

Decision No. _____

66072

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 livestock)
and related items (commodities for)
which rates are provided in Minimum)
Rate Tariff No. 3-A).

Case No. 5433
Petition for Modification No. 18
and Order Setting Hearing
dated February 19, 1963

J. C. Kaspar, Arlo D. Poe and J. X. Quintrall, for California Trucking Association, petitioner.
Charles E. Blaine, for California Cattlemen's Association, California Wool Growers Association, Western Meat Packers Association, Inc., and California Cattle Feeders Association;
Lyman Willard, for California Cattlemen's Association; protestants.
Ralph Hubbard, for California Farm Bureau Federation; T. W. Curley, H. P. Simpson and William H. Rudge, for Swift & Co.; W. L. Chessman, for Matthews-Silvius Traffic Service; interested parties.
Marcel J. Gagnon and R. A. Lubich, for the Commission staff.

O P I N I O N

These matters were heard before Examiner Thompson at San Francisco on April 19, 1963 and May 28, 1963, and were submitted.

By Petition for Modification No. 18, California Trucking Association, hereinafter called petitioner, requested the Commission to have the Transportation Division prepare studies of current conditions in livestock transportation and to present the results of those studies at a public hearing to enable the Commission to amend Minimum Rate Tariff No. 3-A to the extent necessary to provide minimum rates and charges which will meet the present and foreseeable needs of shippers and carriers of livestock. Upon being

informed by its staff that the requested studies had been completed, the Commission on February 19, 1963, ordered that hearing be scheduled for the receipt of evidence relative to the adjustments of the minimum rates, rules and regulations applicable to the transportation of livestock. On April 3, 1963, reports of the studies, in the form of proposed exhibits, were mailed to all carriers and other parties known to be interested in the minimum rates for the transportation of livestock.

The reports of the studies were admitted in evidence. They show that a number of problems have arisen because the present minimum rate structure does not permit the optimum utilization of equipment used in the transportation of livestock. Cattle and sheep are moved many times prior to slaughter, for example, from pasture to a public sales yard or auction yard, from there to a pasture, then perhaps a number of movements between pastures, thence to a feed lot and then to a slaughterhouse. The conditions surrounding those movements are different. A steer transported from a feed lot to slaughter usually weighs considerably more than when it was transported to the feed lot. Road conditions between feed lots and slaughterhouses are usually much better than those between pastures. Because of such conditions, carriers have developed and acquired motor vehicle equipment best suited for the conditions they are more likely to encounter in the type of transportation for which they have the most demand. There are some carriers engaged principally in the transportation of cattle to slaughterhouses and they were found to favor lightweight, single deck equipment with 56 feet of linear loading space. Such equipment will permit loads within the maximum legal weight limit up to 45,000 pounds. Carriers that transport both cattle and sheep, or who are engaged in movements to and from pastures, were found to have a

wider variety of equipment, including double and triple decks and trailer baskets. While the linear loading space of one deck often is 56 feet, the additional equipment adds to the tare weight of the vehicle so that the maximum load of cattle, within the legal weight limit, is about 37,000 pounds. The various kinds of movement have seasonal trends, so that there is usually equipment available that may not necessarily be the type designed for the transportation for which there is an urgent need. During the times when there is a heavy movement of cattle to slaughter, there is a need for equipment exceeding the supply of the lightweight type. There being less demand at that time for pasture moves or for the movement of sheep, the deck type equipment is needed to supply the shippers' requirements. The truckload minimum rates for the transportation of cattle to slaughter are based on a minimum truckload weight of 39,000 pounds. The shipper who can only obtain vehicles that, because of their tare weights, can legally transport only 37,000 pounds is unhappy because he must pay charges on 2,000 pounds that are not transported.¹ The carrier having the heavier type equipment, therefore, is at a competitive disadvantage. On the other hand, the shippers tend to ship cattle in quantities which will be close to the truckload minimum weight (39,000 pounds for cattle to slaughter). The carriers having equipment capable of transporting 45,000 pounds usually find that the vehicles are not utilized to their full capacity. The above relates only to one of the problems surrounding the transportation of cattle to slaughter. There are other problems connected with that movement as well as with other

¹ The present rate scale also provides truckload rates subject to a minimum weight of 35,000 pounds; however, the rate on 39,000 pounds provides lower charges than does 37,000 pounds computed at the truckload rate subject to the 35,000 minimum weight.

types of movements. It is clear that the present minimum rate structure does not fulfill the needs of the livestock industry.

