



- (3) Eliminate the restriction applicable on rates based on a minimum weight of 52,000 pounds, which now apply only on shipments of whole grain in bulk; thus permitting such rates to apply to all commodities taking grain rates.
- (4) An increase of 4 percent in the minimum rates and charges for hay, fodder and straw.
- (5) An increase of 5 percent in accessorial service charges for helpers and for delays in loading and unloading.

No increases are sought in rates for the transportation of oilseeds, local delivery charges for shipments of grain, C.O.D. charges, and charges for accessorial services not included in common rates.

Petitioner asks that the sought relief be expedited so that the tariff amendments can be made effective on April 27, 1969, in view of the rapidly approaching harvest season for some of the commodities involved.

In Petition No. 530 in Case No. 5432, CTA seeks amendment of Minimum Rate Tariff No. 2 to incorporate therein changes in commodity descriptions for grain, rice, seeds, grain products and related articles similar to those proposed in connection with MRT 14-A, and requests that such changes be made effective concurrently with the amendment of MRT 14-A.

In support of the proposals to increase rates, the petition states that since the last general upward adjustments of rates on hay, grain and related commodities,<sup>2/</sup> the cost of transporting property by motor vehicle in California has increased, and will increase further in the immediate future. Such increased costs have resulted, and will result, principally from increases in wage rates and related fringe benefits payable to employees of highway carriers.

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<sup>2/</sup> Pursuant to Decision No. 62782, dated November 7, 1961, in Case No. 5432, Petitions Nos. 233 and 235.

The petition alleges that such increases affect substantially all categories of employees of highway carriers including truck drivers, helpers, freight handlers, maintenance employees and clerical employees. The petition asserts that additional increased costs have also resulted from increased taxes and from legislative action.

The petition further states that the Commission has generally established minimum rates, rules and regulations in MRT 14-A pursuant to requests of shippers and carriers. Such requests have emanated from joint discussions of shippers and carriers and are designed to develop tariff provisions responsive to needs of such parties. The petition alleges that this process has satisfactorily resulted in minimum disruption to agricultural marketing patterns. Petitioner states that affected shippers and carriers have again discussed revisions in MRT 14-A which would be reflective of changing circumstances, would produce additional revenues to carriers to offset increased costs, and would modernize and update presently effective tariff provisions. Petitioner alleges that the tariff revisions determined by said parties to be necessary to meet such objectives in MRT 14-A are those proposed in Petition No. 530.

The petition states that the changes proposed in MRT 14-A which will result in the revision of existing commodity descriptions of grain, rice and related commodities were developed after lengthy and detailed discussions between shippers and carriers and after detailed analysis of surveys and inquiries mailed to hundreds of affected parties. Petitioner asserts that the intent was solely to reduce in scope the lengthy, outdated descriptions currently set forth in the tariff. Petitioner contends that the current provisions are in many cases so specific and restrictive that they have

been the subject of continual controversy and have created enforcement problems for the Commission and for shippers and carriers because of interpretive difficulties; thus, it has been necessary to frequently amend such descriptions for purposes of clarification. Petitioner asserts that the proposed changes are designed to help overcome such problems. Petitioner states that present commodity descriptions are mostly retained or are included in broader descriptions in the proposed item or in the Governing Classification. Commodity descriptions have been intentionally omitted only where affected parties indicate no known present or potential future movement. Petitioner states that in considering the revisions in commodity descriptions in MRT 14-A, consideration was also given to revising related descriptions in MRT 2. It is proposed that both tariffs should be revised simultaneously in order to avoid confusion and uncertainty in the motor carrier and affected shipper industries.

Copies of the petitions herein were mailed to various Chambers of Commerce, shipper organizations and carrier representatives on or about January 31, 1969. The petitions were listed on the Commission's Daily Calendar of February 4, 1969. No objection to the granting of the petitions or request for public hearing has been received.

