment in excess of 4.</p>		Number of Units of Equipment Used	Minimum Weight (In Pounds)		Other than Ewes and Their Lambs	Ewes and Their Lambs	1	25,000	24,000	2	50,000	48,000	3	75,000	72,000	4	100,000	96,000	
Number of Units of Equipment Used	Minimum Weight (In Pounds)																		
	Other than Ewes and Their Lambs	Ewes and Their Lambs																	
1	25,000	24,000																	
2	50,000	48,000																	
3	75,000	72,000																	
4	100,000	96,000																	
<p># NOTE 2.-- Rates in Item No. 280 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of live-stock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than 30,000 pounds or actual weight, whichever is greater.</p> <table><tr><th rowspan="2">Number of Units of Equipment Used</th><th colspan="2">Minimum Weight (In Pounds)</th></tr><tr><th colspan="2">Sheep (As described in Item No. 280)</th></tr><tr><td>1</td><td colspan="2">30,000</td></tr><tr><td>2</td><td colspan="2">60,000</td></tr><tr><td>3</td><td colspan="2">90,000</td></tr><tr><td>4</td><td colspan="2">120,000</td></tr></table> <p>Over 4 ----- Add to the minimum weight for 4 units of equipment 30,000 pounds for each unit of equipment in excess of 4.</p> <p>-----</p>		Number of Units of Equipment Used	Minimum Weight (In Pounds)		Sheep (As described in Item No. 280)		1	30,000		2	60,000		3	90,000		4	120,000		#285
Number of Units of Equipment Used	Minimum Weight (In Pounds)																		
	Sheep (As described in Item No. 280)																		
1	30,000																		
2	60,000																		
3	90,000																		
4	120,000																		

For the purposes of Notes 1 and 2 above,
a unit of equipment shall be deemed as any vehicle
or combination of vehicles as described in Item No. 10
propelled by the use of a single motor truck or single
other self-propelled highway vehicle.

(1) Note 1 was formerly shown in Item No. 280 on Second Revised
Page 19.

Addition, Decision No. 53279

EFFECTIVE JANUARY 1, 1960

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San Francisco, California.
Correction No. 15