An assistant transportation rate expert of the Commission staff proposed a rate structure intended to ameliorate some of the conditions and to be responsive to the industry's needs. The principal change suggested was the establishment of so-called "incentive rates" which would be applicable to the weight exceeding the truckload minimum weights; for example, it was suggested that for the transportation of cattle for distances over 300 miles but not over 325 miles the truckload rate be 64 cents per 100 pounds, minimum weight 33,000 pounds, and that for the amount of weight in excess of 33,000 pounds the applicable rate be 39 cents per 100 pounds.² The levels of the rates proposed by the rate expert are based upon a study of the costs of transporting livestock prepared by a staff associate transportation engineer.

A spokesman for a number of participants, namely, California Trucking Association, California Cattlemen's Association, California Wool Growers Association, Western Meat Packers Association, California Cattle Feeders Association, California Farm Bureau Federation and Swift & Company (hereinafter sometimes referred to as the industry group), stated that representatives of

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Assuming shipments of the following weights, the charges and the "rates in cents paid" are:

<u>Weight</u>	<u>37,000</u>	<u>38,000</u>	<u>40,000</u>	<u>44,000</u>
33,000 lbs. at \$.64 cwt.	\$243.20	\$243.20	\$243.20	\$243.20
Excess Weight at \$.39 per cwt.	-	-	2,000 \$ 7.80	6,000 \$ 23.40
Total Charge	\$243.20	\$243.20	\$251.00	\$266.60
Charge divided by Total Weight times 100	.6573	.6400	.6275	.6059

those groups had reviewed the reports of the staff studies and had considered certain suggested improvements of the staff's rate proposals. The principal suggestions were to lower the minimum truckload weights (36,000 pounds instead of 33,000 pounds for "slaughter cattle" and 34,000 pounds instead of 36,000 pounds for "other cattle") and to provide the incentive feature in the form of a deduction from the charge rather than in the form of a stated lower rate. The proposed incentive formula for shipments moving in a single unit of carrier's equipment is:

"Multiply the applicable freight rate by the weight of the shipment and reduce the charge so determined by one percent (1%) for each 1,000 pounds that the weight exceeds the applicable truckload minimum weight, subject to a maximum reduction of five percent (5%)."

A similar formula is proposed for shipments requiring the use of more than one unit of carrier's equipment. The proposed rates are at about the same level, generally, as the present rates. In many instances, particularly for shipments of certain weights and for the longer distances, the suggested rate structure results in reductions.³ In other instances, the proposed rates would result in

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The following is a comparison of the charges which would be applicable at the present minimum rates, at the rates proposed by the staff, and at those proposed by the industry group, for shipments of cattle at the weights shown destined to slaughterhouses for distances of 155 miles:

Weight in Pounds	Charges in Dollars		
	@ Present Rate	@ Staff Proposal	@ Industry Proposal
36,000	113.10	129.20	108.00
38,000	113.10	129.20	111.72
39,000	113.10	131.10	113.49
40,500	117.45	133.95	116.64
42,700	123.83	138.13	121.59
44,000	127.60	140.60	125.40
78,000 *	229.10	262.20	226.98

* 2 truckloads, one of 38,000 lbs. and one of 40,000 lbs.

increases. While it is difficult to estimate the effect of the proposed rate structure upon the total cost to the shippers of livestock, it appears that under the rate structure proposed by the industry group there would not be any significant impact upon the total freight cost paid by livestock shippers. Insofar as the carriers as a whole are concerned, while the proposed rates would have a small effect upon total revenue, they would promote the tender of quantities by shippers which would enable the carriers to make more efficient use of their equipment without overloading the trucks or overcrowding the animals, which latter results in a greater frequency of loss or damage claims. The minimum truckload weights suggested by the industry group are appropriate for the various types of movements. Exhibit No. 6 is a summary of the truckload weights of livestock in various types of movements. The summary is a statistical analysis made by the assistant transportation rate expert from data covering 2,736 truckloads of cattle, 114 truckloads of calves, 8 truckloads of hogs and 596 truckloads of sheep. A comparison of the rate scales proposed by the staff and by the industry group with the data set forth in Exhibit No. 6 shows that the industry group's proposed rates will provide transportation charges lower than those at the rates proposed by the staff. For example, the so-called slaughterhouse rates on cattle proposed by the industry group would be applicable to about 90 percent of the shipments of cattle moving to slaughterhouses, whereas those proposed by the staff would be applicable to 30 percent of the shipments.

