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ORIGINAL

Decision No. 78618

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
into the rates, rules, regulations, )  
charges, allowances, and practices )  
of all common carriers, highway )  
carriers and city carriers relating )  
to the transportation of livestock )  
and related items (commodities for )  
which rates are provided in Minimum )  
Rate Tariff No. 3-A). )

Case No. 5433  
Petition for Modification  
No. 37  
(Filed February 26, 1971)

OPINION AND ORDER

The minimum rates governing the statewide transportation of livestock by highway carriers are set forth in Minimum Rate Tariff 3-A (MRT 3-A). By this petition, the California Trucking Association seeks upward adjustments in MRT 3-A rates and charges to offset increases in transportation costs.

The proposed tariff revisions are set forth in Exhibit A of the petition. Typical examples of CTA's rate proposal are as follows:

1. Increase present accessorial charge for services of driver, helper, or other employee from \$4.20 to \$5.30 for the first 30 minutes or fraction thereof.
2. Increase present split pickup and delivery charge from \$5.05 to \$5.75 per component.
3. Increase present stop in transit charges by \$1.00 to \$3.00 per stop for single deck equipment and \$11.00 per stop for double deck equipment.

4. Mileage Rate Scales (In cents per 100 lbs).

Miles (Not Over)	CATTLE				SHEEP			
	36,000		40,000		21,000		36,000	
	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
3	8 1/2	9	8	8	15	16	14 1/2	15
10	10	11	9	10	17	19	16 1/2	18
25	13	14	12	13	20	22	19 1/2	21
50	18	19	17	18	26	28	25	26
80	22	24	21	22	33	35	29	32
<hr/>								
100	26	28	23	25	38	40	34	36
150	35	38	30	32	51	54	44	47
200	44	47	39	41	63	67	56	59
300	61	65	53	56	87	92	76	81
400	77	83	70	74	111	118	96	102

(1) Present Rates

(2) Proposed Rates

A verified statement of the CTA's Director for its Transportation Economics Division is attached to the petition (Exhibit B) as justification for the sought increase in rates. A summary of the director's statement is hereinafter set forth:

1. The director notes that the MRT 3-A rates were last adjusted generally on February 16, 1969, pursuant to Decision No. 75147, dated December 27, 1968. Since such adjustment, it is explained that the operating costs of livestock carriers have increased substantially due to labor cost increases and other allied payroll expenses.

2. Carriers subject to the provisions of MRT 3-A experience somewhat lower levels of labor cost than other carriers. Increases in operating costs of livestock haulers have a more dramatic effect upon said carriers' overall operating results than a like increase incurred by other types of highway carriers because the dollar amount of increase on a lower total cost base produces a greater percentage of increase. For example, many of the major livestock carriers have been operating under a labor contract providing for a base hourly wage of \$3.75, an increase of \$.325, which is substantially less than most other carrier groups yet produces an increase in wage costs of nearly 10 percent.

3. Table 1 attached to the verified statement sets forth the operating results of representative livestock carriers who earned in excess of 50 percent of their gross operating revenues from operations conducted within the scope of MRT 3-A. The director states that such carriers are operating with a profit margin under 1 percent before provisions for interest and taxes, which means virtually no funds are available to pay the increased costs previously discussed. Of equal significance, the director states, is the decline in profitability experienced by the selected livestock carriers during the first half of 1970. The computations contained in the aforementioned Table 1 are set forth below:

TABLE 1

Summary of Profit and Loss Statements of  
Representative Livestock Carriers

	<u>1969</u>	<u>First Half 1970</u>
Revenue	\$2,417,930	\$1,079,556
Expenses:		
Operating & Maintenance	1,987,232	886,305
Depreciation	143,572	68,294
Operating Taxes & Licenses	<u>266,048</u>	<u>120,707</u>
Total Operating Expenses	\$2,396,852	\$1,075,306
Net Operating Income	\$ 21,078	\$ 4,250
Operating Ratio	99.1%	99.6%

The petitioner declares that its proposed tariff revisions have been made known to interested parties, including those parties identified by the Commission in Decision No. 66072 as the "industry group."<sup>1/</sup> Petitioner states it is informed and believes that this filing is generally desired by such parties and is a reflection of the considered opinions of shippers and carriers affected thereby. Such considerations included the needs of shippers for certainty of timing with respect to the seasonal characteristics of the transportation involved and the desirability of having tariff revisions made effective for the "Spring Movement" of livestock.

