

**ORIGINAL**

Decision No. 71149

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. 23)  
(Filed June 30, 1966)

OPINION AND ORDER

Minimum Rate Tariff No. 3-A names rates and rules for the transportation of livestock by highway carriers generally throughout the State. By this petition, California Trucking Association seeks adjustments in the minimum rates and charges in the above tariff to offset increases in transportation costs and other changes to reflect changing circumstances. Petitioner requests that common carriers be directed to establish in their respective tariffs such modifications as may be prescribed by the Commission's order in this proceeding, including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code, and that tariff revisions be made effective before the fall movement, which follows September 1, 1966.

The proposed tariff revisions are set forth in detail in Exhibit A of the petition and involve generally:

- (a) Increasing the distance commodity rates on cattle, hogs and sheep by 1 cent per 100 pounds;
- (b) Increasing by 1 cent per 100 pounds the loading and unloading charges that are added to certain common carrier rates under the alternative provisions of the tariff;

- (c) Increasing the minimum weights of 20,000 pounds or more on shipments of cattle, hogs and sheep by 1,000 pounds;
- (d) Incorporating in the tariff a new rule, entitled "Livestock Volume Tender Rates," which provides for reductions of 1 or 2 cents in the applicable rate or rates on certain shipments of livestock when transported under specified conditions; and
- (e) Changes in the rules pertaining to loading and unloading and split pickup and split delivery.

Petitioner states that the rates and charges in Minimum Rate Tariff No. 3-A were last generally adjusted effective November 16, 1963.<sup>1</sup> Petitioner alleges that, since 1963, the cost of transporting property by motor vehicle in California has increased substantially and will be increased further in the immediate future. Petitioner further alleges that increases in cost have resulted principally from increases in wage rates of truck drivers, helpers, maintenance employees and clerical employees and that these increases have also affected the various other elements of carrier operating equipment and supplies.

According to petitioner, the aforementioned increases in carrier operating expenses have created a situation in which the minimum rates and charges provided in Minimum Rate Tariff No. 3-A are now, and will be in the immediate future, unreasonably low. Petitioner avers that immediate increases in these rates and charges are necessary to bring such rates and charges up to a reasonable level and believes that no adequate and practicable method of increasing such revenues is available to such carriers except by increasing the minimum rates and charges as proposed herein.

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<sup>1</sup> Decision No. 66072 dated September 24, 1963, in Case No. 5433 (Petition No. 18).

The proposed revisions in the rules would provide that (1) the rates in the tariff would include the furnishing of portable loading and unloading devices; (2) the carrier may be furnished with oral shipping or delivery instructions in connection with split pickup or split delivery shipments, respectively, provided such instructions are confirmed in writing not later than 48 hours after tender of shipment; and (3) the "livestock volume tender rates" would allow for reductions of 1 or 2 cents per 100 pounds in the applicable rates when 2 loads or 3 or more loads are respectively transported in a single unit of carrier's equipment within a 24-hour period under specified conditions. According to petitioner, these changes would promote efficiency in use of carrier equipment and rate savings would accrue, in some instances, to shippers that cooperate in increasing carrier efficiency and reducing carrier cost.

Petitioner declares that the proposed tariff revisions involve both increases and reductions, having both technical and practical application, as would be presumed in any modernization of tariff provisions and that the proposal has been made known to shippers and carriers of livestock, their representatives, and particularly to those parties identified by the Commission as the "industry group" in Decision No. 66072.<sup>2</sup>

Copies of the verified petition were served upon various chambers of commerce, shipper organizations and carrier representatives. The petition was listed on the Commission's Daily Calendar

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<sup>2</sup>The so-called "industry group" referred to in Decision No. 66072, supra, comprises the following parties: 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.

of July 1, 1966. By letter dated July 5, 1966, California Farm Bureau Federation informed the Commission that, as the spokesman for the aforesaid "industry group," all parties named in Decision No. 66072 have mutually agreed to the contents of the petition involved herein and have recommended that petitioner's tariff proposal be adopted as sought. By letter dated July 20, 1966, Chas. E. Blaine & Son requested approval of the proposal and indicated that its principals<sup>3</sup> and others agreed to such proposal prior to the date of its filing. No objection to the granting of the petition has been received.

In the circumstances, it appears, and the Commission finds, that petitioner's proposal, as hereinafter modified, is reasonable, that the resulting minimum rates will be the just, reasonable and nondiscriminatory minimum rates for the transportation of livestock and that the increases involved are justified. The proposed volume tender rates would apply to portions of shipments consisting of 2 or more loads that are transported in a single unit of equipment and offloaded therefrom within a specified period. As modified herein, the volume tender rates will also apply to complete shipments consisting of 2 or more loads that are transported and offloaded under the same conditions. A public hearing is not necessary. The Commission concludes that the petition, as modified, should be granted.