The engineer developed his cost estimates for the transportation of livestock under conditions similar to those prevailing under the present minimum rate structure. For example, he considered

the minimum weight for truckloads of cattle to slaughter to be 38,000 pounds and therefore in developing his estimates used average weights per load amounting up to 43,400 pounds. If the proposed 36,000-pound minimum weight scale were effective, Exhibit No. 6 indicates that the average load of slaughter cattle would be about 40,000 pounds. The purpose of this proceeding is to establish minimum rates which will improve the conditions surrounding the transportation of livestock and thereby promote the freedom of movement by carriers of livestock. It follows, therefore, if the proposed rate structure will improve transportation conditions as expected by the carriers, by the shippers and by the assistant rate expert, cost estimates based upon present transportation conditions may not accurately reflect the operations that will be conducted in the future. We are satisfied, however, from a consideration of the data set forth in the engineer's cost study and the other testimony presented that the rates proposed by the industry group are reasonable.

We find that:

1. The rates proposed by the industry group are just, reasonable and nondiscriminatory.
2. The rates proposed by the industry group will promote the freedom of movement by carriers of livestock more than the presently established minimum rates.
3. The rates proposed by the industry group are the lowest lawful rates for the transportation of livestock compatible with the maintenance of adequate transportation service.

Based upon the foregoing findings of fact we conclude that the rates proposed by the participants referred to herein as the industry group should be established as the just, reasonable and nondiscriminatory minimum rates to be charged by any highway carrier for the transportation of livestock and for accessorial services performed by it.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 3-A (Appendix A of Decision No. 55587, as amended) is hereby further amended by incorporating therein, to become effective November 16, 1963, the revised pages listed in Appendix A, which revised pages and appendix are attached hereto and by this reference 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 November 16, 1963; 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.

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

Dated at San Francisco, California, this 24th day of SEPTEMBER, 1963.

William L. Bennett
President
George L. Thayer
Fredrick B. Holbrook
Commissioners

APPENDIX A TO DECISION NO. 66072

List of Original and Revised Pages to Minimum
Rate Tariff No. 3-A Authorized by said Decision

Second Revised Page 7
Second Revised Page 8
Second Revised Page 9
First Revised Page 10
Seventh Revised Page 18
Third Revised Page 18-A
Fifth Revised Page 19
Second Revised Page 19-A
Original Page 19-B

(END OF APPENDIX A LIST)

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of \$4.25 per man per hour, or fraction thereof, minimum charge one hour, shall be made for helpers for loading or unloading, or any accessorial or incidental service which is not authorized to be performed under the rates named in this tariff or for which a charge is not otherwise provided.</p>	110
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	115
<p style="text-align: center;">SHEEP CAMP OUTFITS</p> <p>Rates named in this tariff for the transportation of sheep will also apply to sheep camp outfits, as described in Note 1, when said outfits accompany shipments of sheep. (See Exception.)</p> <p>NOTE 1.-Sheep camp outfits include wagons, dogs, horses, mules, burros, camp equipment comprising tents, stoves, cooking utensils, cots, beddings, harness and other appurtenances in use at camp, but do not include hay, grain, feed, merchandise, groceries or clothing.</p> <p>EXCEPTION.-The provisions of this item will not apply in connection with shipments transported at any-quantity rates.</p>	120
<p style="text-align: center;">REQUIREMENTS FOR PUBLIC WEIGHMASTER'S CERTIFICATE</p> <p>1. <u>Shipments of livestock for which the carrier must obtain a public weighmaster's certificate:</u></p> <p>(a) For each shipment, other than those described in paragraph 2 hereof, the actual weight of the livestock shall be confirmed by a public weighmaster's certificate, which shall be obtained by the carrier prior to or at the time of unloading.</p> <p>(b) Every carrier who fails to obtain a public weighmaster's certificate on shipments consisting of more than 10 head of livestock shall furnish written notification thereof to the Secretary, Public Utilities Commission of the State of California, State Building, San Francisco 2, California, within seven days after delivery of the shipment. The notification shall include a statement of the reasons for the carrier's failure to obtain the required certificate. A copy of the freight bill issued pursuant to Items Nos. 250 and 251 covering the shipment so transported shall be attached to the notification.</p>	130

2. Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate:

(a) Shipments consisting of not more than 10 head of livestock.

