

ORIGINAL

Decision No. 69007

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation) Case No. 7857
for the purpose of considering and) (Petitions for Modification
determining revisions in or reissues) Nos. 5 and 6)
of Minimum Rate Tariff No. 14-A.) (Filed March 18, 1965 and
April 5, 1965, respectively)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 69006, entered today in Case No. 5432 (Petition for Modification No. 373), et al., the Commission found that revised rates should be established in Minimum Rate Tariffs Nos. 2 and 14-A for the statewide transportation of seeds and certain rules in the latter tariff should be amended. That decision also found that, in order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 14-A should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 14-A (Appendix A to Decision No. 67397, as amended) is hereby further amended by incorporating therein, to become effective June 1, 1965, the revised pages listed in Appendix A attached hereto and by this reference made a part hereof.
2. Tariff publications authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the fifth day after the effective date of this order, and 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 effective date of the minimum rate tariff pages incorporated in this order.

3. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

4. In all other respects said Decision No. 67397, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 4th day of May, 1965.

Friedrich B. Halaloff
President
John S. DeLoach
George L. Hoover
Augustin
William C. Bennett
Commissioners

APPENDIX A TO DECISION NO. 69007

List of Revised Pages to Minimum Rate Tariff No. 14-A

Authorized by Said Decision

Second Revised Page 2

Second Revised Page 4

Third Revised Page 5

Original Page 5-A

First Revised Page 8

First Revised Page 9

First Revised Page 10

First Revised Page 11

First Revised Page 18

First Revised Page 30

Third Revised Page 31

First Revised Page 31-C

Second Revised Page 32

(END OF APPENDIX A LIST)

TABLE OF CONTENTS	Item Number Except As Shown (Inclusive)
Correction Number Checking Sheet -----	Page 1
RATES:	
Distance Commodity Rates - Grain, Rice, *Seeds and Related Commodities (Section No. 5) -----	550
Distance Commodity Rates - Hay, Fodder and Straw (Section No. 3) -----	300-310
Territorial Commodity Rates (Section No. 4) -----	400
RULES AND REGULATIONS (Section No. 1):	
Accessorial Services Not Included in Common Carrier Rates -----	220
Additional Charges for Split Pickup or Split Delivery Service -----	170
Alternative Application of Combinations with Common Carrier Rates -----	210
Alternative Application of Common Carrier Rates ----	200
Application of Rates -----	100
Application of Rates Making Specific Reference Hereto (Section No. 5) -----	510
Application of Tariff--Carriers -----	20
Application of Tariff--Commodities -----	40
Application of Tariff--Territorial -----	30
Charges for Accessorial Services -----	110
Charges for Equipment Held After Free Time Has Elapsed -----	130
Collection of Charges -----	240
Collect on Delivery (C.O.D.) Shipments -----	230-232
Commodity Descriptions (Section No. 5) -----	500, 515-530
Computation of Distances -----	90
Definition of Technical Terms Not Defined in Individual Items -----	10-11
Delays to Equipment -----	120
Field Pickup Shipment -----	180
Gross Weight -----	60
Issuing Documents -----	250-251
Rates Based on Varying Minimum Weights -----	70
Shipments To Be Rated Separately -----	50
Shipments Transported in Multiple Lots -----	140-141
Split Delivery Shipment -----	160
Split Pickup Shipment -----	150
Stopping in Transit -----	190
Territorial Descriptions (Section No. 2) -----	260-290
Units of Measurement To Be Observed -----	80

Change)
 * Addition) Decision No. **69007**

EFFECTIVE JUNE 1, 1965

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California
 Correction No. 18

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS NOT DEFINED IN INDIVIDUAL ITEMS</p> <p style="text-align: center;">(Items Nos. 10 and 11)</p> <p>CARRIER means a carrier as defined in the City Carriers' Act, or a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck, motor trailer, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.</p> <p>COMMON CARRIER RATE means:</p> <ol style="list-style-type: none"> 1. Any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; 2. Any interstate or foreign rate or rates 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; 3. Any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or 203(b)(8) of Part II of the Interstate Commerce Act. <p>CONSIGNEE means the person, firm or corporation shown on the shipping document as the party to whom the property is physically delivered by the carrier.</p> <p>CONSIGNOR means the person, firm or corporation shown on the shipping document as the party who physically delivers the property to the carrier for transportation.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee, or other party.</p> <p>DISTANCE TABLE means Distance Table No. 5.</p> <p>Ø IN BULK means not in bags, sacks, packages, or other containers, except bins, *or except containers otherwise specified.</p>	<p>Ø10</p>

INDEPENDENT - CONTRACTOR SUBBAULER 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.