In the circumstances, it appears, and the Commission finds that petitioner's proposals are reasonable and that the resulting minimum rates will be just, reasonable, and nondiscriminatory minimum rates and charges for the transportation involved, and, to the extent said rates will result in increases, such increases in rates are justified. A public hearing is not necessary. The Commission concludes that the petitions should be granted and that

the tariff changes should be made effective on April 27, 1969, as requested. In order to avoid duplication of tariff distribution, MRT 14-A will be amended by the order herein, and MRT 2 will be amended by separate order.

Other minor changes not related to the subject matter involved will be made in some of the tariff pages being revised by the order herein.<sup>3/</sup> The question of rates for the transportation of Shell Marl, crushed, ground or powdered, is before the Commission in Case No. 5432, Petition for Modification No. 528. In order that there will be no change in the application of minimum rates pending a decision in Petition No. 528, the amendment of commodity descriptions in MRT 14-A will specifically exclude Shell Marl.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 14-A (Appendix A to Decision No. 67397, as amended) is further amended by incorporating therein, to become effective April 27, 1969, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix are 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 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 April 27, 1969; and the tariff publications which are authorized

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<sup>3/</sup> The commodity descriptions of various seeds subject to the distance commodity rates named in Section No. 6 of Minimum Rate Tariff No. 14-A have been clarified which will serve to better describe such seeds.

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 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, Decision No. 67397, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 18th day of MARCH, 1969.

William Squares  
President  
[Signature]  
[Signature]  
[Signature]  
Commissioners

-6- Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 75425

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

Authorized by Said Decision

Fifth Revised Page 2

Sixth Revised Page 4

Third Revised Page 5-A

Second Revised Page 7

Third Revised Page 12

First Revised Page 26

First Revised Page 29

Second Revised Page 30

Sixth Revised Page 31

Second Revised Page 31-A

Second Revised Page 31-B

Fourth Revised Page 31-C

First Revised Page 31-D

Sixth Revised Page 32

First Revised Page 33

First Revised Page 34

(END OF APPENDIX A LIST)

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Ø Change )  
\* Addition ) Decision No. 75425  
\*\* Eliminated )

EFFECTIVE APRIL 27, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 67

SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION	Item No.
<p data-bbox="423 476 1072 575">DEFINITION OF TECHNICAL TERMS NOT DEFINED IN INDIVIDUAL ITEMS (Items Nos. 10 and 11)</p> <p data-bbox="235 619 1376 692">CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act.</p> <p data-bbox="235 749 1351 848">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 data-bbox="309 880 719 919">COMMON CARRIER RATE means:</p> <ol data-bbox="338 945 1316 1512" style="list-style-type: none"><li>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;</li><li>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;</li><li>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.</li></ol> <p data-bbox="223 1538 1248 1643">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 data-bbox="223 1669 1342 1773">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 data-bbox="223 1799 1291 1877">DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignee, consignor, or other party.</p> <p data-bbox="300 1895 898 1934">DISTANCE TABLE means Distance Table 7.</p> <p data-bbox="215 1973 1368 2051">*GOVERNING CLASSIFICATION means National Motor Freight Classification A-10, including supplements thereto or reissues thereof.</p> <p data-bbox="215 2077 1308 2156">IN BULK means not in bags, sacks, packages, or other containers, except bins, or except containers otherwise specified.</p> <p data-bbox="215 2169 1308 2325">INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p>	<p data-bbox="1419 1374 1470 1413">10</p>

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)

o Change ) Decision No.  
\* Addition )