(b) When the weighing of a shipment on a public weighmaster's scales would require the carrier to traverse a route which is more than five constructive miles longer than the shortest distance between points of origin and destination as determined in accordance with the provisions of Item No. 80.

(c) When no public weighmaster's scale or scales along the route of movement is open for weighing at the time the carrier arrives at the scale point or points.

∅ Change)
◊ Increase } Decision No. 66072

EFFECTIVE NOVEMBER 16, 1963

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

Correction No. 30

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.																																				
<p style="text-align: center;">DETERMINATION OF WEIGHTS AND CHARGES</p> <p>1. When the carrier obtains a public weighmaster's certificate, charges shall be based upon the weight of the livestock as confirmed by said certificate. The original and duplicate copy of the public weighmaster's certificate shall be attached to the debtor's and carrier's copy of the freight bill (see Item No. 130), respectively, and the carrier shall retain its copy of said certificate for a period of not less than three years from the date of issuance.</p> <p>2. When the carrier does not obtain a public weighmaster's certificate, charges shall be based upon the weights per animal specified in Item No. 150.</p>	140																																				
<p style="text-align: center;">PROVIDED WEIGHTS PER ANIMAL</p> <p>When carrier does not obtain a public weighmaster's certificate, the weights per animal specified herein shall be used as a basis for determining charges.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;"><u>Type of Animal</u></th> <th style="text-align: right; border-bottom: 1px solid black;"><u>Pounds per Head</u></th> </tr> </thead> <tbody> <tr> <td colspan="2">Cattle:</td> </tr> <tr> <td>Bulls -----</td> <td style="text-align: right;">1200</td> </tr> <tr> <td>(1) Feeder Cattle (Except Cows) -----</td> <td style="text-align: right;">650</td> </tr> <tr> <td>Other Cattle -----</td> <td style="text-align: right;">900</td> </tr> <tr> <td>Calves -----</td> <td style="text-align: right;">300</td> </tr> <tr> <td colspan="2">Hogs or Swine:</td> </tr> <tr> <td>Sows or Boars -----</td> <td style="text-align: right;">350</td> </tr> <tr> <td>Stags -----</td> <td style="text-align: right;">450</td> </tr> <tr> <td>Butcher Pigs -----</td> <td style="text-align: right;">220</td> </tr> <tr> <td>Feeder Pigs -----</td> <td style="text-align: right;">80</td> </tr> <tr> <td>Other Hogs or Swine -----</td> <td style="text-align: right;">200</td> </tr> <tr> <td colspan="2">Sheep and Goats:</td> </tr> <tr> <td>(2) Lambs or Kids -----</td> <td style="text-align: right;">85</td> </tr> <tr> <td>(2) Ewes, Wethers or Rams (Bucks) -----</td> <td style="text-align: right;">120</td> </tr> <tr> <td>Goats -----</td> <td style="text-align: right;">120</td> </tr> <tr> <td></td> <td style="text-align: right;"><u>Pounds per Pair</u></td> </tr> <tr> <td>* (2) Ewes and their Lambs (when shipped in pairs) --</td> <td style="text-align: right;">6170</td> </tr> </tbody> </table> <p>(1) Applies only on movements to pasture. (2) The provided weights per trip per single equipment unit or two units of equipment in combination will not exceed 632,000 pounds in connection with mixed shipments of Ewes and their Lambs.</p>	<u>Type of Animal</u>	<u>Pounds per Head</u>	Cattle:		Bulls -----	1200	(1) Feeder Cattle (Except Cows) -----	650	Other Cattle -----	900	Calves -----	300	Hogs or Swine:		Sows or Boars -----	350	Stags -----	450	Butcher Pigs -----	220	Feeder Pigs -----	80	Other Hogs or Swine -----	200	Sheep and Goats:		(2) Lambs or Kids -----	85	(2) Ewes, Wethers or Rams (Bucks) -----	120	Goats -----	120		<u>Pounds per Pair</u>	* (2) Ewes and their Lambs (when shipped in pairs) --	6170	150
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RATES BASED ON VARYING MINIMUM WEIGHTS

When charges accruing on a shipment based upon actual weight (or provided weight, whichever is applicable) 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 (or provided weight, whichever is applicable) of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated livestock in the shipment.

