

ORIGINAL

Decision No. 75147

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)	Case No. 5433
of all common carriers, highway)	(Petition for Modification
carriers and city carriers relat-)	No. 28)
ing to the transportation of)	(Filed December 9, 1968)
livestock and related items)	
(commodities for which rates are)	
provided in Minimum Rate Tariff)	
No. 3-A).)	

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. Petitioner asks that the tariff revisions be made effective February 16, 1969, and that common carriers be authorized and directed to establish in their respective tariffs such modifications as may be prescribed by the Commission's order in this proceeding. Relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code is also sought.

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

- (a) Increasing the present charges for accessorial services for driver, helper, or other employee from \$4.25 per man per hour, or fraction thereof, to a charge in cents of 420 for the first 30 minutes or fraction and 210 for each additional 15 minutes or fraction. In addition, petitioner proposes to establish a charge in cents of 65 for the first 30 minutes or fraction and 33 for each additional 15 minutes or fraction for any accessorial or incidental service or delay in connection with carrier's equipment.

- (b) Increasing from \$1.85 to \$5.05 the charge per component part for a split pickup and split delivery shipment.
- (c) Increasing by 50 cents the per stop charge for specific types of equipment in connection with stopping and unloading in transit. In addition, petitioner proposes to cancel the present charge of \$6.00 per hour when the time involved in the stop exceeds one and one-half hours' duration, and in lieu thereof to apply the additional charges which petitioner proposes for accessorial services as set forth in paragraph (a) above.
- (d) Increasing the truckload minimum weights of 35,000 and 39,000 pounds to 36,000 and 40,000 pounds, respectively, on shipments of cattle, hogs and sheep, and increasing by 1,000 pounds per unit, minimum weights related to multiple units of carrier's equipment.
- (e) Reducing the maximum reduction allowable under present livestock volume incentive rates from five to three percent.

Petitioner states that, since the last general revision of the involved tariff, the cost of transporting property by motor vehicle has increased and will be increased further in the immediate future.¹ 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.

¹

Decision No. 74070 dated May 7, 1968, in Case No. 5433 (Petition No. 26).

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.

According to petitioner, proposed revisions in Minimum Rate Tariff No. 3-A would be reflective of changing circumstances and would promote efficiency in use of carrier equipment. Rate savings would accrue, in some instances, to shippers that cooperate in increasing carrier efficiency and reducing carrier cost.

The petitioner declares that proposed tariff revisions have 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. 66072.² Petitioner states that it is informed and believes that this filing is generally desired by such parties. Petitioner states that the proposed tariff revisions will be in the best interests of both shippers and carriers of livestock and their representatives and asserts that the seasonal characteristics of the transportation involved and the desires of both shippers and carriers for a mutually acceptable effective date for such tariff changes necessitate expedited action in this matter.

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 of December 10, 1968. Granting of the petition is supported by a letter from the California Farm Bureau Federation. No objection to

2

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.

the granting of the petition has been received.

In the circumstances, it appears, and the Commission finds, that petitioner's proposal is reasonable and 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. A public hearing is not necessary. The Commission concludes that the petition 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 therein, to become effective February 16, 1969, the 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 shall be filed not earlier than the effective date of this order and shall 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 February 16, 1969; and tariff publications which are authorized but not required to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and 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-four days after the date hereof.

Dated at San Francisco, California, this 27th day of December, 1968.

William Symons Jr.
President
Ed E. Mitchell
William B. Bennett
John P. Morrissey
Commissioners

APPENDIX A TO DECISION NO. 75147

List of Revised Pages to Minimum Rate Tariff No. 3-A

Authorized by Said Decision

Fourth Revised Page 7

Sixth Revised Page 9

Third Revised Page 9-A

Second Revised Page 10

Eleventh Revised Page 18

Sixth Revised Page 18-A

Ninth Revised Page 19

Fifth Revised Page 19-A

Second Revised Page 19-B

(END OF APPENDIX A LIST)

SECTION NO. 1--RULES AND REGULATIONS (Continued)		Item No.												
<p>ACCESSORIAL CHARGES</p> <p>An additional charge shall be made for any accessorial or incidental service or delay which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, as follows:</p> <table><thead><tr><th></th><th colspan="2">CHARGES IN CENTS</th></tr><tr><th></th><th>For First 30 Minutes or Fraction</th><th>For Each Additional 15 Minutes or Fraction</th></tr></thead><tbody><tr><td>(a) For driver, helper, or other employee, per man</td><td>420</td><td>210</td></tr><tr><td>(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)</td><td>65</td><td>33</td></tr></tbody></table>			CHARGES IN CENTS			For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	(a) For driver, helper, or other employee, per man	420	210	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	65	33	110
	CHARGES IN CENTS													
	For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction												
(a) For driver, helper, or other employee, per man	420	210												
(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	65	33												
<p>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>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, bedding, harness and other appurtenances in use at camp, but do not include hay, grain, feed, merchandise, groceries, clothing or trailer coaches for which rates are provided in Minimum Rate Tariff 18.</p> <p>EXCEPTION.--The provisions of this item will not apply in connection with shipments transported at any-quantity rates.</p>		120												
<p>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.