75426

EFFECTIVE APRIL 27, 1969

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

Correction No. 68

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
APPLICATION OF TARIFF - COMMODITIES	
<p>∅ Rates in this tariff apply for the transportation of the following commodities:</p>	
<p>(a) Hay, Fodder (bean, cane, corn or pea), Straw, in machine pressed bales;</p> <p>(b) Grain; Grain Products; Feed, Animal or Poultry; and certain mixtures of commodities named in Items Nos. 515, 520, 525 and 530, in bulk, or in bins;</p> <p>(c) Seeds and Related Articles, as described in Item No. 525, in bulk, or in bins, or in containers with a capacity exceeding 40 cubic feet;</p> <p>(d) Seeds, viz.: Cotton, Flax or Safflower.</p>	
EXCEPTIONS:	
<p>This tariff is not applicable to:</p>	
<p>(a) Transportation of property of the United States or property transported under an agreement whereby the United States contracted for the carrier's services.</p> <p>(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.</p> <p>∅(c) Seeds (other than cotton, flax or safflower), as described in Item No. 525, 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.</p> <p>(d) Property which is exempt from regulation by the Interstate Commerce Commission under Sections 203(b)(6) and 203(b)(8) of the Interstate Commerce Act.</p>	

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APPLICATION OF GOVERNING PUBLICATIONS

This tariff is governed to the extent shown herein  
by the Governing Classification.

\*45

∅ Change )  
\* Addition, New item ) Decision No.

75426

EFFECTIVE APRIL 27, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 69

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.											
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>1. Except as provided in paragraph 2, a period of two hours for loading and two hours for unloading shall be allowed for each unit of equipment.</p> <p>2. A period of four hours for loading and four hours for unloading shipments of whole grain shall be allowed for each unit of equipment.</p> <p>3. "Unit of Equipment" means a motor truck, and/or trailer or semitrailer, exclusive of motor tractor.</p> <p>4. Charges for loading and/or unloading time in excess of free time authorized in paragraph 1 of this item are provided in Item No. 130.</p> <p>5. A charge of 2<math>\frac{1}{2}</math>¢ per 100 pounds will be made by the carrier on all shipments of whole grain on all equipment unloaded or loaded after free time has elapsed.</p>	120											
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES AND FOR EQUIPMENT HELD AFTER FREE TIME HAS ELAPSED</p> <p>The charges provided in this item apply for accessorial services, as provided in Item No. 110, and for time in excess of the free time specified in Items Nos. 120 and 190.</p> <p style="text-align: center;"><u>Charges in Cents</u></p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="text-align: center; width: 20%;"><u>For First 30 Minutes or Fraction</u></th> <th style="text-align: center; width: 20%;"><u>For Each Additional 15 Minutes or Fraction</u></th> <th style="width: 10%;"></th> </tr> </thead> <tbody> <tr> <td>(a) For driver or other carrier employee, per man -----</td> <td style="text-align: center;">0420</td> <td style="text-align: center;">0210</td> <td rowspan="2" style="vertical-align: middle; text-align: center;">130</td> </tr> <tr> <td>(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors -----)</td> <td style="text-align: center;">65</td> <td style="text-align: center;">33</td> </tr> </tbody> </table>		<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>		(a) For driver or other carrier employee, per man -----	0420	0210	130	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors -----)	65	33	
	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>										
(a) For driver or other carrier employee, per man -----	0420	0210	130									
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors -----)	65	33										

φ Change }  
◇ Increase } Decision No.

75426

EFFECTIVE APRIL 27, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 70

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)			Item No.
ADDITIONAL CHARGES FOR SPLIT PICKUP OR SPLIT DELIVERY SHIPMENT			
Weight of Component Part (Pounds)		Charge for Each Component Part (Cents)	6170
<u>Over</u>	<u>But Not Over</u>		
0	2,000	----- 350	
2,000	4,000	----- 400	
4,000	10,000	----- 500	
*10,000	20,000	----- 600	
*20,000	-----	----- 700	
FIELD PICKUP SHIPMENT			
1. Field pickup shipment means a quantity of property transported by one carrier for one debtor from a point in a single field or farm site.			
2. A "single field or farm site" is that area devoted to the production of grain or rice, or to the production of hay or related commodities. In no event shall field or farm site exceed 1 section (640 acres).			
3. The point of origin of a field pickup shipment shall be the point in a single field or farm site nearest the point of destination.			
4. Additional charges for loading a field pickup shipment shall be assessed as follows:			180
(a) For shipments subject to the rates provided in Items Nos. 300 and 400, at the charges provided in said items. (See Exception.)			
EXCEPTION.—No charge shall be applicable to any shipment of baled hay, fodder or straw loaded from a single stack.			
(b) For shipments subject to the rates provided in Item No. 550, add 2 cents per 100 pounds to the rate otherwise applicable. (See Exception)			



EXCEPTION.-No charge shall be applicable to any shipment moving from a permanent storage facility (i.e.: warehouse, silo, bin, tank) with a minimum storage capacity of 48,000 pounds.