Copies of the verified petition were served upon various chambers of commerce and shipper representatives. The California Farm Bureau Federation has advised the Commission by letter of its support for the ex parte relief proposed herein. The Commission's Transportation Division staff recommends that, in the absence of protests, the sought relief be granted by ex parte order. The petition was listed on the Commission's Daily Calendar of March 2, 1971. No objection to 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 non-discriminatory 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.

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<sup>1/</sup> The so-called "industry group" referred to in Decision No. 66072, supra, comprises the following parties: California Trucking Association, California Cattlemen's Association, California Wool Growers Association, Western Meat Packers Association, California Cattle Feeders Association, California Farm Bureau Federation and Swift & Company.

IT IS ORDERED that:

1. Minimum Rate Tariff 3-A (Appendix A of Decision No. 55587, as amended) is hereby further amended by incorporating therein, to become effective May 30, 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. 55587, 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 3-A are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 3-A rates herein.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff 3-A rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 3-A are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 3-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 3-A are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 3-A rates herein.

6. 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 fifth day after the effective date of this order on not less than five days' notice to the Commission and to the public and such

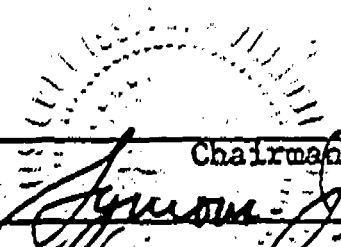
tariff publications shall be made effective not later than May 30, 1971; and tariff publications which are authorized but not required to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

7. 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.

8. In all other respects, Decision No. 55587, as amended, shall remain in full force and effect.

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

Dated at Los Angeles, California, this 27th day of APRIL, 1971.

  
\_\_\_\_\_  
Chairman  
*William J. ...*  
\_\_\_\_\_  
\_\_\_\_\_  
Commissioners

Commissioner J. P. Wukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

-6- Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 78618

LIST OF ORIGINAL AND REVISED PAGES TO MINIMUM RATE TARIFF 3-A  
AUTHORIZED BY SAID DECISION

FIFTH REVISED PAGE 7

SEVENTH REVISED PAGE 9

FOURTH REVISED PAGE 9-A

THIRD REVISED PAGE 10

FOURTH REVISED PAGE 11

ORIGINAL PAGE 17-A

TWELFTH REVISED PAGE 18

ORIGINAL PAGE 18-B

TENTH REVISED PAGE 19

SECOND REVISED PAGE 21

(END OF APPENDIX A LIST)

SECTION 1--RULES (Continued)	ITEM									
<p style="text-align: center;"><b>ACCESSORIAL CHARGES</b></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> <p style="text-align: right;"><b>CHARGES IN CENTS</b></p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;">For First 30 Minutes or Fraction</th> <th style="text-align: center;">For Each Additional 15 Minutes or Fraction</th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper, or other employee, per man-----</td> <td style="text-align: right;">0530</td> <td style="text-align: right;">0265</td> </tr> <tr> <td>(b) For unit of equipment (each motor truck, retailer or semitrailer, exclusive of motor tractors)-----</td> <td style="text-align: right;">65</td> <td style="text-align: right;">33</td> </tr> </tbody> </table>		For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	(a) For driver, helper, or other employee, per man-----	0530	0265	(b) For unit of equipment (each motor truck, retailer or semitrailer, exclusive of motor tractors)-----	65	33	110
	For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction								
(a) For driver, helper, or other employee, per man-----	0530	0265								
(b) For unit of equipment (each motor truck, retailer or semitrailer, exclusive of motor tractors)-----	65	33								
<p style="text-align: center;"><b>ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</b></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 style="text-align: center;"><b>SHEEP CAMP OUTFITS</b></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 style="text-align: center;"><b>REQUIREMENTS FOR PUBLIC WEIGHMASTER'S CERTIFICATE</b></p> <p>1. Shipments of livestock for which the carrier must obtain a public weighmaster's certificate:</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, California 94102, 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 250 and 251 covering the shipment so transported shall be attached to the notification.</p> <p>2. Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate:</p> <p>(a) Shipments consisting of not more than 10 head of livestock.</p> <p>(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 80.</p> <p>(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.</p>	130									
<p>6 Change )          0 Increase ) Decision No. <b>78618</b></p>										
EFFECTIVE										
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									



SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>SPLIT PICKUP</b></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 \$5.75 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>	<p>§170</p>
<p>                 § Change     )     Decision No.     <b>78618</b>                  ◊ Increase   )             </p>	
<p>EFFECTIVE</p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,                  SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>SPLIT DELIVERY</b></p> <p>1. The charge for a split delivery shipment, as defined in Item 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 \$5.75 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>\$180</p>
<p>                 ♂ Change     )                  ◦ Increase   ) Decision No. <b>78618</b> </p>	
<p><b>EFFECTIVE</b></p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,                  SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>MIXED SHIPMENTS</b></p> <p>Rates on mixed shipments of livestock shall be assessed in accordance with the following:</p> <p>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 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 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)</p> <p>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:</p> <p>(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.</p> <p>(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.</p> <p>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.</p> <p>3. Dairy cattle included in mixed shipments with other kinds of livestock transported within or between the zones described in Items 310 and 311 shall be subject to the rates in cents per 100 pounds named in this tariff for cattle in straight shipments.</p>	190
<p style="text-align: center;"><b>STOPPING IN TRANSIT</b></p> <p>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)</p> <p>o\$ 8.00 per stop for equipment with one loaded deck,  o\$11.00 per stop for equipment with more than one loaded deck.  When the stop exceeds one and one-half (1½) hours duration, additional charges as provided in Item 110 shall be assessed.</p> <p>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.</p>	200
<p>o Change )  o Increase ) Decision No. <b>78518</b></p>	
<p><b>EFFECTIVE</b></p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Notes 1, 2 and 3)</p> <p>NOTE 1.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>NOTE 3.--When a common carrier rate, which does not include the service of loading and/or unloading is applied under the provisions of this item and when loading and/or unloading services are provided in connection with the transportation services performed, the following additional charges shall be assessed.</p> <p>Loading ----- 06½ cents per 100 pounds          Unloading ----- 06½ cents per 100 pounds</p>	210
<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Items 220 and 221)</b></p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to such team track or private railhead from which the common carrier rate used applies. (See Notes 1, 2 and 3)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from such team track or private railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3)</p> <p style="text-align: center;">(Continued in Item 221)</p>	220
<p>Change ) Decision No. <b>78518</b>          Increase )</p>	
EFFECTIVE	
Correction 00	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)							ITEM
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		RATES					
		Minimum Weight in Pounds					
Over	But Not Over	Any Quantity	10,000	26,000 (See Note 1 Item 275)	(3) 36,000 (See Note 2 Item 275)	(1) (2) (3) 40,000 (See Note 3 Item 275)	
0	3	22	13	11	9	08	
3	5	23	14	12	10	9	
5	10	25	16	14	11	10	
10	15	28	17	15	12	11	
15	20	31	19	16	13	12	
20	25	34	20	17	14	13	
25	30	37	22	18	15	14	
30	35	40	24	19	16	15	
35	40	43	26	20	17	16	
40	45	46	28	21	18	17	
45	50	48	30	23	19	18	
50	60	52	34	25	21	19	
60	70	56	37	28	22	21	
70	80	60	41	30	24	22	
80	90	63	44	32	26	23	
90	100	66	47	34	28	25	
100	110	68	51	36	30	27	
110	120	71	55	38	32	28	
120	130	74	59	40	34	30	
130	140	77	63	42	36	31	
140	150	80	67	45	38	32	
150	160	83	71	47	39	34	
160	170	87	74	49	41	35	
170	180	90	78	51	43	37	
180	190	94	82	54	45	39	
190	200	98	85	57	47	41	
200	220	104	91	61	50	44	
220	240	110	98	66	54	47	
240	260	117	104	70	57	50	
260	280	123	111	75	61	53	
280	300	129	119	80	65	56	
300	325	137	127	85	69	61	
325	350	144	136	91	74	65	
350	375	152	144	96	78	70	
375	400	159	153	102	83	74	

0270

(Continued in Items 272 and 275)

(4) Certain rates transferred from Eleventh Revised Page 18.

o Increase, except as noted } Decision No. 78518  
o No change }

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
SAN FRANCISCO, CALIFORNIA.

SECTION 2--DISTANCE COMMODITY RATES (Continued)  
 (In Cents per 100 Pounds)

ITEM

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		RATES				
		Minimum weight in Pounds				
Over	But Not Over	Any Quantity	10,000	26,000 (See Note 1 Item 275)	(3) 36,000 (See Note 2 Item 275)	(1) (2) (3) 40,000 (See Note 3 Item 275)
400	425	166	161	108	88	79
425	450	174	169	114	93	83
450	475	181	177	120	98	88
475	500	189	184	126	103	93
500	525	196	192	132	108	98
525	550	204	199	138	113	103
550	575	211	206	143	119	107
575	600	218	212	149	124	111
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		07	7	06	05	5

