

jmd

Decision No. 78529

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation
for the purpose of considering and
determining revisions in or reissues
of Minimum Rate Tariff No. 14-A.

Case No. 7857
Petition for Modification No. 45
(Filed February 16, 1971)

OPINION AND ORDER

The California Trucking Association seeks adjustments in the minimum rates and rules for the transportation, in bulk, of agricultural products set forth in Minimum Rate Tariff 14-A (MRT 14-A). Such rates and charges were last generally revised on May 3, 1970, pursuant to Decision No. 77125, dated April 21, 1970, in Case No. 7857.

Attached to the petition, as support for the sought general upward adjustment in the established MRT 14-A rates and charges, is an affidavit by petitioner's Director of its Division of Transportation Economics. The director's statement may be summarized as follows:

1. The principal expense elements influencing adjustments in MRT 14-A rate levels involve labor costs. Since the last upward revision of the minimum rates for agricultural products named in MRT 14-A, wage rates have increased and will be further increased for virtually all categories of carrier personnel. Additionally, increased costs have resulted from changes in payroll taxes and related items.

2. Agricultural carriers subject to MRT 14-A experience somewhat lower levels of labor costs than other general commodity carriers. This is principally due to the fact that some agricultural haulers are not subject to the labor contracts generally applicable in the trucking industry. While labor cost levels underlying the present MRT 14-A rates and charges are somewhat lower than the like cost levels prevailing in the trucking industry generally, petitioner's studies indicate that the increases in MRT 14-A cost levels approximate those provided in the prevailing labor contracts.

3. The effects of labor cost increases upon total costs underlying MRT 14-A level of rates average 1.35 percent increase in total costs for each \$.10 of hourly labor costs. The projected effect of this factor approximates 6 percent.

4. Carriers operating under MRT 14-A are maintaining a profit margin of less than 1 percent before provision for interest and taxes. Such carriers' ability to meet financial obligations and maintain adequate service to the public will be seriously impaired unless immediate rate relief is authorized.

5. The facts cited in the affidavit were furnished to affected shippers and carriers for their consideration. Said parties were in general agreement over the proposed adjustments of MRT 14-A rates and charges set forth in Exhibit A of Petition 45.

6. Shippers and carriers concluded that studies presented for their consideration fairly measure the current and projected financial condition of the carriers and that the tariff revisions set forth in Exhibit A of the petition are reflective of their consideration thereof.

The Commission's Transportation Division staff recommends that, in the absence of protest, petitioner's proposed adjustment of MRT 14-A rates be granted by ex parte order. The California Farm Bureau Federation and various shippers of agricultural products have informed the Commission, by letter, of their support for Petition 45. Said petition was listed on the Commission's Daily Calendar of February 18, 1971. No protests have been received.

In the circumstances, the Commission finds that petitioner's proposed increases in Minimum Rate Tariff 14-A rates are justified, and that such increased rates will result in just, reasonable and nondiscriminatory rates for the services to which they apply. The Commission concludes that Petition for Modification No. 45, in Case No. 7857, should be granted. A public hearing is not necessary.

IT IS ORDERED that:

1. Minimum Rate Tariff 14-A (Appendix A to Decision No. 67397, as amended) is hereby further amended by incorporating therein, to become effective May 16, 1971, 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. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 67397, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

3. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 14-A are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 14-A rates herein.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff 14-A rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 14-A are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 14-A rates herein.

5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 14-A are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 14-A rates herein.

6. Tariff publications resulting in increases required or authorized 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; such tariff publications as are required shall be made effective not later than May 16, 1971; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions 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.


7. 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

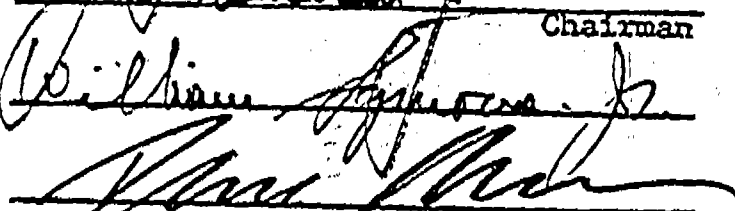
are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

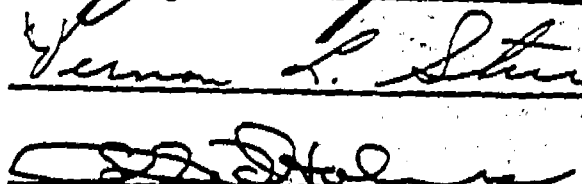
8. In all other respects Decision No. 67397, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 15th day of APRIL, 1971.