◊ Increase, Decision No. **75147**

EFFECTIVE FEBRUARY 16, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 81

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 \$5.05 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>	170
Change) Increase) Decision No. 75147	
EFFECTIVE FEBRUARY 16, 1969	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 82	

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT DELIVERY</p> <p>1. The charge for a split delivery shipment, as defined in Item No. 11, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of livestock for the distance from point of origin to that point of destination which produces the shortest distance, via the other point or points of destination (See Exception), plus an added charge of \$5.05 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 style="text-align: center;">Ø180</p>
<p>Ø Change) ° Increase) Decision No. 75147</p>	
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<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 83</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:

190

(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 a 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.)

◇\$ 7.00 per stop for equipment with one loaded deck.
◇\$10.00 per stop for equipment with more than one loaded deck.
◇When the stop exceeds one and one half ($1\frac{1}{2}$) hours duration, additional charges as provided in Item No. 110 shall be assessed.

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. 75147

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San Francisco, California.
Correction No. 84

SECTION NO. 2 - DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)							Item No.
CATTLE, viz.: Bulls, Calves, Cattle, Cows, Dairy Cattle, Heifers, Oxen and Steers.							
HOGS, viz.: Barrows, Boars, Butcher Hogs, Feeder Pigs, Gilts, Hogs, Pigs, Sows, Stags and Swine.							
MILES		R A T E S					
		Minimum Weight in Pounds					
		Any Quantity	10,000	26,000 (See Note 1, Item No. 275)	(3) 56,000 (See Note 2, Item No. 275)	(1) (2) (3) 140,000 (See Note 3, Item No. 275)	
But Not Over Over							
0 3	21	12	10	8½	8	ø270	
3 5	22	13	11	9	8½		
5 10	24	14	12	10	9		
10 15	26	15	13	11	10		
15 20	29	17	14	12	11		
20 25	32	19	15	13	12		
25 30	35	21	16	14	13		
30 35	38	23	18	15	14		
35 40	41	25	19	16	15		
40 45	44	27	20	17	16		
45 50	47	29	21	18	17		
50 60	50	32	24	19	18		
60 70	53	35	26	20	19		
70 80	56	38	28	22	21		
80 90	59	41	30	24	22		
90 100	62	44	32	26	23		
100 110	64	48	34	28	25		
110 120	66	52	36	30	26		
120 130	68	56	38	32	28		
130 140	70	60	40	34	29		
140 150	73	63	42	35	30		
150 160	76	67	44	36	32		
160 170	80	70	46	38	33		
170 180	84	74	48	40	35		
180 190	88	77	51	42	37		
190 200	92	81	55	44	39		
200 220	98	86	58	47	41		
220 240	104	92	62	51	44		
240 260	110	98	66	54	47		
260 280	116	105	70	58	50		
280 300	122	112	75	61	53		
300 325	129	119	80	65	57		
325 350	136	128	86	69	61		
350 375	143	136	91	73	66		
375 400	150	144	97	77	70		

400	425	157	152	102	82	74
425	450	164	159	108	87	78
450	475	171	167	113	92	83
475	500	178	174	119	97	88
500	525	185	182	124	102	93
525	550	192	188	130	107	97
550	575	199	194	135	112	101
575	600	206	200	141	117	105
For distances over 600 miles add for each 25 miles or fraction there- of in excess of 600 miles		7	6	6	5	4
<p>(1) Rates apply only:</p> <p>(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</p> <p>(b) When the actual weight of the shipment is confirmed by a public weighmaster's certificate.</p> <p>(2) Rates are not subject to the provisions of:</p> <p>(a) Item No. 130(2), Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate;</p> <p>(b) Item No. 140(2), Determination of weights and charges;</p> <p>(c) Item No. 150, Provided weights per animal;</p> <p>(d) Item No. 190, Mixed shipments;</p> <p>and do not apply to the transportation of cattle in mixed shipment with other livestock.</p> <p>(3) Rates subject to minimum weights of 36,000 or 40,000 pounds are also subject to the provisions of Item No. 290 (Livestock Volume Incentive Rates) and Item No. 295 (Livestock Volume Tender Rates).</p> <p>(Continued in Item No. 275)</p>						
<p>Change } Increase } Decision No. 75147</p>						
EFFECTIVE FEBRUARY 16, 1969						
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 85</p>						

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, de- pendent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of live- stock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than 26,000 pounds or actual weight, whichever is greater.		
<u>Number of Units of Equipment Used</u>	<u>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 26,000 pounds for each unit of equipment in excess of 4.		275
NOTE 2.--Rates in Item No. 270 referring to this note are subject to varying minimum weights per shipment, de- pendent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of live- stock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than \$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.		

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 live-stock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than \$40,000 pounds or actual weight, whichever is greater.