POINT OF DESTINATION means the location at which property is delivered to the consignee or his agent. All points within a single storage yard or structure, or within a single plant or receiving area of one consignee shall be considered as one point of destination. A plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the location at which property is delivered by the consignor or his agent to the carrier for transportation. All locations at a single field or roadside stack, or within a single storage yard or storage structure, or within a single plant or shipping area of one consignor shall be considered as one point of origin. A plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare. The point of origin of a field pickup shipment (see Item No. 180) shall be the point in a single field or farm site nearest the point of destination.

POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift truck equipment.

(Continued in Item No. 11)

Change)
* Addition) Decision No. 69007

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Correction No. 19

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS NOT DEFINED IN INDIVIDUAL ITEMS (Items Nos. 10 and 11)</p> <p>RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of property transported for one debtor and tendered by one consignor at one point of origin at one time for one consignee at one point of destination, for which a single shipping document has been issued.</p> <ol style="list-style-type: none"> 1. A shipment may be transported in two or more lots as provided in Items Nos. 140 and 141 (Multiple Lot Shipments). 2. A shipment may be picked up from more than one point of origin as provided in Item No. 150 (Split Pickup) or delivered to more than one point of destination as provided in Item No. 160 (Split Delivery). <p>TEAM TRACK means a point at which property may be loaded into or unloaded from rail cars by the public generally.</p>	11
<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <ol style="list-style-type: none"> 1. Rates provided in this tariff are minimum rates for transportation by carriers as defined in Item No. 10. 2. When property in continuous through movement is transported by two or more such carriers, the rates provided herein shall be the minimum rates for the combined transportation. 3. This tariff does not apply to transportation services performed by independent-contractor subhaulers as defined in Item No. 10 when such transportation is performed for other carriers defined in the Public Utilities Act. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent-contractor subhaulers are performing transportation service. 	20
<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>The rates in this tariff apply for the transportation of shipments between all points within the State of California, except shipments between the Port of Sacramento on the one hand and adjacent plants of Farmer's Rice Growers Cooperative and Rice Growers Association of California on the other hand.</p>	30

Δ(1) Item No. 40, formerly shown on this
page, transferred to Original Page 5-A.

Δ Change, neither increase
nor reduction

)

Decision No. 69007

EFFECTIVE JUNE 1, 1965

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

Correction No. 20

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF--COMMODITIES</p> <p>Rates in this tariff apply for the transportation of the following commodities:</p> <ul style="list-style-type: none"> (a) Hay, Fodder (bean, cane, corn or pea), Straw, in machine pressed bales; ø(b) Grain, Rice and related commodities named in Items Nos. 500, 515, 520, 525 and 530, in bulk, or in bins; *(c) Seeds, as described in Item No. 500, in bulk, or in bins, or in containers with a capacity exceeding 40 cubic feet. <p>EXCEPTIONS:</p> <p>This tariff is not applicable to:</p> <ul style="list-style-type: none"> (a) Transportation of property of the United States or property transported under an agreement whereby the United States contracted for the carrier's services. (b) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency. *(c) Seeds, as described in Item No. 500, when shipped from point of growth to an accumulation station or point of initial processing, or from an accumulation station to point of initial processing; in bulk, or in containers with a capacity exceeding 40 cubic feet. *(d) Seed, cotton or safflower. 	<p>(1) ø40</p>
<p>(1) Item No. 40 formerly appeared on Second Revised Page 5.</p> <p>øChange) *Addition) Decision No. 69007</p>	
<p>EFFECTIVE JUNE 1, 1965</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 21</p>	

SECTION NO. 1 - RULES AND REGULATIONS OF
GENERAL APPLICATION (Continued)Item
No.SHIPMENTS TRANSPORTED IN MULTIPLE LOTS
(Items Nos. 140 and 141)

ø (Will not apply in connection with field pickup shipments of Grain, Rice, *Seeds, Grain Products and Related Commodities as described in Items Nos. 500, *515, 520, 525 and 530.)