Chairman


Vernon L. Sturgeon


Commissioners

I dissent.

J. B. Harrison Jr., Chairman

C. 7857 (Pet. 45) MRT-14-A-hk

APPENDIX A TO DECISION NO. 78529

LIST OF ORIGINAL AND REVISED PAGES TO MINIMUM RATE TARIFF 14-A
AUTHORIZED BY SAID DECISION

SEVENTH REVISED PAGE 2

FIFTH REVISED PAGE 7

FIFTH REVISED PAGE 12

ORIGINAL PAGE 12-A

THIRD REVISED PAGE 13

THIRD REVISED PAGE 14

FIFTH REVISED PAGE 26

SECOND REVISED PAGE 26-A

FIRST REVISED PAGE 27

FOURTH REVISED PAGE 29

EIGHTH REVISED PAGE 32

FIFTH REVISED PAGE 34

(END OF APPENDIX A LIST)

TABLE OF CONTENTS	ITEM Except As Shown (Inclusive)
Correction Number Checking Sheet-----	Page 1
RATES:	
Distance Commodity Rates--Hay, Fodder, Straw and Wood Shavings (Section 3)-----	300-310
Territorial Commodity Rates--Hay (Section 4)-----	400
Distance Commodity Rates--Grain, Rice, Grain Products, Animal or Poultry Feed, Seeds, and Related Articles (Section 5)-----	550
Distance Commodity Rates--Seeds (Cotton, Flax or Safflower) (Section 6)-----	600
RULES AND REGULATIONS (Section 1):	
Accessorial Services Not Included in Common Carrier Rates-----	220
Additional Charges for Split Pickup or Split Delivery Shipment-----	170
Alternative Application of Combinations with Common Carrier Rates-----	210
Alternative Application of Common Carrier Rates-----	200
Application of Governing Publications-----	45
Application of Rates-----	100
Application of Rates Making Specific Reference Hereto (Section 5)-----	510,512
Application of Tariff--Carriers-----	20
Application of Tariff--Commodities-----	40
Application of Tariff--Territorial-----	30
Charges for Accessorial Services-----	110,130
Charges for Equipment Held After Free Time Has Elapsed-----	130
Collection of Charges-----	240
Collect on Delivery (C.O.D.) Shipments-----	230-232
Commodity Descriptions (Section 5)-----	515-530
Computation of Distances-----	90
Definition of Technical Terms Not Defined in Individual Items-----	10-11
Delays to Equipment-----	120
Field Pickup Shipment-----	180-*181
Gross Weight-----	60
Issuing Documents-----	250-251
Rates Based on Varying Minimum Weights-----	70
Shipments To Be Rated Separately-----	50
Shipments Transported in Multiple Lots-----	140-141
Split Delivery Shipment-----	160-161
Split Pickup Shipment-----	150-151
Stopping in Transit-----	190
Territorial Descriptions (Section 2)-----	260-290
Units of Measurement To Be Observed-----	80
<div> <div> Change Addition </div> <div> Decision No. 78529 </div> </div>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