5. A single shipping document for the entire field pickup shipment shall be issued prior to or at the time of the first pickup. Such shipping document shall show the name of the debtor, the name of the consignor, the name of the carrier, point of origin, point of destination, date, kind and estimated quantity of property to be transported.

6. When written information as required in paragraph 5 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 field pickup shipment.
- (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 shipping document for the entire field pickup shipment as required by paragraph 5 of this item.

7. A single freight bill for each field pickup shipment transported, stating the rate and charge, shall be issued no later than seven days from the date of the first pickup. Such freight bill shall show the point of origin, point of destination, the name of the debtor, the name of the consignor, the name of the carrier, date, description and weight of the property in each component part separately transported. A separate document may be issued for each component part, showing the point of origin, point of destination, date, description and weight of each component part so transported, and shall give reference to the single freight bill covering the entire field pickup shipment and shall be attached thereto and become a part thereof.

Ø Change )  
\* Addition ) Decision No. 75426

EFFECTIVE APRIL 27, 1969

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

Correction No. 71

SECTION NO. 3 - DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)						Item No.
HAY, FODDER (Bean, Cane, Corn or Pea), or STRAW, in machine pressed bales (See Note)						
(1) MILES		MINIMUM WEIGHT IN POUNDS				
Over	But Not Over	Less than 20,000	20,000	30,000	(2) 40,000	
0	3	35	18½	11½	10	
3	5	36	21	12½	11½	
5	10	37	22	13½	12½	
10	15	38	23	14½	13½	
15	20	40	24	15½	14½	
20	25	41	25	16½	15½	
25	30	42	26	17½	16½	
30	35	43	28	18½	17½	
35	40	44	30	20	18½	
40	45	45	31	21	20	
45	50	47	33	23	22	
50	60	49	35	24	23	
60	70	51	37	26	24	
70	80	53	40	27	26	
80	90	55	43	28	27	
90	100	57	46	29	28	
100	110	59	49	30	29	
110	120	61	50	31	30	
120	130	63	52	32	31	
130	140	66	54	33	32	
140	150	68	57	35	33	◇300
150	160	70	59	36	34	
160	170	72	61	38	35	
170	180	73	63	41	36	
180	190	75	64	43	37	
190	200	77	67	46	40	
200	220	80	69	48	42	
220	240	83	71	50	44	
240	260	86	73	52	46	
260	280	89	76	54	48	
280	300	94	80	56	51	
300	325	97	84	59	53	
325	350	101	87	61	55	
350	375	105	92	64	58	
375	400	108	95	67	60	
400	425	112	99	70	62	
425	450	115	103	72	64	
450	475	120	106	74	67	
475	500	123	110	77	70	
500	525	127	113	79	72	

525	550	131	118	82	74
550	575	135	122	84	77
575	600	138	126	87	79
600	625	142	130	89	81
625	650	146	133	93	83
650	675	150	137	96	86
675	700	154	141	99	88
700	725	158	146	102	90
725	750	161	150	104	93
750	775	165	154	107	96
775	800	170	159	110	100
800	850	175	163	113	103
850	900	180	168	118	106
900	950	185	174	121	109
950	1,000	191	179	125	112
1,000	1,050	198	184	128	115
1,050	1,100	203	188	132	119
1,100	1,150	208	193	135	123
1,150	1,200	213	199	139	126

(1) See Item No. 90

(2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item No. 400.

NOTE—An additional charge of  $3\frac{1}{2}$  cents per 100 pounds shall be assessed for loading field pickup shipments, as defined in Item No. 180, other than when loading is performed by a power operated hay loader.

◇ Increase, Decision No.

**75426**

EFFECTIVE APRIL 27, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 72

SECTION NO. 4 - TERRITORIAL COMMODITY RATES (In Cents per 100 Pounds)				Item No.
HAY, in machine pressed bales (See Note 2) Minimum Weight 40,000 Pounds				
RATES (See Note 1)				
(1) TO POINTS IN:				
(1) FROM:	Los Angeles- Artesia Territory	Los Angeles- Artesia (San Fernando) Intra- Territory	San Diego Territory	
Barstow Territory	35	--	--	
Coachella Valley Territory	33	--	36	
Fresno Territory	51	--	--	
Imperial Valley Territory	43	--	33	
Lancaster Territory	30	23	--	
Merced Territory	58	--	--	
North Kern Territory	40	--	--	6400
Palo Verde Territory	44	--	--	
Salton Sea Territory	38	--	36	
South Kern Territory	35	--	--	
Tulare Territory	45	--	--	
<p>(1) See Section No. 2 for description of territories.</p> <p>NOTE 1 - (a) The provisions of Items Nos. 120, 130 and 190 do not apply in connection with rates in this item.</p> <p>(b) Shipments into either the Los Angeles-Artesia or San Diego Territory, for which transportation charges are assessed upon a basis of a minimum weight of 30,000 pounds or more, may, upon order of consignee or consignor, be stopped once within either the Los Angeles-Artesia or San Diego Territory and, under the rates set forth above, be held in transit without being unloaded from carrier's equipment pending subsequent delivery.</p> <p>(c) When upon order of consignee or consignor, a shipment is stopped within either the Los Angeles-Artesia or San Diego Territory and held in transit without being unloaded from carrier's equipment, 48 hours free time (computed from the first 7:00 a.m. after time of arrival at point where shipment is held) will be allowed for furnishing to the carrier instructions to deliver the shipment to the point of destination where it is to be unloaded. The free-time period will be 96 hours, if the point of destination is located outside the territory within which the shipment was initially held in transit. A charge of \$26.00 will be assessed for each 24-hour period, or fraction thereof, that the carrier's equipment is detained subsequent to the free-time period specified herein. In computing time in accordance with these provisions, Sundays and legal holidays will be excluded.</p>				

NOTE 2 - An additional charge of  $\$3 \frac{3}{4}$  cents per 100 pounds shall be assessed for loading field pickup shipments, as defined in Item No. 180, other than when loading is performed by a power operated hay loader.

Change )  
Increase )      Decision No.

75426

EFFECTIVE APRIL 27, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 73

SECTION NO. 5

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DISTANCE COMMODITY RATES

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GRAIN, RICE, GRAIN PRODUCTS, ANIMAL OR  
POULTRY FEED, SEEDS,  
AND RELATED ARTICLES DESCRIBED HEREIN  
In Bulk, or in Bins,  
or in Containers  
Otherwise Specified

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Change, Decision No. 75426

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EFFECTIVE APRIL 27, 1969

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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 74

SECTION NO. 5 - DISTANCE COMMODITY RATES	Item No.						
<p>Item canceled. Other provisions of this tariff apply.</p>	<p>500</p>						
<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 style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Number of Units of Equipment Used</th> <th style="text-align: left; border-bottom: 1px solid black;">Minimum Weight (In Pounds)</th> </tr> </thead> <tbody> <tr> <td>1 -----</td> <td>48,000</td> </tr> <tr> <td>2 or more -----</td> <td>96,000</td> </tr> </tbody> </table>	Number of Units of Equipment Used	Minimum Weight (In Pounds)	1 -----	48,000	2 or more -----	96,000	<p style="text-align: center;">510</p>
Number of Units of Equipment Used	Minimum Weight (In Pounds)						
1 -----	48,000						
2 or more -----	96,000						
<p style="text-align: center;">APPLICATION OF RATES IN ITEM NO. 550 MAKING SPECIFIC REFERENCE HERETO</p> <p>Δ1. Rates referring to this item apply only on straight shipments of whole grain and rice, as described in List No. 1 of Item No. 515.</p> <p>2. 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 52,000 pounds, or actual weight, whichever is greater.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Number of Units of Equipment Used</th> <th style="text-align: left; border-bottom: 1px solid black;">Minimum Weight (In Pounds)</th> </tr> </thead> <tbody> <tr> <td>1 -----</td> <td>52,000</td> </tr> <tr> <td>2 or more -----</td> <td>104,000</td> </tr> </tbody> </table>	Number of Units of Equipment Used	Minimum Weight (In Pounds)	1 -----	52,000	2 or more -----	104,000	<p style="text-align: center;">Δ512</p>
Number of Units of Equipment Used	Minimum Weight (In Pounds)						
1 -----	52,000						
2 or more -----	104,000						