1. A shipment (including a split pickup shipment or a split delivery shipment) may be picked up at different times and transported in two or more lots, provided the following provisions are observed:

(a) The entire shipment shall be available for immediate transportation at the time of the first pickup.

(b) Except as provided in paragraph 2 of this item, at the time of or prior to the first pickup, the carrier shall issue to the debtor a single multiple lot document for the entire shipment. The single multiple lot document shall show the following information:

- (1) Name of debtor, name of consignor (or consignors) and name of consignee (or consignees).
- (2) Point or points of origin and point or points of destination.
- (3) Date of first pickup.
- (4) The kind and quantity of property in the multiple lot shipment.

2. When written information as required in subparagraph 1(b) of this item has not been received by the carrier prior to or at the time of the first pickup, the following provisions shall apply:

(a) Written shipping instructions shall be furnished by the debtor to the carrier within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which the first lot is picked up. The written instructions shall confirm oral shipping instructions and shall describe the kind and quantity of property in the multiple lot shipment.

ø140

- (b) Within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which it receives the written shipping instructions, the carrier shall issue to the debtor the single multiple lot document for the entire shipment as required by subparagraph 1(b) of this item.

(Continued in Item No. 141)

Change) Decision No. 69007
* Addition)

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San Francisco, California.

Correction No. 22

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Concluded) (Items Nos. 140 and 141)</p> <p>3. In addition to the single multiple lot document, a shipping document shall be issued to the debtor by the carrier for each pickup, including the first. Each such shipping document shall show the date and number of the single multiple lot document and such other information necessary to clear identification of the single multiple lot document.</p> <p>4. Except as provided in paragraph 5 of this item, the entire shipment shall be picked up by the carrier within a period of two calendar days computed from 12:01 a.m. of the date on which the first lot is picked up, excluding Saturdays, Sundays and legal holidays.</p> <p style="text-align: center;">**</p> <p>*65. On shipments consisting only of whole grain, the entire shipment shall be picked up by the carrier within a period of five calendar days computed from 12:01 a.m. of the date the first lot is picked up, excluding Saturdays, Sundays and legal holidays. Shipments transported under the provisions of this paragraph are not subject to Item No. 200 (Alternative Application of Common Carrier Rates).</p> <p>6. The rate for a multiple lot shipment shall be the rate in effect on the date of the first pickup for the transportation of a shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles.</p> <p>7. If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment. The property picked up in accordance with the provisions of paragraph 1 or paragraph 2 shall constitute the multiple lot shipment.</p>	<p>6141</p>
<p> ø Change) * Addition) ø Reduction) ** Former Paragraph 5 eliminated) </p>	<p>Decision No. 69007</p>
<p>EFFECTIVE JUNE 1, 1965</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 23</p>	

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
SPLIT PICKUP SHIPMENT	
<p>1. (a) A split pickup shipment is a shipment consisting of two or more component parts, transported under one shipping document for one debtor, picked up at more than one point of origin, and delivered to one consignee at one point of destination.</p> <p>o (b) All parts of a split pickup shipment shall be picked up within a period of two calendar days.</p> <p>**</p> <p>2. (a) Subject to the alternative provided in subparagraph 2(b) of this item, the rate for the transportation of a split pickup shipment shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin.</p> <p>(b) In determining the charge for a split pickup shipment, component parts may be rated as separate shipments from point or points of origin of such component parts to any point on the split pickup route provided that the written instructions furnished to the carrier under paragraph 4 of this item show the following information:</p> <p>(1) The component parts to be treated as separate shipments; and</p> <p>(2) The points between which the separate shipment rates are to be applied.</p> <p>(c) Territorial rates shall be applied only when all points of origin are within the same territory.</p> <p>3. In addition to the charge for transportation, the additional charges provided in Item No. 170 shall be assessed on each component part of the split pickup shipment.</p> <p>4. At the time of or prior to the first pickup, the carrier shall be furnished with written shipping instructions showing the name of each consignor, the points of origin and the kind and quantity of property in each component part. Preparation by the debtor of the required single split pickup document referred to in paragraph 5 of this item, for execution by the debtor and carrier at the time of or prior to the first pickup, will constitute compliance with this paragraph.</p> <p>5. At the time of or prior to the first pickup, the carrier shall issue to the debtor a single split pickup document for the entire shipment which shall show the following information:</p> <p>(a) The name of each consignor and name of the consignee;</p> <p>(b) Points of origin and point of destination;</p> <p>(c) Date of pickup;</p> <p>(d) The kind and quantity of property in the entire shipment.</p>	<p>6150</p>

6. In addition to the single split pickup document, a shipping document shall be issued by the carrier for each component part of the split pickup shipment, including the first pickup, which shall give reference to the single split pickup document covering the entire shipment, by showing its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single split pickup document.

67. If split delivery is performed on a split pickup shipment or a component part thereof, or if written information does not conform with the requirements of paragraph 4 hereof, or if all of the component parts are not picked up by the carrier within a period of two calendar days, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff, except that those component parts which do conform with the requirements of this item shall constitute a separate split pickup shipment or shipments.

o Change	}	Decision No. 63007
o Reduction		
** Paragraph 1(c) eliminated		

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

Correction No. 24

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
SPLIT DELIVERY SHIPMENT	
<p>1. (a) A split delivery shipment is a shipment consisting of two or more parts, transported under one shipping document for one debtor, picked up from one consignor at one point of origin and delivered to one or more consignees at one or more points of destination.</p> <p>o (b) Except as provided in Items Nos. 140 and 141, Shipments Transported in Multiple Lots, all parts of a split delivery shipment shall be picked up within a period of two calendar days.</p> <p style="text-align: center;">**</p> <p>(d) Charges for a split delivery shipment shall be prepaid when there is more than one consignee.</p> <p>2. (a) Subject to the alternative provided in subparagraph 2(b) of this item, the rate for the transportation of a split delivery shipment shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination.</p> <p>(b) In determining the charge for a split delivery shipment, component parts may be rated as separate shipments from any point or points on the split delivery route to point or points of destination of such component parts providing that the written instructions furnished to the carrier under paragraph 4 of this item show the following information:</p> <p>(1) The component parts to be treated as separate shipments; and</p> <p>(2) The points between which the separate shipment rates are to be applied.</p> <p>(c) Territorial rates shall be applied only when all points of destination are within the same territory.</p> <p>3. In addition to the charge for transportation, the additional charges provided in Item No. 170 shall be assessed on each component part of the split delivery shipment.</p> <p>4. At the time of or prior to the pickup of the shipment, the carrier shall be furnished with written delivery instructions showing the name of each consignee, the points of destination and the kind and quantity of property in each component part. Preparation by the debtor of the required single split delivery bill of lading or comparable document referred to in paragraph 5 of this item, for execution by the debtor and carrier at the time of or prior to the pickup of the shipment, will constitute compliance with this paragraph.</p>	<p>o 160</p>

5. At the time of or prior to the pickup of the shipment the carrier shall issue to the debtor a single split delivery bill of lading or comparable shipping order for the entire shipment which shall show the following information:

- (a) The name of the consignor and the name of each consignee;
- (b) Point of origin and point or points of destination;
- (c) Date of pickup;
- (d) The kind and quantity of property in each component part of such shipment or the single split delivery bill of lading or comparable shipping order shall refer to specifically designated documents attached thereto and forming a part thereof which show the component part of delivery information.

6. If split pickup is performed on a split delivery shipment or if written information does not conform with the requirements of paragraph 4 hereof, or if all of the shipment is not picked up by the carrier within a period of two calendar days (see exception in Items Nos. 140 and 141, Shipments Transported in Multiple Lots), each component part of the split delivery shipment shall be rated as a separate shipment.

o Change)	Decision No. 69007
o Reduction)	
** Paragraph 1(c) eliminated)	

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San Francisco, California.

Correction No. 25

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>1. The carrier shall collect all transportation and accessorial charges before relinquishing possession of the shipment; or, at its discretion, may extend credit in the amount of such charges for a period not to exceed seven calendar days after presentation of the freight bill to the debtor.</p> <p>2. Except as provided in Item No. 180, Field Pickup Shipment, the freight bill shall be presented to the debtor within seven calendar days after delivery of the shipment.</p>	240
<p style="text-align: center;">ISSUING DOCUMENTS (Items Nos. 250 and 251)</p> <p>1. A shipping document shall be issued by the carrier to the debtor for each shipment received for transportation. The shipping document shall be issued at the time of or prior to the pickup of the shipment. It shall show the following information:</p> <ul style="list-style-type: none">(a) Name of carrier.(b) Date of shipment.(c) Name of debtor, name of consignor and name of consignee.(d) Point of origin and point of destination.(e) Description of kind and quantity of property constituting the shipment. <p>2. Special provisions for shipping documents applicable in connection with multiple lot shipments, split pickup, split delivery and field pickup shipments are set forth in Items Nos. 140, 141, 150, 160 and 180, respectively.</p> <p>3. A freight bill shall be issued by the carrier to the debtor for each shipment transported. It shall show the following information:</p> <ul style="list-style-type: none">(a) Name of carrier.(b) Date of freight bill.(c) Date of shipment.(d) Name of debtor, name of consignor and name of consignee.	250

- (e) Point (or points) of origin and point (or points) of destination.
- (f) Description of shipment.
- (g) Weight of the shipment.
- (h) Rate and charge assessed.
- (i) Accessorial charges for delays to equipment and/or for stopping in transit, if any.
- (j) Such other information as may be necessary to accurately determine the applicable minimum rate and charge.

(Continued in Item No. 251)

Δ Change, neither increase nor reduction, Decision No. 69007

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San Francisco, California.
Correction No. 26

First Revised Page .. 30
Cancels
Original Page 30

MINIMUM RATE TARIFF NO. 14-A

SECTION NO. 5

DISTANCE COMMODITY RATES

GRAIN, RICE, *SEEDS, GRAIN PRODUCTS AND
RELATED COMMODITIES DESCRIBED HEREIN

In Bulk *Or In Bins

Or In Containers

Otherwise Specified

* Addition, Decision No. 69007

EFFECTIVE JUNE 1, 1965

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

Correction No. 27

SECTION NO. 5 - DISTANCE COMMODITY RATES	Item No.						
<p style="text-align: center;">COMMODITY DESCRIPTIONS</p> <p>Ø Grain, Rice and Related Commodities, *in bulk or in bins, viz.:</p> <p>Grain, dried, threshed; Corn or Maize (except popcorn); Popcorn, not popped; Sorghum Grains, threshed, or in heads unthreshed; Rice; Screenings, grain, corn, maize, sorghum grains or rice, unground; Beans, castor.</p> <p>(1) Pomace, not fit for human consumption.</p> <p>ØØ(2) Seeds, as described under that heading in National Motor Freight Classification A-8 (or revisions thereof), in bulk, or in bins, or in containers with a capacity exceeding 40 cubic feet.</p> <p>(1) Does not include movements to the field for agricultural purposes. (2) Unless otherwise exempt under the provisions of Item No. 40.</p>	Ø500						
<p style="text-align: center;">APPLICATION OF RATES IN ITEM NO. 550 MAKING SPECIFIC REFERENCE HERETO</p> <p>Rates referring to this item are subject to varying minimum weights per shipment, dependent upon the number of units of carrier's equipment used, as shown below, regardless of the weight loaded in each unit of equipment. In no event shall the minimum weight per shipment be less than 48,000 pounds, or actual weight, whichever is greater.</p> <table border="0" style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Number of Units of Equipment Used</u></th> <th style="text-align: center;"><u>Minimum Weight (In Pounds)</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">48,000</td> </tr> <tr> <td style="text-align: center;">2 or more</td> <td style="text-align: center;">96,000</td> </tr> </tbody> </table>	<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>	1	48,000	2 or more	96,000	510
<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>						
1	48,000						
2 or more	96,000						
<p>Ø Change) * Addition) Ø Reduction)</p> <p style="text-align: right;">Decision No. 69007</p>							
EFFECTIVE JUNE 1, 1965							
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 28</p>							

SECTION NO. 5 - DISTANCE COMMODITY RATES (Continued)	Item No.
<p>GRAIN, RICE, *SEEDS AND RELATED COMMODITIES, not prepared nor fit for human consumption, viz.:</p> <p>LIST NO. 5:</p> <p>Feed, Animal or Poultry, viz.:</p> <p>Beans, mesquite, Bran, rice, Cotton Seed Bran, Cow Peas, Grape Pomace, dry (with or without sweetening ingredients), viz.:</p> <p style="padding-left: 40px;">Grape Waste or Grape Pulp Meal, Grit (ground or crushed rock), Hulls, almond (the outer jacket of almonds as harvested) whole or ground, Hulls, cottonseed, Hulls, rice, whole or ground, Hulls, safflower seed, Hulls, sunflower seed, Meal, rice (mixture of rice bran and rice polish),</p> <p>Pulp, beet (with or without sweetening ingredients), dry, Pellets, beet pulp, dry (with or without sweetening ingredients), Rice Polish, Screenings, viz.:</p> <p style="padding-left: 40px;">Alfalfa Seed, Bean, Flaxseed, ground or unground, and containing not more than 5% of flaxseed or other seeds, Millet, Paddy Rice, Pea, (1) Seeds, as described in Item No. 500, Tailings, rice mill.</p> <p>(1) Unless otherwise exempt under the provisions of Item No. 40.</p> <p>LIST NO. 6:</p> <p>Oil Cake, Oil Cake Meal, or Oil Cake Pellets or Cubes, vegetable sweetened or unsweetened.</p>	<p>525</p>
<p> ϕ Change) * Addition) δ Reduction) Decision No. 69007 </p>	
<p>EFFECTIVE JUNE 1, 1965</p>	
<p style="text-align: center;"> Issued by the Public Utilities Commission of the State of California, San Francisco, California. </p> <p>Correction No. 29</p>	

SECTION NO. 5 - DISTANCE COMMODITY RATES (Concluded) (In Cents Per 100 Pounds)							Item No.
Grain, Rice, *o Seeds and Related Commodities, as described in Items Nos. 500, 515, 520, 525 and 530, in bulk *or in bins or in containers otherwise specified.							
MILES		RATES (See Note)					
		MINIMUM WEIGHT IN POUNDS					
Over	But Not Over	(1) 10,000	20,000	30,000	40,000	(2)48,000	
0	3	12-1/2	10	7-3/4	6	6	
3	5	13-1/2	11-1/2	8-1/4	6-3/4	6-1/2	
5	10	14-1/2	12-1/2	8-3/4	7-1/4	7	
10	15	15-1/2	13-1/2	9-1/4	7-3/4	7-1/2	
15	20	18	14-1/2	10-1/2	8-1/4	8	
20	25	20	15-1/2	11-1/2	9-1/4	9	
25	30	21	16-1/2	12-1/2	10-1/2	10	
30	35	23	18	13-1/2	11-1/2	11	
35	40	24	19	14-1/2	12-1/2	12	
40	45	26	20	15-1/2	13-1/2	13	
45	50	28	21-1/2	16-1/2	14-1/2	14	
50	60	31	23	18-1/2	16-1/2	15	
60	70	33	24	19-1/2	17-1/2	16	
70	80	35	25	20-1/2	18-1/2	17	
80	90	37	27	21-1/2	19-1/2	18	
90	100	40	28	24	20-1/2	19-1/2	
100	110	42	30	26	23	21	
110	120	45	31	27	24	22	
120	130	47	32	28	25	23	
130	140	50	34	30	27	25	
140	150	53	36	31	28	26	
150	160	55	38	32	29	27	
160	170	57	39	34	31	28	
170	180	59	40	35	32	29	
180	190	61	42	36	34	30	
190	200	65	44	39	36	32	
200	220	68	47	42	38	34	
220	240	71	49	44	40	36	
240	260	75	52	46	42	38	
260	280	78	55	47	44	40	
280	300	82	58	53	48	45	
300	325	85	60	55	50	46	
325	350	88	62	58	52	48	
350	375	91	66	60	54	50	
375	400	95	68	62	56	52	
400	425	98	71	64	58	54	
425	450	102	74	67	60	56	
450	475	105	78	70	62	58	
475	500	108	80	72	64	60	
500	---	(3)	(3)	(4)	(4)	(4)	

6550

NOTE.-On all Field Pickup Shipments, as defined in Item No. 180, add 2 cents per 100 pounds to the rate otherwise applicable.

- (1) Rates for shipments weighing less than 10,000 pounds are provided in Minimum Rate Tariff No. 2.
- (2) Rates in this column are subject to the provisions of Item No. 510.
- (3) Add to the rate for 500 miles 3 cents per 100 pounds for each 25 miles or fraction thereof.
- (4) Add to the rate for 500 miles 2½ cents per 100 pounds for each 25 miles or fraction thereof.

ø Change)
* Addition) Decision No. 69007
ó Reduction)

END OF TARIFF

EFFECTIVE JUNE 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 30