-7-

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM
ADDITIONAL CHARGES FOR SPLIT PICKUP OR SPLIT DELIVERY SHIPMENT			
Weight of Component Part (Pounds)		Charge for Each Component Part	0170
Over	But Not Over	(Cents)	
0	2,000-----	600	
2,000	4,000-----	700	
4,000	10,000-----	800	
10,000	20,000-----	900	
20,000	-----	1,000	
FIELD PICKUP SHIPMENT (Items 180 and 181)			
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:			0(1) 180
(a) For shipments subject to the rates provided in Items 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 550, add 2½ 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 with a minimum storage capacity of 52,000 pounds. As used herein, permanent storage facility means a warehouse, silo, bin, tank or slab, permanently installed. It must be equipped with operable motorized loading facilities or with gravity loading devices.			
(Continued in Item 181)			
(1) Paragraphs 5, 6 and 7 transferred to Original Page 12-A.			
o Change) 78529			
o Increase)			
EFFECTIVE			
Correction			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">FIELD PICKUP SHIPMENT (Concluded) (Items 180 and 181)</p> <p>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.</p> <p>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:</p> <p>(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.</p> <p>(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.</p> <p>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.</p>	<p style="text-align: center;">*(1) 181</p>
<p>(1) Paragraphs 5, 6 and 7 transferred from Fourth Revised Page 12.</p> <p>* Addition, Decision No. 78529</p>	
EFFECTIVE	
<div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>1. Shipments of baled hay, fodder or straw: (a) One stop in transit for inspection and/or receipt of delivery instructions will be permitted in connection with each shipment. (b) One hour free time will be allowed for the stop. (c) Charges for time in excess of one hour are provided in Item 130.</p> <p>2. Shipments of whole grain: (a) Two stops in transit for inspection and receipt of delivery instructions or other purposes will be permitted in connection with each shipment. (b) A charge of \$2.30 shall be assessed for the second stop.</p>	190
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>1. Common carrier rates may be used instead of the rates shown in this tariff when a lower charge is produced for the same transportation.</p> <p>2. When rail carload rates are used instead of the rates in this tariff, point of origin and point of destination shall be directly served by rail spur track.</p> <p>3. When a rail carload rate is subject to varying minimum weights, depending upon the size of the car ordered or used, the lowest authorized minimum weight may be used.</p> <p>4. The definitions of "point of origin" and "point of destination" in Item 10 apply in connection with this item.</p>	200
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>1. Common carrier rates may be combined with rates, applicable to the weight of the entire shipment, shown in this tariff when such combinations result in lower charges for the same transportation. (See Note)</p> <p>2. When common carrier rail rates are applied in combination with rates in this tariff, such combination of rates shall be constructed only over a (a) rail team track or (b) any private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service.</p> <p>3. If the route from point or points of origin to the team track or such private railhead, or from the team track or such private railhead to point or points of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less shall apply from point or points of origin to such railheads or from such railheads to point or points of destination, as the case may be.</p> <p>NOTE.--In the event the provisions of paragraph 2(b) of Item 150 or paragraph 2(b) of Item 160 are used to determine the rates and charges from this tariff for a split pickup shipment or a split delivery shipment, component parts thereof may also be rated as separate shipments, subject to the individual weight of each such separate shipment, to or from any (a) team tracks or (b) private railheads which are owned or leased by the party who contracts with the carrier for the performance of the transportation service, to or from which the common carrier rate used applies, as the case may be.</p>	210
<p style="text-align: center;">◊ Increase, Decision No. 78529</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>1. If a common carrier rate used for highway transportation as provided in Items 200 and 210 does not include accessorial services performed by the highway carrier, the following additional charges shall be assessed:</p> <p>(a) For loading or unloading carrier's equipment:</p> <p>(1) 4½¢ per 100 pounds assessed on the weight on which transportation charges are computed when the shipment is loaded into or unloaded from the carrier's equipment by the consignor or consignee with the physical assistance of a single carrier employee (either a driver or a helper and the labor performed is restricted to work within or on carrier's equipment) by use of power equipment, as described in Item 10, furnished by the consignor or consignee without expense to carrier, provided the freight bill issued pursuant to Item 250 indicates that the shipment was loaded and/or unloaded under said circumstances.</p> <p>(2) 6½¢ per 100 pounds assessed on the weight on which transportation charges are computed when the shipment is loaded into or unloaded from the carrier's equipment other than as provided in subparagraph (a)(1) or when information required by subparagraph (a)(1) is not contained on the freight bill, except as provided in paragraph 3.</p> <p>(b) For other accessorial services, the charges provided in Item 130.</p> <p>2. Except as provided in Item 210, Alternative Application of Combinations with Common Carrier Rates, split pickup or split delivery service shall not be accorded unless included in the common carrier rate.</p> <p>3. Loading and/or unloading charges shall apply in all circumstances except the following:</p> <p>(a) When rates provided in this tariff are combined with rail carload rates and</p> <p>(1) point of origin is not directly served by rail spur track, only the charge for unloading shall be assessed;</p> <p>(2) point of destination is not directly served by rail spur track, only the charge for loading shall be assessed;</p> <p>(3) neither point of origin nor point of destination is directly served by rail spur track, no charge for loading or for unloading shall be assessed.</p> <p>(b) When a shipment of any commodity in bulk is loaded into and/or unloaded from the carrier's equipment by gravity;</p> <p>(c) when a shipment is loaded into and/or unloaded from the carrier's equipment by the consignor and/or consignee with power equipment; or</p> <p>(d) when the carrier's equipment is a trailer or semitrailer left for loading and/or unloading without the presence of the carrier's employee, provided the shipping document issued for the shipment specifies that it was loaded and/or unloaded under one of the circumstances described in this paragraph, or in paragraphs (b) or (c) above.</p>	0220
<p>◊ Increase, Decision No. 78529</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)						ITEM
HAY, FODDER (Bean, Cane, Corn or Pea), STRAW, or WOOD SHAVINGS (Used for Bedding), 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	37	23	14½	12	
3	5	38	24	15½	13½	
5	10	39	25	16½	14½	
10	15	41	27	17½	15½	
15	20	42	28	18½	16½	
20	25	44	29	20	18	
25	30	45	30	21	19	
30	35	46	31	22	20	
35	40	47	33	23	21	
40	45	49	34	25	23	
45	50	51	36	26	24	
50	60	53	38	28	26	
60	70	55	41	29	27	
70	80	58	44	31	29	
80	90	60	47	32	30	
90	100	62	50	33	31	
100	110	64	53	34	32	
110	120	66	55	35	33	
120	130	68	57	37	34	
130	140	71	59	38	35	
140	150	73	62	39	36	
150	160	75	64	41	37	
160	170	77	66	43	38	
170	180	79	68	45	39	
180	190	81	70	47	41	
190	200	83	72	49	43	
200	220	86	75	52	46	
220	240	89	78	54	48	
240	260	93	81	56	50	
260	280	96	83	59	52	
280	300	101	86	61	55	
300	325	104	91	64	58	
325	350	109	94	66	60	
350	375	113	99	69	63	
375	400	116	102	72	65	
400	425	120	106	75	67	
425	450	124	111	78	70	
450	475	128	114	80	73	
475	500	132	118	83	76	
500	525	136	122	86	78	
(1) See Item 90.						
(2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item 400.						
NOTE.--An additional charge of 5 cents per 100 pounds shall be assessed for loading field pickup shipments as defined in Item 180, other than when loading is performed by a power operated hay loader.						
o Increase, Decision No. 78529						
EFFECTIVE						
Correction						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