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∅ Change)
* Addition) Decision No. 66072
◇ Increase)
∅ Reduction)

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San Francisco, California.
Correction No. 31

SECTION NO. 1-RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT PICKUP</p> <p>Δ(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 Δ\$1.85 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>	Δ170
<p style="text-align: center;">SPLIT DELIVERY</p> <p>Δ(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 Δ\$1.85 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>	Δ180
<p>Δ Change } Decision No. 66072 Δ Increase }</p>	
<p>EFFECTIVE NOVEMBER 16, 1963</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 32</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item
No.

MIXED SHIPMENTS

Rates on mixed shipments of livestock shall be assessed in accordance with the following:

1. When two or more types of livestock, for which different rates are named in this tariff, are shipped as a mixed shipment, separate weights will be obtained (See Items Nos. 130, 140 and 150) and charges shall be computed at the separate rates applicable to each type of livestock in straight shipments at the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 160. In the event a lower charge results by considering such types of livestock as if they were divided into two or more separate shipments such lower charge shall apply. (See Note 1.)

NOTE 1.-If the actual weight of a mixed shipment has been confirmed by a public weighmaster's certificate for the entire mixed shipment only and not separately for each type of livestock contained therein, charges shall be based on the provided weight for each type of livestock included in the mixed shipment as follows:

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(a) When the total provided weight exceeds the total confirmed actual weight, the deficiency between the provided and the actual weights shall be computed at the lowest rate for any type of livestock included in the mixed shipment and the amount so determined shall be deducted from the charges resulting under the total provided weight of the shipment.

(b) When the total provided weight is less than the total confirmed actual weight, the deficiency between the actual and the provided weights shall be computed at the lowest rate for any type of livestock included in the mixed shipment and the amount so determined shall be added to the charges resulting under the total provided weight of the shipment.

2. When livestock for which rates are named in this tariff are included in a mixed shipment containing other livestock or commodities, the livestock subject to rates named in this tariff will be rated as a separate shipment.

3. Dairy cattle included in mixed shipments with other kinds of livestock transported within or between the zones described in Items Nos. 310 and 311 shall be subject to the rates in cents per 100 pounds named in this tariff for cattle in straight shipments.

STOPPING IN TRANSIT

Except as otherwise provided in this rule, when a shipment or portion thereof is unloaded in transit for the purpose of weighing, sorting, feeding or for any other reason, the following additional charges shall be assessed: (See Note 1.)

- ◊ ◊ 6.50 per stop for equipment with one loaded deck,
- ◊ ◊ 9.00 per stop for equipment with more than one loaded deck, and
- ◊ ◊ 6.00 per hour in addition to the stop charge for the amount of time the stop exceeds one and one-half (1½) hours' duration.

200

NOTE 1.-No charge shall be made in connection with a stop-in-transit where the cause is attributable to the carrier nor shall any charge under this item be made for time when carrier's equipment is inactivated because of mechanical failure or when driver is off duty.

∅ Change)
◇ Increase) Decision No. 66072
∅ Reduction)

EFFECTIVE NOVEMBER 16, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 33

SECTION NO. 2 - DISTANCE COMMODITY RATES (Continued)							Item No.
(In Cents per 100 Pounds)							
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.							
R A T E S							
Minimum Weight in Pounds							
MILES	But Not Over	Any Quantity	10,000	0025,000	(3) 0034,000	(1) (2) (3) 0036,000	
				(See Note 1, Item No. 275)	(See Note 2, Item No. 275)	(See Note 3, Item No. 275)	
0	3	19	10	8	6½	6	
3	5	20	11	9	7	6½	
5	10	22	12	10	7½	7	
10	15	24	13	11	8½	8	
15	20	27	15	12	9	9	
20	25	30	17	13	10	10	
25	30	33	19	14	11	11	
30	35	36	21	16	12	12	
35	40	39	23	17	13	13	
40	45	42	25	18	14	14	
45	50	45	27	19	15	15	
50	60	48	30	22	17	16	
60	70	51	33	24	18	17	
70	80	54	36	26	20	19	
80	90	57	39	28	22	20	
90	100	60	42	30	24	21	
100	110	62	46	32	26	23	
110	120	64	50	34	28	24	
120	130	66	54	36	30	26	
130	140	68	58	38	32	27	
140	150	71	61	40	33	28	
150	160	74	65	42	34	30	
160	170	78	68	44	36	31	
170	180	82	72	46	38	33	
180	190	86	75	49	40	35	
190	200	91	79	53	42	37	
200	220	96	84	56	45	39	
220	240	102	90	60	49	42	
240	260	108	96	64	52	45	
260	280	114	103	68	56	48	
280	300	120	110	73	59	51	
300	325	127	117	78	63	55	
325	350	134	126	84	67	59	
350	375	141	134	89	71	64	
375	400	148	142	95	75	68	