0272

- (1) Rates apply only:
  - (a) To the transportation of cattle to packing houses or slaughter houses for slaughter, subject to the varying minimum weights per shipment as set forth in Note 3 of Item 275; and
  - (b) When the actual weight of the shipment is confirmed by a public weighmaster's certificate.
- (2) Rates are not subject to the provisions of:
  - (a) Item 130 (2), Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate;
  - (b) Item 140 (2), Determination of weights and charges;
  - (c) Item 150, Provided weights per animal;
  - (d) Item 190, Mixed shipments; and do not apply to the transportation of cattle in mixed shipments with other livestock.
- (3) Rates subject to minimum weights of 36,000 or 40,000 pounds are also subject to the provisions of Item 290 (Livestock Volume Incentive Rates) and Item 295 (Livestock Volume Tender Rates).

(Continued in Item 275)

(4) Certain rates transferred to Original Page 17-A.

\* Addition )  
 ◊ Increase, except as noted ) Decision No. 78618  
 ◊ No change )

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						ITEM
SHEEP, viz.: Ewes, Goats, Kids, Lambs, Rams (Bucks), Sheep, Sheep Camp Outfits and Wethers.						
MILES		RATES				
		Minimum Weights in Pounds				
		Any Quantity	10,000	21,000 (See Note 1 Item 285)	(1) 36,000 (See Note 2 Item 285)	
Over	But Not Over					
0	3	22	17	16	15	
3	5	23	18	17	16	
5	10	25	20	19	18	
10	15	28	22	20	19	
15	20	31	25	21	20	
20	25	34	27	22	21	
25	30	37	29	23	22	
30	35	40	31	25	23	
35	40	43	33	26	24	
40	45	46	35	27	25	0280
45	50	48	37	28	26	
50	60	52	41	30	28	
60	70	56	45	33	30	
70	80	60	48	35	32	
80	90	63	52	38	34	
90	100	66	56	40	36	
100	110	68	60	43	38	
110	120	71	64	46	40	
120	130	74	68	49	42	
130	140	77	72	51	44	
140	150	80	76	54	47	
150	160	83	81	56	49	
160	170	87	85	59	52	
170	180	90	89	61	54	
180	190	94	93	64	56	
190	200	98	97	67	59	
200	220	104	103	72	63	
220	240	110	109	77	67	
240	260	117	116	83	72	
260	280	123	122	88	76	
280	300	129	127	92	81	
300	325	137	135	99	86	
325	350	144	142	105	91	
350	375	152	149	111	96	
375	400	159	157	118	102	

(Continued in Items 282 and 285)

(2) Certain rates transferred from Ninth Revised Page 19.  
 o Increase, Decision No. **78618**

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)					ITEM	
SHEEP, viz.: Ewes, Goats, Kids, Lambs, Rams (Bucks), Sheep, Sheep Camp Outfits and Wethers.						
RATES						
Minimum Weights in Pounds						
MILES						
	Over	But Not Over	Any Quantity	10,000	21,000 (See Note 1 Item 285)	(1) 36,000 (See Note 2 Item 285)
400	425	166	164	124	106	* 282
425	450	174	172	130	111	
450	475	181	179	137	117	
475	500	189	187	143	122	
500	525	196	194	149	127	
525	550	204	201	156	133	
550	575	211	209	162	138	
575	600	218	216	169	143	
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		o7	o 7	o 6	o 5	
(1) Rates subject to minimum weight of 36,000 pounds are also subject to the provisions of Item 290 (Livestock Volume Incentive Rates) and Item 295 (Livestock Volume Tender Rates). (Continued in Item 285)						
(2) Certain rates transferred to Original Page 18-B. * Addition ) o Increase, except as noted ) Decision No. 78618 o No change )						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						



MINIMUM RATE TARIFF 3-A

SECTION 3--RATES (In Cents Per Head)										ITEM
Dairy Cattle, as described in Item 10.										
BETWEEN AND		ZONES (See Items 310 and 311 for territorial zone descriptions.)								
ZONES	A	B	C	D	E	F	G	H	I	
A	114									
B	143	114								
C	263	199	114							0300
D	263	263	263	114						
E	199	199	199	143	114					
F	143	143	263	199	143	114				
G	199	263	394	263	263	199	114			
H	143	199	329	263	263	143	143	114		
I	143	199	329	329	263	199	199	143	114	
Rates are subject to a minimum charge of \$1.45 per shipment. Not subject to the provisions of Items 130, 140 and 150.										
♦ Increase, Decision No. <b>78618</b>										
EFFECTIVE										
Correction										ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.