MINIMUM RATE TARIFF 14-A

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)						ITEM
HAY, FODDER (Bean, Cane, Corn or Pea), STRAW, or WOOD SHAVINGS (Used for Bedding), in machine pressed bales (See Note)						301
(1) MILES		MINIMUM WEIGHT IN POUNDS				
Over	But Not Over	Less than 20,000	20,000	30,000	(2) 40,000	
525	550	141	127	89	80	
550	575	145	131	92	83	
575	600	149	135	95	85	
600	625	153	139	97	87	
625	650	157	143	100	89	
650	675	161	147	103	92	
675	700	165	151	106	95	
700	725	169	156	109	97	
725	750	173	161	112	100	
750	775	177	166	115	103	
775	800	182	171	118	107	
800	850	187	176	121	111	
850	900	193	181	125	114	
900	950	198	186	129	117	
950	1,000	204	192	133	120	
1,000	1,050	210	197	137	124	
1,050	1,100	216	202	141	128	
1,100	1,150	222	207	145	132	
1,150	1,200	228	212	149	135	
(1) See Item 90. (2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item 400. NOTE.--An additional charge of 5 cents per 100 pounds shall be assessed for loading field pickup shipments, as defined in Item 180, other than when loading is performed by a power operated hay loader.						
o Increase, Decision No. 78529						
EFFECTIVE						
Correction						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

-27-

MINIMUM RATE TARIFF 14-A

SECTION 4--TERRITORIAL COMMODITY RATES (In Cents Per 100 Pounds)				ITEM
HAY, in machine pressed bales (See Note 2) Minimum Weight 40,000 Pounds				
(1)FROM:	RATES (See Note 1)			0400
	(1)TO POINTS IN:			
	Los Angeles-Artesia Territory	Los Angeles-Artesia (San Fernando) Intra-Territory	San Diego Territory	
Barstow Territory-----	36	--	--	
Coachella Valley Territory-----	34	--	39	
Fresno Territory-----	52	--	--	
Imperial Valley Territory-----	44	--	36	
Lancaster Territory-----	31	26	--	
Merced Territory-----	59	--	--	
North Kern Territory-----	41	--	--	
Palo Verde Territory-----	45	--	--	
Salton Sea Territory-----	39	--	39	
South Kern Territory-----	36	--	--	
Tulare Territory-----	46	--	--	
(1) See Section 2 for description of territories. NOTE 1.-- (a) The provisions of Items 120, 130 and 190 do not apply in connection with rates in this item. (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. (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 \$29.35 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. NOTE 2.--An additional charge of 5 cents per 100 pounds shall be assessed for loading field pickup shipments as defined in Item 180, other than when loading is performed by a power operated hay loader.				
◇ Increase, Decision No. 78529				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