0270

400	425	155	150	100	80	72
425	450	162	157	106	85	76
450	475	169	165	111	90	81
475	500	176	172	117	95	86
500	525	183	180	122	100	91
525	550	190	186	128	105	95
550	575	197	192	133	110	99
575	600	204	198	139	115	103
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		7	6	6	5	4

(1) Rates apply only:

- (a) To the transportation of cattle to packing houses or slaughter houses for slaughter, subject to the varying minimum weights per shipment as set forth in Note 3 of Item No. 275; and
- (b) When the actual weight of the shipment is confirmed by a public weighmaster's certificate.

ø(2) Rates are not subject to the provisions of:

- (a) Item No. 130(2), Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate;
- (b) Item No. 140(2), Determination of weights and charges;
- (c) Item No. 150, Provided weights per animal;
- *ø(d) Item No. 190, Mixed shipments;

and do not apply to the transportation of cattle in mixed shipments with other livestock.

- *ø(3) Rates subject to minimum weights of 34,000 or 36,000 pounds are also subject to the provisions of Item No. 290, Live-stock Volume Incentive Rates.

(Continued in Item No. 275)

ø Change)	Decision No. 66072
* Addition)	
ø Increase)	
ø Reduction)	

EFFECTIVE NOVEMBER 16, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 34

SECTION NO. 2 - DISTANCE COMMODITY RATES (Continued)
(In Cents per 100 Pounds)Item
No.Applies in connection with rates on
Cattle and Hogs in Item No. 270.

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 \$25,000 pounds or actual weight, whichever is greater.

<u>Number of Units of Equipment Used</u>	<u>\$ Minimum Weight (In Pounds)</u>
1	25,000
2	50,000
3	75,000
4	100,000

Over 4 ---- Add to the minimum weight for 4 units of equipment \$25,000 pounds for each unit of equipment in excess of 4.

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 \$34,000 pounds or actual weight, whichever is greater.

<u>Number of Units of Equipment Used</u>	<u>\$ Minimum Weight (In Pounds)</u>
1	34,000
2	68,000
3	102,000
4	136,000

Over 4 ---- Add to the minimum weight for 4 units of equipment \$34,000 pounds for each unit of equipment in excess of 4.

6275

NOTE 3.--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 36,000 pounds or actual weight, whichever is greater.

<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>
1	36,000
2	72,000
3	108,000
4	144,000

Over 4 - Add to the minimum weight for 4 units of equipment 36,000 pounds for each unit of equipment in excess of 4.

For the purposes of Notes 1, 2 and 3 ** 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.

a Change c Reduction ** Former Note 4 and reference thereto eliminated.))))	Decision No. 66072
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EFFECTIVE NOVEMBER 16, 1963

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

Correction No. 35

SECTION NO. 2 - DISTANCE COMMODITY RATES (Continued)						Item No.	
(In Cents per 100 Pounds)							
SHEEP, viz.: Ewes, Goats, Kids, Lambs, Rams (Bucks), Sheep, Sheep Camp Outfits, and Wethers.							
R A T E S							
Minimum Weight in Pounds							
MILES		Any Quantity	10,000	520,000 (See Note 1, Item No. 285)	(1)		
Over	But Not Over				532,000 (See Note 2, Item No. 285)	532,000 (See Note 2, Item No. 285)	
0	3	19	14	13	12½		
3	5	20	15	14	13½		
5	10	22	17	15	14½		
10	15	24	19	16	15½		
15	20	27	21	17	16½		
20	25	30	23	18	17½		
25	30	33	25	19	18½		
30	35	36	27	20	19½		
35	40	39	29	21	20½		
40	45	42	31	22	21½		
45	50	45	34	24	23		
50	60	48	37	26	24		
60	70	51	40	29	25		
70	80	54	43	31	27		
80	90	57	47	34	29		
90	100	60	51	36	32		
100	110	62	55	39	34		
110	120	64	59	41	36		
120	130	66	61	44	38		
130	140	68	65	46	40		
140	150	71	69	49	42		
150	160	74	73	51	44		
160	170	78	77	54	47		
170	180	82	81	56	49		
180	190	86	85	58	51		
190	200	91	90	61	54		
200	220	96	95	66	57		
220	240	102	101	71	61		
240	260	108	107	76	66		
260	280	114	113	81	70		
280	300	120	118	85	74		
300	325	127	125	91	79		
325	350	134	132	97	84		
350	375	141	139	103	89		
375	400	148	146	109	94		
400	425	155	153	115	98		
425	450	162	160	121	103		
450	475	169	167	127	108		
475	500	176	174	133	113		
500	525	183	181	139	118		

280

525	550	190	188	145	123
550	575	197	195	151	128
575	600	204	202	157	133

For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles

7	7	6	5
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*6(1) Rates subject to minimum weight of 32,000 pounds are also subject to the provisions of Item No. 290, Livestock Volume Incentive Rates.

(Continued in Item No. 285)

∅ Change)	Decision No. 66072
* Addition)	
◇ Increase)	
◊ Reduction)	

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Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 36

SECTION NO. 2 - DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)	Item No.
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Applies in connection with rates on Sheep in Item No. 280.

ø 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 livestock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than ø20,000 pounds or actual weight, whichever is greater.

<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>
1	20,000
2	40,000
3	60,000
4	80,000
Over 4--Add to the minimum weight for 4 units of equipment ø20,000 pounds for each unit of equipment in excess of 4.	

ø285

ø 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 livestock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than ø32,000 pounds or actual weight, whichever is greater.

<u>Number of Units of Equipment Used</u>	<u>ø Minimum Weight (In Pounds)</u>
1	32,000
2	64,000
3	96,000
4	128,000
Over 4--Add to the minimum weight for 4 units of equipment ø32,000 pounds for each unit of equipment in excess of 4.	

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.

ø Change }
ø Reduction } Decision No. 66072

EFFECTIVE NOVEMBER 16, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 37

SECTION NO. 2 - DISTANCE COMMODITY RATES (Concluded) (In Cents per 100 Pounds)	Item No.
<p style="text-align: center;">LIVESTOCK VOLUME INCENTIVE RATES</p> <p style="text-align: center;">(Applies only when reference is made hereto)</p> <p>The charge for service under the provisions of this item shall be determined as follows:</p> <ol style="list-style-type: none"> 1. On Shipments Moving in a Single Unit of Carrier's Equipment: <p style="margin-left: 40px;">Multiply the applicable freight rate by the weight of the shipment and reduce the charge so determined by one percent (1%) for each 1,000 pounds that the weight exceeds the applicable truckload minimum weight, subject to a maximum reduction of five percent (5%).</p> 2. On Shipments Moving in more than One Unit of Carrier's Equipment: <p style="margin-left: 40px;">Multiply the applicable freight rate by the weight of the shipment and reduce the charge so determined by one percent (1%) for each 1,000 pounds that the average weight (determined by dividing total actual weight by the number of units of equipment used) per unit of equipment exceeds the applicable truckload minimum weight per unit of equipment, subject to a maximum reduction of five percent (5%).</p> <p>Rates provided by this item will not apply:</p> <ol style="list-style-type: none"> 1. On shipments which are subject to the provisions of Item No. 190, Mixed Shipments; or 2. Unless the shipper agrees in writing that the property transported under this item is released by the shipper at a valuation not exceeding fifty percent (50%) of actual value per pound per animal; or 3. On straight shipments of hogs or calves, nor on mixed shipments including more than two-thirds hogs or calves by head count. <p>Rates provided by this item do not alternate with other rates and charges in this tariff and may not be used in combination with any other rates.</p>	<p>*ó 290</p>
<p>* Addition) ó Reduction) Decision No. 66072</p>	
EFFECTIVE NOVEMBER 16, 1963	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No.38</p>	