3. Rates referring to this item do not alternate with other rates and charges in this tariff and shall not be used in combination with any other rates.

∅ Change	)	Decision No.	7542S
Δ Change, neither increase	)		
nor reduction	)		

EFFECTIVE APRIL 27, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 75



SECTION NO. 5 - DISTANCE COMMODITY RATES (Continued)	Item No.
<p>* (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification, except as to packing requirements and form in which the commodity is shipped.)</p>	
<p>LIST 1 - WHOLE GRAIN</p> <p>Grain, as described under the heading "Grain Group" in the Governing Classification.</p> <p>Rice, viz.:</p> <ul style="list-style-type: none"> <li>Brewers (74540)</li> <li>Cleaned (74560)</li> <li>Paddy, rough (74580)</li> </ul> <p>LIST 2 - GRAIN PRODUCTS</p> <p>Grain products, as described under the heading "Grain Products" in the Governing Classification, when such products are not prepared for human consumption.</p> <p>Farina, when not prepared for human consumption.</p>	<p>515</p>
<p> <span style="font-size: 2em;">}</span> <span style="font-size: 2em;">}</span>                 Decision No. <span style="font-size: 1.5em;">75426</span> </p> <p>                 / Change                  * Addition             </p>	
<p>EFFECTIVE APRIL 27, 1969</p>	
<p>Issued by the Public Utilities Commission of the State of California,                  San Francisco, California.</p> <p>Correction No. 76</p>	

SECTION NO. 5 - DISTANCE COMMODITY RATES (Continued)	Item No.
<p>*(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification, except as to packing requirements and form in which the commodity is shipped.)</p>	
<p>LIST 3 - FEED, ANIMAL OR POULTRY, subject to Note 1</p> <p>Feed, as described in Items 66700 through 67480 and 67520 through 67882 ("Feed Group") of the Governing Classification, not frozen (Except Shell Marl, crushed, ground or powdered).</p> <p>Alfalfa, chopped and pressed into cubes or pellets, airdry or otherwise dried.</p> <p>Feed, animal or poultry, consisting entirely of Grain or Grain Products named in Lists 1 or 2 above, when not fit for human consumption.</p> <p>Grit, processed from rock or shell.</p> <p>Hulls, cottonseed (54410, 54430).</p> <p>Hulls, sunflower seed (179980).</p> <p>Hulls, NOI, whole or ground.</p> <p>Limestone, crushed or ground, feed grade.</p> <p>Meal, feather.</p> <p>Mineral Mixtures (see Note 2)</p> <p>Nut hulls or shells, NOI (175460)</p> <p>Pomace (194220, 194240, 194540, 194620, 194880, and 194990), subject to Note 3.</p> <p>Pomace, NOI, subject to Note 3.</p> <p>Urea (47220).</p> <p>NOTE 1.-Provisions making reference hereto will not apply on any commodity for which rates are named in Section No. 3.</p> <p>NOTE 2.-Includes Mineral Mixtures containing Calcium Carbonate, Copperas, Epsom Salts, Crude Salt (feed grade), Sulphate of Soda, Glauber's Salts, Sulphur of Potassium Iodide, with or without not in excess of 10% by weight of other unnamed ingredients.</p> <p>NOTE 3.-Applies only when in physical mixture with other articles in Lists 1, 2 or 4.</p>	<p>520</p>
<p>Change ) Decision No.        * Addition)</p>	<p>75425</p>
<p>EFFECTIVE APRIL 27, 1969</p>	
<p>Issued by the Public Utilities Commission of the State of California,        San Francisco, California.        Correction No. 77</p>	