MINIMUM RATE TARIFF 14-A

SECTION 5--DISTANCE COMMODITY RATES (Concluded) (In Cents Per 100 Pounds)								ITEM
Grain, Rice, Grain Products, Animal or Poultry Feed, Seeds, and Related Articles, as described in Items 515, 520, 525 and 530, in bulk or in bins or in containers otherwise specified.								
MILES		RATES (See Note 1)						
		MINIMUM WEIGHT IN POUNDS						
Over	But Not Over	10,000 (See Note 2)	20,000	30,000	40,000	48,000 (See Note 3)	52,000 (See Note 4)	
0	3	16	13	10	8	7½	7	
3	5	17	14	11	9	8	7½	
5	10	18	16	12	10	9	8	
10	15	19	17	13	11	10	8½	
15	20	22	18	14	12	11	9	
20	25	24	19	15	13	12	10	
25	30	25	20	16	14	13	11	
30	35	27	22	17	15	14	12	
35	40	29	23	18	16	15	13	
40	45	31	24	19	17	16	13½	
45	50	34	25	20	18	17	14	
50	60	36	27	22	19	18	15	
60	70	38	29	24	21	19	16	
70	80	40	31	25	22	21	17	
80	90	43	32	27	23	22	18	
90	100	46	33	29	25	23	19	
100	110	49	35	31	27	25	20	
110	120	52	37	32	28	26	21	
120	130	55	38	33	29	27	23	
130	140	58	40	35	31	29	24	0550
140	150	61	42	37	32	30	25	
150	160	64	44	39	34	32	26	
160	170	66	46	41	36	33	27	
170	180	68	48	42	38	35	28	
180	190	70	50	44	40	36	29	
190	200	73	52	46	42	38	31	
200	220	77	55	49	44	40	34	
220	240	81	57	52	46	42	36	
240	260	85	60	54	49	44	38	
260	280	89	63	57	51	46	40	
280	300	93	66	60	54	49	43½	
300	325	96	69	63	57	52	46½	
325	350	99	72	66	59	54	50	
350	375	103	75	69	62	56	53	
375	400	107	78	72	64	59	56	
400	425	110	81	75	66	62	59	
425	450	114	84	77	68	64	62	
450	475	118	87	80	70	66	65	
475	500	121	91	82	72	68	68	
For distances over 500 miles, add for each 25 miles or frac- tion thereof:		4	3	3	2½	2½	2	
NOTE 1.--On all Field Pickup Shipments, as defined in Item 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 2. NOTE 3.--Rates in this column are subject to the provisions of Item 510. NOTE 4.--Rates in this column are subject to the provisions of Item 512.								
◊ Increase, except as noted) ◊ Reduction) ◊ No change)		Decision No. 78529						
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

SECTION 6--DISTANCE COMMODITY RATES (Concluded) (In Cents Per 100 Pounds)						ITEM
SEEDS, viz.: Cotton, Flax or Safflower.						6600
<u>MILES</u>		RATES	<u>MILES</u>		RATES	
Over	But Not Over		Over	But Not Over		
0	3	◊ 7	130	140	24	
3	5	◊ 7½	140	150	25	
5	10	◊ 8	150	160	26	
10	15	◊ 8½	160	170	27	
15	20	9	170	180	28	
20	25	◊ 10	180	190	29	
25	30	◊ 11	190	200	31	
30	35	◊ 12	200	220	34	
35	40	◊ 13	220	240	36	
40	45	◊ 13½	240	260	38	
45	50	14	260	280	40	
50	60	15	280	300	43½	
60	70	16	300	325	46½	
70	80	17	325	350	50	
80	90	18	350	375	53	
90	100	19	375	400	56	
100	110	20	400	425	59	
110	120	21	425	450	62	
120	130	23	450	---	(1)	
(1) Add to rate for 450 miles, 3 cents per 100 pounds for each 25 miles or fraction thereof.						
END OF TARIFF						
◊ Change) ◊ Increase) Decision No. 78529						
EFFECTIVE						
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA						