

Decision No. 80122

ORIGINAL

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).

And Related Matters.

Case No. 5433  
Petition for Modification  
No. 35  
(Filed January 5, 1971)

Case No. 5438  
Petition for Modification  
No. 81 and  
Case No. 7857  
Petition for Modification  
No. 42  
(Filed January 5, 1971)

OPINION AND ORDER

Decision No. 79937, dated April 11, 1972, in Case No. 5432, Petition for Modification No. 621, et al., established revised provisions governing alternative application of common carrier rates in Minimum Rate Tariff 2, and found that corresponding amendments should be made in comparable provisions of Minimum Rate Tariffs 3, 8 and 14-A. That decision also provided that said tariffs should be amended by separate order.

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 July 1, 1972, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Minimum Rate Tariff 8 (Appendix C of Decision No. 33977, as amended) is hereby further amended by incorporating therein, to become effective July 1, 1972, the revised pages attached hereto and listed in Appendix B, also attached hereto, which pages and appendix by this reference are made a part hereof.

3. Minimum Rate Tariff 14-A (Appendix A to Decision No. 67397, as amended) is hereby further amended by incorporating therein, to become effective July 1, 1972, the revised pages attached hereto and listed in Appendix C, also attached hereto, which pages and appendix by this reference are made a part hereof.

4. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decisions Nos. 33977, 55587 or 67397, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

5. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariffs 3, 8 or 14-A are authorized to increase such rates by the same amounts authorized herein for rates in Minimum Rate Tariffs 3, 8 and 14-A.

6. Common carriers maintaining rates on the same level as Minimum Rate Tariffs 3, 8 or 14-A rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariffs 3, 8 or 14-A are authorized to increase said rates by the same amounts authorized herein for rates in Minimum Rate Tariffs 3, 8 and 14-A.

7. 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 Tariffs 3, 8 or 14-A are authorized to increase said rates by the same amounts authorized herein for rates in Minimum Rate Tariffs 3, 8 or 14-A.

8. 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 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 July 1, 1972; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the 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.

9. 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.

10. In all other respects, Decisions Nos. 33977, 55587 and 67397, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty-four days after the date hereof.

Dated at San Francisco California, this 31<sup>st</sup>  
day of MAY, 1972.

William L. Sturgeon  
Chairman

Commissioners

Commissioner Thomas Moran, being  
necessarily absent, did not participate  
in the disposition of this proceeding. -3-

C. 5433 (Pet. 35) et al.

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 3-A

SEVENTH REVISED PAGE 3

THIRD REVISED PAGE 8

FIRST REVISED PAGE 13

(END OF APPENDIX A LIST)

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 10 and 11)</p> <p>CALVES means bovine animals weighing 450 pounds or less.</p> <p>CATTLE means bovine animals weighing more than 450 pounds.</p> <p>CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>COMMON CARRIER RATE means 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.</p> <p>DAIRY CATTLE means cattle which are or have been used or useful in connection with the production of milk by dairies.</p> <p>DEBTOR means the person obligated to pay freight charges to the carrier, whether consignor, consignee or other party.</p> <p>DISTANCE TABLE means Distance Table 7.</p> <p>FEED LOT means a place, establishment or facility consisting of pens or other enclosures and their appurtenances, in which live cattle, calves, sheep, swine or goats are received, held or kept for fattening, for compensation as a business, for the public generally, or owned and operated by packing or slaughter houses.</p> <p>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>PACKING HOUSE means a place of business licensed to buy livestock for the purpose of slaughter, at which meat or meat food products are manufactured or prepared.</p> <p>PASTURE MOVEMENT means a shipment, or component part thereof, originating at or destined to points other than points located at or within a radius of 2 actual miles of a stockyard, public sales yard, feed lot, packing house or slaughter house.</p> <p>POINT OF DESTINATION means the precise location at which livestock is tendered for physical delivery into the custody of the consignee or his agent. All points within a feed lot, packing house, public sales yard, slaughter house, stockyard or corral ranch site of one consignee shall be considered as one point of destination and shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>POINT OF ORIGIN means the precise location at which livestock is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a feed lot, packing house, public sales yard, slaughter house, stockyard or corral ranch site of one consignor shall be considered as one point of origin and shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>PUBLIC SALES YARD means a stockyard.</p> <p style="text-align: center;">(Continued in Item 11)</p>	<p style="text-align: center;">10</p>
<p>           of Change     )            o Increase    ) Decision No.         </p>	<p style="text-align: center;">80122</p>
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)	ITEM																																						
<p style="text-align: center;"><b>DETERMINATION OF WEIGHTS AND CHARGES</b></p> <p>1. When the carrier obtains a public weighmaster's certificate, charges shall be based upon the weight of the livestock as confirmed by said certificate. The original and duplicate copy of the public weighmaster's certificate shall be attached to the debtor's and carrier's copy of the freight bill (see Item 130), respectively, and the carrier shall retain its copy of said certificate for a period of not less than three years from the date of issuance. *(See Exception)</p> <p>2. When the carrier does not obtain a public weighmaster's certificate, charges shall be based upon the weights per animal specified in Item 150. *(See Exception)</p> <p><b>*EXCEPTION.</b>--When rail rates are used under the provisions of Items 210 through 221 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	140																																						
<p style="text-align: center;"><b>PROVIDED WEIGHTS PER ANIMAL</b></p> <p>When carrier does not obtain a public weighmaster's certificate, the weights per animal specified herein shall be used as a basis for determining charges.</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>Type of Animal</u></th><th style="text-align: right;"><u>Pounds per Head</u></th></tr> </thead> <tbody> <tr> <td><b>Cattle:</b></td><td></td></tr> <tr> <td>Bulls-----</td><td style="text-align: right;">1200</td></tr> <tr> <td>(1)Feeder Cattle (Except Cows)-----</td><td style="text-align: right;">650</td></tr> <tr> <td>Other Cattle-----</td><td style="text-align: right;">900</td></tr> <tr> <td>Calves-----</td><td style="text-align: right;">300</td></tr> <tr> <td><b>Hogs or Swine:</b></td><td></td></tr> <tr> <td>Sows or Boars-----</td><td style="text-align: right;">350</td></tr> <tr> <td>Stags-----</td><td style="text-align: right;">450</td></tr> <tr> <td>Butcher Pigs-----</td><td style="text-align: right;">220</td></tr> <tr> <td>Feeder Pigs-----</td><td style="text-align: right;">80</td></tr> <tr> <td>Other Hogs or Swine-----</td><td style="text-align: right;">200</td></tr> <tr> <td><b>Sheep and Goats:</b></td><td></td></tr> <tr> <td>(2)Lambs or Kids-----</td><td style="text-align: right;">85</td></tr> <tr> <td>(2)Ewes, Wethers or Rams (Bucks)-----</td><td style="text-align: right;">120</td></tr> <tr> <td>Goats-----</td><td style="text-align: right;">120</td></tr> <tr> <td colspan="2" style="text-align: right;"><u>Pounds per Pair</u></td></tr> <tr> <td>(2)Ewes and their Lambs (when shipped in pairs)-----</td><td style="text-align: right;">170</td></tr> <tr> <td colspan="2">           (1)Applies only on movements to pasture.            (2)The provided weights per trip per single equipment unit or two units of equipment in combination will not exceed 32,000 pounds in connection with mixed shipments of Ewes and their Lambs.         </td></tr> </tbody> </table>	<u>Type of Animal</u>	<u>Pounds per Head</u>	<b>Cattle:</b>		Bulls-----	1200	(1)Feeder Cattle (Except Cows)-----	650	Other Cattle-----	900	Calves-----	300	<b>Hogs or Swine:</b>		Sows or Boars-----	350	Stags-----	450	Butcher Pigs-----	220	Feeder Pigs-----	80	Other Hogs or Swine-----	200	<b>Sheep and Goats:</b>		(2)Lambs or Kids-----	85	(2)Ewes, Wethers or Rams (Bucks)-----	120	Goats-----	120	<u>Pounds per Pair</u>		(2)Ewes and their Lambs (when shipped in pairs)-----	170	(1)Applies only on movements to pasture. (2)The provided weights per trip per single equipment unit or two units of equipment in combination will not exceed 32,000 pounds in connection with mixed shipments of Ewes and their Lambs.		150
<u>Type of Animal</u>	<u>Pounds per Head</u>																																						
<b>Cattle:</b>																																							
Bulls-----	1200																																						
(1)Feeder Cattle (Except Cows)-----	650																																						
Other Cattle-----	900																																						
Calves-----	300																																						
<b>Hogs or Swine:</b>																																							
Sows or Boars-----	350																																						
Stags-----	450																																						
Butcher Pigs-----	220																																						
Feeder Pigs-----	80																																						
Other Hogs or Swine-----	200																																						
<b>Sheep and Goats:</b>																																							
(2)Lambs or Kids-----	85																																						
(2)Ewes, Wethers or Rams (Bucks)-----	120																																						
Goats-----	120																																						
<u>Pounds per Pair</u>																																							
(2)Ewes and their Lambs (when shipped in pairs)-----	170																																						
(1)Applies only on movements to pasture. (2)The provided weights per trip per single equipment unit or two units of equipment in combination will not exceed 32,000 pounds in connection with mixed shipments of Ewes and their Lambs.																																							
<p style="text-align: center;"><b>RATES BASED ON VARYING MINIMUM WEIGHTS</b></p> <p>When charges accruing on a shipment based upon actual weight (or provided weight, whichever is applicable) exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment of livestock, deficiency between actual weight (or provided weight, whichever is applicable) of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated livestock in the shipment.</p>	160																																						
<div style="display: flex; justify-content: space-between; align-items: center;"> <div>           Change )            Addition )         </div> <div>           Decision No. <span style="font-size: 1.2em; font-weight: bold;">80122</span> </div> </div>																																							
<b>EFFECTIVE</b>																																							
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div> </div>																																							