SECTION NO. 5--DISTANCE COMMODITY RATES (Continued)	Item No.
<p>* (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification, except as to packing requirements and form in which the commodity is shipped.)</p>	
<p>LIST 4 - SEEDS AND RELATED ARTICLES</p> <p>(1) Seeds, other than cotton, flax, or safflower, as described under the heading "Seeds" in the Governing Classification, in bulk, or in bins, or in containers with a capacity exceeding 40 cubic feet. Beans, castor (23020).</p> <p>(1) Unless otherwise exempt under the provisions of Item No. 40.</p>	Ø525
<p>Ø Change ) * Addition ) Decision No.      <b>75425</b></p>	
<p>EFFECTIVE APRIL 27, 1969</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 78</p>	

SECTION NO. 5--DISTANCE COMMODITY RATES (Continued)	Item No.						
<p>* (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification, except as to packing requirements and form in which the commodity is shipped.)</p>							
<p>LIST 5 - MIXTURES</p> <p>Any article named in this list when included in a mixed shipment with any article named in Lists 1 through 4 shall take the rates applicable to the articles they accompany, subject to the percentage restriction on the weights thereof as provided below:</p> <table border="0" data-bbox="457 945 1306 1174"> <tr> <td style="padding-right: 20px;">Molasses</td> <td style="padding-right: 20px;">-</td> <td>not to exceed 10% of the total weight of the shipment.</td> </tr> <tr> <td>Poultry Litter (161360)</td> <td>-</td> <td>not to exceed 20% of the total weight of the shipment.</td> </tr> </table>	Molasses	-	not to exceed 10% of the total weight of the shipment.	Poultry Litter (161360)	-	not to exceed 20% of the total weight of the shipment.	<p>6530</p>
Molasses	-	not to exceed 10% of the total weight of the shipment.					
Poultry Litter (161360)	-	not to exceed 20% of the total weight of the shipment.					
<p> <math>\phi</math> Change     )        * Addition   )   Decision No.    <b>75426</b> </p>							
<p>EFFECTIVE APRIL 27, 1969</p>							
<p>Issued by the Public Utilities Commission of the State of California,        San Francisco, California.        Correction No. 79</p>							

SECTION NO. 5 - DISTANCE COMMODITY RATES (Concluded) (In Cents Per 100 Pounds)							Item No.
◊ Grain, Rice, Grain Products, Animal or Poultry Feed, Seeds, and Related Articles, as described in Items Nos. 515, 520, 525 and 530, in bulk or in bins or in containers otherwise specified.							
MILES		◊ RATES (See Note 1)					
Over	But Not Over	MINIMUM WEIGHT IN POUNDS					
		10,000 (See Note 2)	20,000	30,000	40,000	48,000 (See Note 3)	52,000 (See Note 4)
0	3	13½	11	8¾	7	7	6
3	5	14½	12	9	7¾	7½	6½
5	10	16	13½	9¾	8½	8	7
10	15	17	14½	10½	9½	8½	7½
15	20	19	15½	11½	10	9	8
20	25	21	16½	12½	10¾	10	9
25	30	22	17½	13½	11¾	10¾	10
30	35	24	19	14½	13	11½	11
35	40	25	20	15½	14	12½	12
40	45	27	21	16½	14½	13½	12½
45	50	29	22½	17½	15½	14½	13
50	60	32	24½	19½	17	16	14
60	70	34	26	21	18½	17	15
70	80	36	27½	22½	19½	18	16
80	90	39	29	24	20½	19	17
90	100	42	30	26	22	20½	18
100	110	44	32	28	24	22	19
110	120	47	33	29	25	23	20
120	130	49	34	30	26	24	21
130	140	52	36	32	28	26	22
140	150	55	38	33	29	27	23
150	160	57	40	34	30	28	24
160	170	59	41	36	32	29	25
170	180	61	42	37	33	30	26
180	190	63	44	39	35	31	27
190	200	66	46	41	37	33	29
200	220	70	49	44	39	35	31
220	240	73	51	46	41	37	33
240	260	77	54	48	43	39	35
260	280	80	57	51	45	41	37
280	300	84	60	54	48	44	40
300	325	87	62	57	51	47	43
325	350	90	65	60	53	49	46
350	375	93	68	62	55	51	49
375	400	97	70	64	57	53	52
400	425	100	73	67	59	55	54
425	450	104	76	69	61	57	56
450	475	107	79	72	63	59	58
475	500	110	82	74	65	61	60