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

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<sup>3</sup>The parties represented by Chas. E. Blaine & Son are: California Cattlemen's Association, California Wool Growers Association, California Cattle Feeders Association, and Western States Meat Packers Association, Inc.

therein, to become effective September 24, 1966, the original and revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix are by this reference made a part hereof.

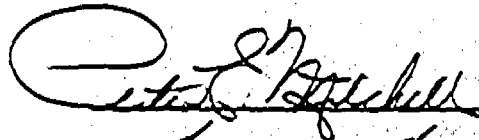
2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than September 24, 1966; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

3. Common carriers, in establishing and maintaining the rates and rules 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 such schedules containing the rates and rules 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, Decision No. 55587, 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 11<sup>th</sup> day of August, 1966.

  
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President

  
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Commissioner

  
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Commissioner

  
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Commissioners

Commissioner Frederick B. Holoboff, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 71149

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

Third Revised Page 2  
Second Revised Page 6  
Fifth Revised Page 9  
Second Revised Page 9-A  
First Revised Page 11  
Eighth Revised Page 18  
Fourth Revised Page 18-A  
Sixth Revised Page 19  
Third Revised Page 19-A  
First Revised Page 19-B  
Original Page 19-C

(END OF APPENDIX A LIST)





SECTION NO. 1-RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;"><b>REFERENCES TO ITEMS AND OTHER TARIFFS</b></p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	50
<p style="text-align: center;"><b>SHIPMENTS TO BE RATED SEPARATELY</b></p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier, except that component parts of split pickup or split delivery shipments, as defined in Item No. 11 may be combined under the provisions of Items Nos. 170 and 180.</p>	60
<p style="text-align: center;"><b>UNITS OF MEASUREMENT TO BE OBSERVED</b></p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	70
<p style="text-align: center;"><b>COMPUTATION OF DISTANCES</b></p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route computed in accordance with the method provided in Distance Table No. 5.</p>	80
<p style="text-align: center;"><b>LOSS AND DAMAGE CLAIMS</b></p> <p>A carrier shall not remit payment on loss or damage claims unless such claims are presented to the carrier in accordance with the terms of the agreement for carriage (See Items Nos. 250 and 251, paragraph 4, 6.)</p> <p>No payment shall be made by any carrier concerning any loss or damage unless such loss or damage was caused by the negligence of the carrier.</p> <p>Records of all loss and damage claims shall be maintained by the carrier for a period of not less than three years.</p>	90
<p style="text-align: center;"><b>LOADING AND UNLOADING</b></p> <p>Rates include service of the driver only for loading into and unloading from carrier's equipment and the furnishing of bedding material *and portable loading and unloading devices incidental to the transportation of livestock.</p>	100
<p> <span style="display: inline-block; vertical-align: middle;">                     § Change                      Δ Change, neither increase nor reduction                      * Addition                 </span> <span style="display: inline-block; vertical-align: middle; font-size: 2em;">}</span> <span style="display: inline-block; vertical-align: middle; margin-left: 10px;">Decision No. <b>71149</b></span> </p>	
<p><b>EFFECTIVE SEPTEMBER 24, 1966</b></p>	
<p>Issued by the Public Utilities Commission of the State of California,                  San Francisco, California.                  Correction No. 51</p>	

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 (See Exception), plus an added charge of \$1.85 per component part.</p> <p>EXCEPTION.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p>(a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.</p> <p>(b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</p> <p>2. At the time of or prior to the first pickup, the carrier shall be furnished with shipping instructions, either manifest, written or oral, containing the name of each consignor, the points of origin and the kind and quantity of livestock in each component part. *Oral shipping instructions must be confirmed in writing not later than 48 hours after tender of shipment.</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>	6170

∅ Change )  
\* Addition ) Decision No. **71149**

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EFFECTIVE SEPTEMBER 24, 1966

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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 52

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SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
<p><b>SPLIT DELIVERY</b></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 (See Exception), plus an added charge of \$1.85 per component part.</p> <p>EXCEPTION.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p>(a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.</p> <p>(b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</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 delivery instructions, either manifest, written or oral, containing the name of each consignee, the points of destination and the kind and quantity of livestock in each component part. *Oral delivery instructions must be confirmed in writing not later than 48 hours after tender of shipment.</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>6180</p>
<p>∅ Change        ) Decision No. 71149        * Addition     )</p>	
<p>EFFECTIVE SEPTEMBER 24, 1963</p>	
<p>Issued by the Public Utilities Commission of the State of California,        San Francisco, California.        Correction No. 53</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Notes 1, 2 and 3.)</p> <p>NOTE 1.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 2.-When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>NOTE 3.-When a common carrier rate, which does not include the service of loading and/or unloading is applied under the provisions of this item and when loading and/or unloading services are provided in connection with the transportation services performed, the following additional charges shall be assessed.</p> <p style="margin-left: 40px;">Loading - - - - - ◊4 cents per 100 pounds Unloading - - - - - ◊4 cents per 100 pounds</p>	210
<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Items Nos. 220 and 221)</b></p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any team track to point of destination the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies. (See Notes 1, 2 and 3.)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any team track the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)</p> <p style="text-align: center;">(Continued in Item No. 221)</p>	220
◊ Change ) Decision No. <b>71149</b> ◊ Increase )	
EFFECTIVE SEPTEMBER 24, 1966	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 54	

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.						
MILES	R A T E S					
	Minimum Weight in Pounds					
	But Not Over	Over	Any Quantity	10,000	(26,000 (See Note 1, Item No. 275)	(3) (35,000 (See Note 2, Item No. 275)
0	3	20	11	9	7½	7
3	5	21	12	10	8	7½
5	10	23	13	11	8½	8
10	15	25	14	12	9½	9
15	20	28	16	13	10	10
20	25	31	18	14	11	11
25	30	34	20	15	12	12
30	35	37	22	17	13	13
35	40	40	24	18	14	14
40	45	43	26	19	15	15
45	50	46	28	20	16	16
50	60	49	31	23	18	17
60	70	52	34	25	19	18
70	80	55	37	27	21	20
80	90	58	40	29	23	21
90	100	61	43	31	25	22
100	110	63	47	33	27	24
110	120	65	51	35	29	25
120	130	67	55	37	31	27
130	140	69	59	39	33	28
140	150	72	62	41	34	29
150	160	75	66	43	35	31
160	170	79	69	45	37	32
170	180	83	73	47	39	34
180	190	87	76	50	41	36
190	200	92	80	54	43	38
200	220	97	85	57	46	40
220	240	103	91	61	50	43
240	260	109	97	65	53	46
260	280	115	104	69	57	49
280	300	121	112	74	60	52
300	325	128	118	79	64	56
325	350	135	127	85	68	60
350	375	142	135	90	72	65
375	400	149	143	96	76	69

6270

400	425	156	151	101	81	73
425	450	163	158	107	86	77
450	475	170	166	112	91	82
475	500	177	173	118	96	87
500	525	184	181	123	101	92
525	550	191	187	129	106	96
550	575	198	193	134	111	100
575	600	205	199	140	116	104
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		07	06	06	05	04

(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.

(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;
- (d) Item No. 190, Mixed shipments;

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

(3) Rates subject to minimum weights of 35,000 or 37,000 pounds are also subject to the provisions of Item No. 290 (Livestock Volume Incentive Rates) \*and Item No. 295 (Livestock Volume Tender Rates).

(Continued in Item No. 275)

<ul style="list-style-type: none"> <li>o Change</li> <li>* Addition</li> <li>o Increase, except as noted</li> <li>o No change</li> </ul>	}	Decision No. <b>71149</b>
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EFFECTIVE SEPTEMBER 24, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 55

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  $\diamond$ 26,000 pounds or actual weight, whichever is greater.

<u>Number of Units of Equipment Used</u>	<u><math>\diamond</math> Minimum Weight (In Pounds)</u>
1	26,000
2	52,000
3	78,000
4	104,000

Over 4 ---- Add to the minimum weight for 4 units of equipment  $\diamond$ 26,000 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  $\diamond$ 35,000 pounds or actual weight, whichever is greater.

275

<u>Number of Units of Equipment Used</u>	<u><math>\diamond</math> Minimum Weight (In Pounds)</u>
1	35,000
2	70,000
3	105,000
4	140,000

Over 4 ---- Add to the minimum weight for 4 units of equipment  $\diamond$ 35,000 pounds for each unit of equipment in excess of 4.



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 37,000 pounds or actual weight, whichever is greater.

<u>Number of Units of Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>
1	37,000
2	74,000
3	111,000
4	148,000

Over 4 - Add to the minimum weight for 4 units of equipment 37,000 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.

Change )  
 Increase ) Decision No. 71149

EFFECTIVE SEPTEMBER 24, 1966

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

Correction No. 56

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	But Not Over	Any Quantity	10,000	(1)		
				Over	Over	Over 21,000 (See Note 1, Item No. 285)
0	3	20	15	14	13½	
3	5	21	16	15	14½	
5	10	23	18	16	15½	
10	15	25	20	17	16½	
15	20	28	22	18	17½	
20	25	31	24	19	18½	
25	30	34	26	20	19½	
30	35	37	28	21	20½	
35	40	40	30	22	21½	
40	45	43	32	23	22½	
45	50	46	35	25	24	
50	60	49	38	27	25	
60	70	52	41	30	26	
70	80	55	44	32	28	
80	90	58	48	35	30	
90	100	61	52	37	33	\$280
100	110	63	56	40	35	
110	120	65	60	42	37	
120	130	67	62	45	39	
130	140	69	66	47	41	
140	150	72	70	50	43	
150	160	75	74	52	45	
160	170	79	78	55	48	
170	180	83	82	57	50	
180	190	87	86	59	52	
190	200	92	91	62	55	
200	220	97	96	67	58	
220	240	103	102	72	62	
240	260	109	108	77	67	
260	280	115	114	82	71	
280	300	121	119	86	75	
300	325	128	126	92	80	
325	350	135	133	98	85	
350	375	142	140	104	90	
375	400	149	147	110	95	
400	425	156	154	116	99	
425	450	163	161	122	104	
450	475	170	168	128	109	
475	500	177	175	134	114	
500	525	184	182	140	119	

525  
550  
575

550  
575  
600

191  
198  
205

189  
196  
203

146  
152  
158

124  
129  
134

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

o7

o7

o6

o5

(1) Rates subject to minimum weight of 33,000 pounds  
are also subject to the provisions of Item No. 290  
(Livestock Volume Incentive Rates)\* and Item No. 295  
(Livestock Volume Tender Rates).

(Continued in Item No. 285)

∅ Change )  
\* Addition )  
◇ Increase, except as noted )  
o No change )

Decision No. 71149

EFFECTIVE SEPT. 24, 1966

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

Correction No. 57

SECTION NO. 2 - DISTANCE COMMODITY RATES (Continued)  
 (In Cents per 100 Pounds)

Item  
 No.

Applies in connection with rates on Sheep in Item No. 280.

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 21,000 pounds or actual weight, whichever is greater.

Number of Units of Equipment Used	Minimum Weight (In Pounds)
1 .....	21,000
2 .....	42,000
3 .....	63,000
4 .....	84,000
Over 4-Add to the minimum weight for 4 units of equipment 21,000 pounds for each unit of equipment in excess of 4.	

285

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 33,000 pounds or actual weight, whichever is greater.

Number of Units of Equipment Used	Minimum Weight (In Pounds)
1 .....	33,000
2 .....	66,000
3 .....	99,000
4 .....	132,000
Over 4-Add to the minimum weight for 4 units of equipment 33,000 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.

Change )  
 Increase ) Decision No. 71149

EFFECTIVE SEPTEMBER 24, 1966

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

SECTION NO. 2 - DISTANCE COMMODITY RATES $\Delta$ (Continued) (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"><li>1. On Shipments Moving in a Single Unit of Carrier's Equipment:  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%).</li><li>2. On Shipments Moving in More than One Unit of Carrier's Equipment:  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%).</li></ol> <p>Rates provided by this item will not apply:</p> <ol style="list-style-type: none"><li>1. On shipments which are subject to the provisions of Item No. 190, Mixed Shipments; or</li><li>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</li><li>3. On straight shipments of hogs or calves, nor on mixed shipments including more than two-thirds hogs or calves by head count.</li></ol> <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>	290
<p><math>\Delta</math>Change, neither increase ) nor reduction ) Decision No. <b>71149</b></p>	
<p>EFFECTIVE SEPTEMBER 24, 1966</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 59</p>	

SECTION NO. 2--DISTANCE COMMODITY RATES (Concluded) (In Cents per 100 Pounds)	Item No.
<p style="text-align: center;">LIVESTOCK VOLUME TENDER RATES (Applies only when reference is made hereto)</p> <p>1. When carrier is tendered a shipment, or shipments are tendered at one time for which all charges are to be paid by a single consignor, from a single point of origin for point or points of destination within 100 constructive miles, and said shipment or shipments consist of more than one load transported in and offloaded from a single unit of carrier's equipment within a twenty-four hour period from time of tender, the rate for transportation for the shipment or shipments, or that portion of the shipment or shipments, transported in and offloaded from the single unit of carrier's equipment within said period shall be determined as follows:</p> <p>(a) When two loads are transported in a single unit of carrier's equipment, the applicable rate or rates determined under Item No. 270 or 280 shall be reduced by one cent per 100 pounds.</p> <p>(b) When three or more loads are transported in a single unit of carrier's equipment, the applicable rate or rates determined under Item No. 270 or 280 shall be reduced by two cents per 100 pounds.</p> <p>2. Rates provided by this item shall not apply on shipments which are subject to the provisions of Item No. 190 (Mixed Shipments).</p> <p>3. Rates provided by this item do not alternate with other rates and charges in this tariff and shall not be used in combination with any other rates.</p>	<p>*6 295</p>
<p>* Addition     ) o Reduction    )     Decision No.     <b>71149</b></p>	
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