SECTION 1--RULES (Continued)	ITEM
<p align="center">(A) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period of 7 days, excluding Saturdays, Sundays and legal holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill. * ◇ (See Exception)</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. * ◇ (See Exception)</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight. * ◇ (See Exception)</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. * ◇ (See Exception)</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>* ◇(g) When alternative rail carload rates are applied under the provisions of Items 210 through 221 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p>* EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Items 210 through 221 of this tariff.</p>	<p align="center">#230</p>
<p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p> <p>* Change ) * Addition ) Decision No. <b>80122</b> * Increase )</p>	
EFFECTIVE	
<p>Correction</p> <p align="right">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

C. 5433 (Pet. 35) et al.

APPENDIX B

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 8

SEVENTEENTH REVISED PAGE 4

NINTH REVISED PAGE 9

SECOND REVISED PAGE 16-A

FOURTH REVISED PAGE 18

SECOND REVISED PAGE 22

(END OF APPENDIX B LIST)



SECTION 1--RULES OF GENERAL APPLICATION	ITEM
<p style="text-align: center;"><b>DEFINITION OF TECHNICAL TERMS</b> (Items 10 and 11)</p> <p><b>BUNKER ICING</b> means placing ice in bunkers or compartments in carrier's equipment, separate or apart from the cargo area thereof, but not including the providing of mechanical means for distributing the cool air, such as fans.</p> <p><b>CARRIER'S EQUIPMENT</b> means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>◇ <b>COMMON CARRIER RATE</b> means 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.</p> <p><b>COMPONENT PART</b> means any part of a shipment separately received by the carrier whether or not such part is separately delivered by the carrier; and any part of a shipment separately delivered by the carrier whether or not such part is separately received by the carrier.</p> <p><b>CONTAINER ICING</b> means placing ice within the package with the fruit or vegetable shipped.</p> <p><b>DISTANCE TABLE</b> means Distance Table 7.</p> <p><b>DEBTOR</b> means the person obligated to pay the freight charges to the carrier, whether consignor, consignee, or other party.</p> <p><b>ESTABLISHED DEPOT</b> means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p><b>HOLIDAYS</b> means New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day and Christmas Day. When such holidays fall on Sunday, the following Monday shall be considered a holiday.</p> <p><b>INDEPENDENT-CONTRACTOR SUBHAULER</b> 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><b>PICKUP AND DELIVERY CHARGE</b> means the full charge applicable without the deduction authorized by Item 120.</p> <p><b>POINT OF DESTINATION</b> means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. (See also Item 120, paragraph 2.)</p> <p><b>POINT OF ORIGIN</b> means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation; except that all locations on or along a single packing or shipping shed, and all locations within a radius of 100 yards from a single point, within a single field will be considered as one point of origin. A single plant or shipping area shall include only contiguous property which shall not be deemed separate if intersected only by a public street or thoroughfare.</p> <p><b>POWER EQUIPMENT</b> means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.</p> <p style="text-align: right;">(Continued in Item 11)</p>	#10
<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">             ◇ Change ○ Increase           </div> <div style="margin-right: 10px;">             ) )           </div> <div>Decision No.</div> </div>	80122
<b>EFFECTIVE</b>	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div> </div>	

## SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

## GROSS WEIGHT

(a) Charges shall be assessed on the gross weight of the shipment, including container icing, if any. No allowance shall be made for the weight of containers. (See Exceptions 1, 2 and 3)

(b) In connection with shipments weighing 18,000 pounds or more, transported for distance in excess of 50 constructive miles, the actual gross weight of the shipments shall be confirmed by a public weighmaster's certificate, which shall be obtained by the carrier prior to or at the time of unloading. (See Note)

(c) When the carrier obtains a public weighmaster's certificate, charges shall be based on the weight of the commodities as confirmed by the public weighmaster's certificate. The original and duplicate copy of the public weighmaster's certificate shall be affixed to the shipper's and carrier's copy of the freight bill (See Item 255), respectively.

EXCEPTION 1: On shipments containing exclusively the commodities provided below, charges shall be assessed on the gross weights as follows:

## (a) ONIONS, BEETS, TURNIPS, RUTABAGAS, PARSNIPS, CARROTS AND POTATOES

When Packed and Invoiced as:

10 Pounds per Sack  
15 Pounds per Sack  
25 Pounds per Sack  
50 Pounds per Sack  
100 Pounds per Sack  
5 10-Pound Consumer Paper  
Bags per Sack  
50 Pounds per Carton

Charges shall be assessed on  
Gross Weight per Package of:

10½ Pounds per Sack  
15½ Pounds per Sack  
25½ Pounds per Sack  
50½ Pounds per Sack  
101 Pounds per Sack  
51½ Pounds per Sack  
53 Pounds per Carton

(b) ORANGES or LEMONS when packed in standard orange or lemon box with inside depth, width and length dimensions of 10-1/4 x 10-11/16 x 16-3/8", identified as container 58 in Section 828.83 of Agricultural Code of California, charges shall be assessed on the gross weights as follows:

ORANGES - 39½ lbs. per box

LEMONS - 40 lbs. per box

(c) GRAPEFRUIT when packed in standard grapefruit box with inside depth, width and length dimensions of 9-3/4 x 10-11/16 x 16-3/8", identified as container 59 in Section 823.83 of Agricultural Code of California, charges shall be assessed on the gross weight of 35½ lbs. per box.

EXCEPTION 2: When palletized shipments subject to minimum weights of 18,000 pounds or more are loaded or unloaded with power equipment, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under provisions of Items 210 and 220 through 240 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.

EXCEPTION 3: The provisions of this item do not apply to transportation for which package rates are provided in Section 4 of this tariff.

\* EXCEPTION 4: When rail rates are used under the provisions of Items 210 and 220 through 240 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.

NOTE--A single public weighmaster's certificate may be obtained for each unit of carrier's equipment which contains (a) one or more shipments weighing 18,000 pounds or more and other shipments or (b) a portion of a shipment weighing 18,000 pounds or more and other shipments. Such certificate shall show the combined actual weight of all shipments on each such unit of carrier's equipment. The combined weight thus obtained shall be allocated among the shipments in each unit of carrier's equipment. A load manifest or similar document shall be prepared for each such unit which shall set forth the kind and quantity of each commodity in each shipment and the method of allocating the weight to each.

Change  
Addition

Decision No.

80122

EFFECTIVE

Correction

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

## SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

## SHIPMENTS TRANSPORTED IN MULTIPLE LOTS

When a shipment is available to the carrier for immediate transportation at the time of the first pickup at a single point of origin, and the carrier is unable to pick up the entire shipment at one time, the following provisions shall apply in addition to other applicable rules and regulations:

1. At the time of or prior to the initial pickup, the carrier shall issue to the consignor a single master document for the entire shipment. It shall show the name of the consignor, point of origin, date of the initial pickup, name of the consignee (or consignees), point of destination (or points of destinations), and the kind and quantity of property. In addition, a shipping document shall be issued for each pickup which shall give reference to the single master document covering the entire shipment, by its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single master document.
2. a. If rated under the rates in this tariff, the entire shipment shall be picked up by the carrier within a period of 2 days computed from 12:01 a.m. of the date on which the first pickup commences, excluding Saturdays, Sundays and legal holidays.
- b. If rated under the provisions of Items 210, 220 (paragraph (b)), and 240 of this tariff, the entire shipment shall be picked up by the carrier within:
  - (1) a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays, when the highway carrier's trailer equipment is placed for loading by the consignor without the presence of carrier personnel or motive equipment.
  - (2) a 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (1) above.
3. The separate pickups made in accordance with the foregoing provisions shall constitute a shipment which shall be subject to the rates named or provided for in this tariff, including Items 210, 220, 230 and 240, in effect on the date of the first pickup, for the transportation of a shipment of like kind and quantity of property picked up at one time.

§185

Any property separately picked up without complying with the foregoing provisions shall constitute a separate shipment and shall be subject to the rates, rules and regulations applicable thereto.

§ Change )  
 \* Addition )  
 ° Increase )

Decision No.

80122

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 align="center"><b>APPLICATION OF COMBINATIONS OF RATES</b></p> <p>In the event two or more rates are named in this tariff for the same transportation the lower rate shall apply. In the event a combination of rates makes a lower aggregate through rate or charge than a single rate, such lower combination of rates shall apply.</p>	200
<p align="center"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></p> <p>(a) Common carrier rates, except rates of coastwise common carriers by vessel, 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 between the same point of origin and the same point of destination than results from the application of the rates herein provided. § (See Notes 1, 2, 3, 4 and 5)</p> <p>(b) Team track-to-team track rates of common carriers by railroad may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. § (See Notes 1, 2, 3, 4 and 5)</p> <p>NOTE 1.--In determining the aggregate charge by railroad for the transportation of fruits, vegetables or mushrooms as described in Item 40, the charge for refrigeration service shall be the charge for mechanical refrigeration service named in the applicable rail tariff or tariffs.</p> <p>NOTE 2.--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 3.--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. Then the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>* NOTE 4.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p> <p>* NOTE 5.--For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item 10 will be applicable.</p>	#210
<p align="center"><b>REFERENCES TO ITEMS AND OTHER TARIFFS</b></p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	215
<p 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 whenever 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>	217
<div> <div>             § Change              * Addition           </div> <div>             )              )           </div> <div>             Decision No.           </div> <div>             80122           </div> </div>	
<b>EFFECTIVE</b>	
<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;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period of 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill. * ♦ (See Exception)</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. * ♦ (See Exception)</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight. * ♦ (See Exception)</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States Mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. * ♦ (See Exception)</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(g) The provisions of this rule will not apply to the transportation of property for the United States, State, County, or Municipal Governments.</p> <p>* ♦ (h) When alternative rail carload rates are applied under the provisions of Items 210 and 220 through 240 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p>*EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Items 210 and 220 through 240 of this tariff.</p>	6260
<div style="display: flex; justify-content: space-between;"> <div>           ♦ Change )            * Addition )            ♦ Increase )         </div> <div>           Decision No. <b>80122</b> </div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div> </div>	