<u>Number of Units of Equipment Used</u>	<u>\$Minimum Weight (In Pounds)</u>
1	40,000
2	80,000
3	120,000
4	160,000

Over 4--Add to the minimum weight for 4 units of equipment \$40,000 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. **75147**

EFFECTIVE FEBRUARY 16, 1969

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 86

SECTION NO. 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						Item No.
SHEEP, viz.: Ewes, Goats, Kids, Lambs, Rams (Bucks), Sheep, Sheep Camp Outfits, and Wethers.						
MILES		R A T E S				
		Minimum Weight in Pounds				
		Any Quantity	10,000	21,000 (See Note 1, Item No. 285)	(1) 36,000 (See Note 2, Item No. 285)	
Over	But Not Over					
0	3	21	16	15	14½	
3	5	22	17	16	15½	
5	10	24	19	17	16½	
10	15	26	21	18	17½	
15	20	29	23	19	18½	
20	25	32	25	20	19½	
25	30	35	27	21	20½	
30	35	38	29	22	21½	
35	40	41	31	23	22½	
40	45	44	33	24	23½	
45	50	47	36	26	25	
50	60	50	39	28	26	
60	70	53	42	31	27	
70	80	56	45	33	29	
80	90	59	49	36	31	
90	100	62	53	38	34	
100	110	64	57	41	36	6280
110	120	66	61	43	38	
120	130	68	63	46	40	
130	140	70	67	48	42	
140	150	73	71	51	44	
150	160	76	75	53	46	
160	170	80	79	56	49	
170	180	84	83	58	51	
180	190	88	87	60	53	
190	200	93	92	63	56	
200	220	98	97	68	59	
220	240	104	103	73	63	
240	260	110	109	78	68	
260	280	116	115	83	72	
280	300	122	120	87	76	
300	325	129	127	93	81	
325	350	136	134	99	86	
350	375	143	141	105	91	
375	400	150	148	111	96	
400	425	157	155	117	100	
425	450	164	162	123	105	
450	475	171	169	129	110	
475	500	178	176	135	115	
500	525	185	183	141	120	

525	550	192	190	147	125
550	575	199	197	153	130
575	600	206	204	159	135
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		7	7	6	5
(1) Rates subject to minimum weight of 36,000 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) Increase) Decision No. 75147					
EFFECTIVE FEBRUARY 16, 1969					
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 87					

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.																											
<p>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.</p> <table><tr><th>Number of Units of Equipment Used</th><th>Minimum Weight (In Pounds)</th></tr><tr><td>1</td><td>21,000</td></tr><tr><td>2</td><td>42,000</td></tr><tr><td>3</td><td>63,000</td></tr><tr><td>4</td><td>84,000</td></tr><tr><td>Over 4 -</td><td>Add to the minimum weight for 4 units of equipment 21,000 pounds for each unit of equipment in excess of 4.</td></tr></table> <p>NOTE 2.-- Rates in Item No. 280 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of 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.</p> <table><tr><th>Number of Units of Equipment Used</th><th>Minimum Weight (In Pounds)</th></tr><tr><td>1</td><td>36,000</td></tr><tr><td>2</td><td>72,000</td></tr><tr><td>3</td><td>108,000</td></tr><tr><td>4</td><td>144,000</td></tr><tr><td>Over 4 -</td><td>Add to the minimum weight for 4 units of equipment 36,000 pounds for each unit of equipment in excess of 4.</td></tr></table> <p>For the purposes of Notes 1 and 2 above, a unit of equipment shall be deemed as any vehicle or combination of vehicles as described in Item No. 10 propelled by the use of a single motor truck or single other self-propelled highway vehicle.</p>			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.	Number of Units of Equipment Used	Minimum Weight (In Pounds)	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.	285
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C. 5433 (Pet. 28)*

Change)
Increase) Decision No. 75147

EFFECTIVE FEBRUARY 16, 1969

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

Correction No. 88

-19-A-

SECTION NO. 2 - DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)	Item No.
<p data-bbox="508 473 1093 510">LIVESTOCK VOLUME INCENTIVE RATES</p> <p data-bbox="399 535 1202 577">(Applies only when reference is made hereto)</p> <p data-bbox="199 600 1318 672">The charge for service under the provisions of this item shall be determined as follows:</p> <ol data-bbox="290 695 1262 767" style="list-style-type: none">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 three percent (3%).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 three percent (3%). <p data-bbox="285 1421 1072 1463">Rates provided by this item will not apply:</p> <ol data-bbox="285 1488 1295 1844" style="list-style-type: none">1. On shipments which are subject to the provisions of Item No. 190, Mixed Shipments; or2. 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; or3. On straight shipments of hogs or calves, nor on mixed shipments including more than two-thirds hogs or calves by head count. <p data-bbox="191 1867 1290 1968">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>	6290
<p data-bbox="246 2017 926 2083">Change) Increase) Decision No. 75147</p>	
EFFECTIVE FEBRUARY 16, 1969	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 89	