6550

Δ For distances over 500 miles, add for each 25 miles or fraction thereof:

o3

o3

o2½

o2½

o2½

o2

NOTE 1.--On all Field Pickup Shipments, as defined in Item No. 180, add the charges provided therein to the rate otherwise applicable.

NOTE 2.--Rates for shipments weighing less than 10,000 pounds are provided in Minimum Rate Tariff No. 2.

NOTE 3.--Rates in this column are subject to the provisions of Item No. 510.

NOTE 4.--Rates in this column are subject to the provisions of Item No. 512.

⚡ Change )  
 Δ Change, neither increase nor )  
 reduction )  
 o No change )  
 o Increase, except with respect to )  
 rates subject to a minimum weight )  
 of 52,000 pounds, and rates for )  
 distances in excess of 500 miles. )

Decision No.

75426

EFFECTIVE APRIL 27, 1969

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

Correction No. 80

SECTION NO. 6

DISTANCE COMMODITY RATES

Δ SEEDS, VIZ: COTTON, FLAX OR SAFFLOWER

Rates in this section are not subject  
to the following rules of this tariff:

110	151
120	160
130	161
140	170
141	180
150	190

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

75425

EFFECTIVE APRIL 27, 1969

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

Correction No. 81

SECTION NO. 6—DISTANCE COMMODITY RATES (Concluded) (In Cents Per 100 Pounds)						Item No.		
ΔSEEDS, viz.: Cotton, Flax or Safflower.								
<u>MILES</u> Over		But Not Over	RATES	<u>MILES</u> Over		But Not Over	RATES	
0	3		5 $\frac{1}{2}$	140	150		23	
3	5		6 $\frac{1}{2}$	150	160		24	
5	10		6 $\frac{3}{4}$	160	170		25	
10	15		7 $\frac{1}{2}$	170	180		26	
15	20		8	180	190		27	
20	25		8 $\frac{3}{4}$	190	200		29	
25	30		9 $\frac{1}{2}$	200	220		31	Δ600
30	35		10 $\frac{1}{2}$	220	240		33	
35	40		11	240	260		35	
40	45		11 $\frac{1}{2}$	260	280		37	
45	50		12 $\frac{1}{2}$	280	300		40	
50	60		13 $\frac{1}{2}$	300	325		43	
60	70		14 $\frac{1}{2}$	325	350		46	
70	80		15 $\frac{1}{2}$	350	375		49	
80	90		16 $\frac{1}{2}$	375	400		52	
90	100		17 $\frac{1}{2}$	400	425		55	
100	110		18 $\frac{1}{2}$	425	450		58	
110	120		19 $\frac{1}{2}$	450	-		(1)	
120	130		21					
130	140		22					
(1) Add to rate for 450 miles, 3 cents per 100 pounds for each 25 miles or fraction thereof.								
ΔChange, neither increase ) nor reduction )				Decision No.		75426		
END OF TARIFF								
EFFECTIVE APRIL 27, 1969								
Issued by the Public Utilities Commission of the State of California, San Francisco, California.								
Correction No. 82								