C. 5433 (Pet. 35) et al.

APPENDIX C

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 14-A

ELEVENTH REVISED PAGE 4

SECOND REVISED PAGE 6

SECOND REVISED PAGE 9

FOURTH REVISED PAGE 13

FOURTH REVISED PAGE 18

(END OF APPENDIX C LIST)

SECTION 1--RULES OF GENERAL APPLICATION	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS NOT DEFINED IN INDIVIDUAL ITEMS</p> <p style="text-align: center;">(Items 10 and 11)</p> <p>CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck, motor trailer, trailer, semitrailer, or any combination of such highway vehicles operated as a single unit.</p> <p>COMMON CARRIER RATE means 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.</p> <p>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>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>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee, or other party.</p> <p>DISTANCE TABLE means Distance Table 7.</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification A-12, including supplements thereto or reissues thereof.</p> <p>HOLIDAYS means New Year's Day (January 1), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Fourth of July, Labor Day (the first Monday in September), Thanksgiving Day, the day after Thanksgiving, December 24 and Christmas Day (December 25). When a holiday falls on Sunday, the following Monday shall be considered as a holiday.</p> <p>IN BULK means not in bags, sacks, packages, or other containers, except bins, or except containers otherwise specified.</p> <p>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>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.</p> <p style="text-align: center;">(Continued in Item 11)</p>	#10
<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">             Change }              Increase }           </div> <div>             Decision No. <span style="font-size: 1.2em; font-weight: bold;">80122</span> </div> </div>	
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;"><b>SHIPMENTS TO BE RATED SEPARATELY</b></p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. Shipments may be picked up in multiple lots in accordance with the provisions of Items 140 and 141. Component parts of split pickup or split delivery shipments may be combined under the provisions of Items 150 and 151 or 160 and 161.</p>	50
<p style="text-align: center;"><b>GROSS WEIGHT</b></p> <p>Charges shall be assessed on the gross weight of the shipment, except as provided in Item 70. *(See Exception)</p> <p>*EXCEPTION.--When rail rates are used under the provisions of Items 200 and 210 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	60
<p style="text-align: center;"><b>RATES BASED ON VARYING MINIMUM WEIGHTS</b></p> <p>When charges computed upon the actual weight of a shipment exceed the charges computed upon a greater minimum weight for which a lower rate is provided, the latter shall apply.</p>	70
<p style="text-align: center;"><b>UNITS OF MEASUREMENT TO BE OBSERVED</b></p> <p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	80
<p style="text-align: center;"><b>COMPUTATION OF DISTANCES</b></p> <p>Mileage to be used in determining distance rates shall be the shortest mileage via any public highway route, computed as provided in the Distance Table.</p> <p>When stopping in transit service is performed, distances shall be computed via the transit point. (See Item 190)</p>	90
<p style="text-align: center;"><b>APPLICATION OF RATES</b></p> <p>1. Rates in Section 3 and Section 4 include the service of the driver and one helper.</p> <p>2. Rates in Section 5 include the services of the driver for loading or unloading the carrier's equipment, subject to the provisions of Item 110, Charges for Accessorial Services.</p>	100
<p style="text-align: center;"><b>CHARGES FOR ACCESSORIAL SERVICES</b></p> <p>1. When, at the request of the debtor, consignor, or consignee, the carrier performs any accessorial service which is not authorized to be performed under rates provided in this tariff, and for which a charge is not otherwise provided, additional charges provided in Item 130 shall be assessed. The charge provided for unit of equipment shall apply whenever the accessorial service requires its use or whenever the unit of equipment is inactivated by reason of the driver or other carrier employee being engaged in such service.</p> <p>2. The provisions of this item shall not apply when accessorial service is provided for any reason other than debtor's, consignor's or consignee's request or order. The accessorial service performed and the reason for providing such service shall be recorded on shipping and accessorial service documents.</p>	110
Change ) Decision No. <b>80122</b> * Addition )	
<b>EFFECTIVE</b>	
<div style="display: flex; justify-content: space-between;"> <span>Correction</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</span> </div>	



SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Concluded) (Items 140 and 141)</p> <p>3. In addition to the single multiple lot document, a shipping document shall be issued to the debtor by the carrier for each pickup, including the first. Each such shipping document shall show the date and number of the single multiple lot document and such other information necessary to clear identification of the single multiple lot document.</p> <p>4. (a) If rated under the rates in this tariff, the entire shipment shall be picked up by the carrier within a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays.</p> <p>    (b) If rated under the provisions of Items 200 and 210 of this tariff, the entire shipment shall be picked up by the carrier within:</p> <p>        (1) a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays, when the highway carrier's trailer equipment is placed for loading by the consignor without the presence of carrier personnel or motive equipment.</p> <p>        (2) a 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (1) above.</p> <p>5. On shipments consisting only of whole grain, the entire shipment shall be picked up by the carrier within a period of five calendar days computed from 12:01 a.m. of the date the first lot is picked up, excluding Saturdays, Sundays and legal holidays. Shipments transported under the provisions of this paragraph are not subject to Item 200 (Alternative Application of Common Carrier Rates).</p> <p>6. The rate for a multiple lot shipment shall be the rate in effect on the date of the first pickup for the transportation of a shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles.</p> <p>7. If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment. The property picked up in accordance with the provisions of Paragraph 1 or Paragraph 2 shall constitute the multiple lot shipment.</p>	<p style="text-align: center;">#141</p>
<p>Change ) Addition ) Increase )</p> <p>Decision No.      80122</p>	
EFFECTIVE	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

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 weight 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. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>4. The definitions of "point of origin" and "point of destination" in Items 10 and 11 apply in connection with this item.</p> <p>5. When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</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>             { Change              * Addition           </p> <p>Decision No. <b>80122</b></p>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <span>Correction</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</span> </div>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>1. The carrier shall collect all transportation and accessorial charges before relinquishing possession of the shipment; or, at its discretion, may extend credit in the amount of such charges for a period not to exceed seven calendar days after presentation of the freight bill to the debtor. *o(See Exception)</p> <p>2. Except as provided in Item 180, Field Pickup Shipment, the freight bill shall be presented to the debtor within seven calendar days after delivery of the shipment.</p> <p>*o3. When alternative rail carload rates are applied under the provisions of Items 200 and 210 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p>*EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Items 200 and 210 of this tariff.</p>	240
<p style="text-align: center;">ISSUING DOCUMENTS (Items 250 and 251)</p> <p>1. A shipping document shall be issued by the carrier to the debtor for each shipment received for transportation. The shipping document shall be issued at the time of or prior to the pickup of the shipment. It shall show the following information:</p> <ul style="list-style-type: none"> <li>(a) Name of carrier.</li> <li>(b) Date of shipment.</li> <li>(c) Name of debtor, name of consignor and name of consignee.</li> <li>(d) Point of origin and point of destination.</li> <li>(e) Description of kind and quantity of property constituting the shipment.</li> </ul> <p>2. Special provisions for shipping documents applicable in connection with multiple lot shipments, split pickup, split delivery and field pickup shipments are set forth in Items 140, 141, 150, 160 and 180, respectively.</p> <p>3. A freight bill shall be issued by the carrier to the debtor for each shipment transported. Except with respect to intercarrier transactions, only one freight bill shall be issued for each shipment transported, and the carrier shall not apportion, prorate, or otherwise divide the freight charges between or among the consignor(s), consignee(s), or any other parties. The freight bill shall show the following information:</p> <ul style="list-style-type: none"> <li>(a) Name of carrier.</li> <li>(b) Date of freight bill.</li> <li>(c) Date of shipment.</li> <li>(d) Name of debtor, name of consignor and name of consignee.</li> <li>(e) Point (or points) of origin and point (or points) of destination.</li> <li>(f) Description of shipment.</li> <li>(g) Weight of the shipment.</li> <li>(h) Rate and charge assessed.</li> <li>(i) Accessorial charges for delays to equipment and/or for stopping in transit, if any.</li> <li>(j) Such other information as may be necessary to accurately determine the applicable minimum rate and charge.</li> </ul> <p style="text-align: center;">(Continued in Item 251)</p>	250
<p>           o Change )            * Addition ) Decision No.            o Increase )         </p>	80122
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <span>Correction</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</span> </div>	