

ORIGINAL

Decision No. 80572

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. 57 ✓  
(Filed March 23, 1972)

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 16, 1971, pursuant to Decision No. 78529, dated April 13, 1971, in Case No. 7857 (Petition for Modification No. 45).

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 major elements of expense 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 different 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 1.2 percent increase in total costs for each \$.10 of hourly labor costs. The projected effect of this factor approximates a 7 percent increase in total cost.

4. Carrier summaries for the year 1971 indicate that the group operated at slightly in excess of 100% operating ratio. 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 57.

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 No. 57. Said petition was listed on the Commission's Daily Calendar of March 24, 1972. 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 non-discriminatory rates for the services to which they apply.

Pursuant to Rule 23.1 provisions of the Commission's Rules of Procedure:

- (a) The increases of approximately 3.1 percent in rates which are ordered herein apply to rates which the Commission has heretofore established as minimum rates for the transportation in bulk, of agricultural products within California by for-hire highway carriers as defined by the Commission in reasonably efficient circumstances.
- (b) Said rate increases are cost-justified and do not reflect future inflationary expectations.
- (c) Said rate increases are the minimum required to assure continued, adequate and safe service by carriers engaged in for-hire highway transportation of agricultural products.
- (d) The dollar amount of the increased revenue which the increases in rates are expected to provide the carriers collectively is about \$700,000.
- (e) Said rate increases are not sufficient to return to the carriers, increases in operating costs which the carriers have experienced and which are not reflected in present minimum rates; hence, said rate increases:
  - (1) Will not result in an increase in earnings

which the Commission has heretofore determined to be the minimum required to maintain adequate and safe transportation for the public.

(2) Will not increase the carriers' overall rate of return on capital.

(f) The evidence does not establish that there are carriers available who are willing and capable of providing service at the existing rates.

We conclude that Petition No. 57 in Case No. 7857 should be granted. Minimum Rate Tariff 14-A should be amended to incorporate therein the rates found reasonable herein to become effective November 11, 1972.

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 November 11, 1972, 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 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 November 11, 1972 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 November 11, 1972; as to amendments which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of 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 twenty days after the date hereof.

Dated at San Francisco, California, this 3rd day of October, 1972.

Vernon L. Sturgeon  
President  
William J. ...

[Signature]  
[Signature]  
Commissioners

I dissent.  
J. B. ... Commissioner

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

SIXTH REVISED PAGE 7  
SIXTH REVISED PAGE 12  
FIFTH REVISED PAGE 13  
FOURTH REVISED PAGE 14  
SIXTH REVISED PAGE 26  
THIRD REVISED PAGE 26-A  
SECOND REVISED PAGE 27  
SIXTH REVISED PAGE 29  
TENTH REVISED PAGE 32  
SIXTH REVISED PAGE 34

(END OF APPENDIX A LIST)

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM												
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>1. Except as provided in paragraph 2, a period of two hours for loading and two hours for unloading shall be allowed for each unit of equipment.</p> <p>2. A period of four hours for loading and four hours for unloading shipments of whole grain shall be allowed for each unit of equipment.</p> <p>3. "Unit of Equipment," means a motor truck, and/or trailer or semitrailer, exclusive of motor tractor.</p> <p>4. Charges for loading and/or unloading time in excess of free time authorized in paragraph 1 of this item are provided in Item 130.</p> <p>5. A charge of 3¢ per 100 pounds will be made by the carrier on all shipments of whole grain on all equipment unloaded or loaded after free time has elapsed.</p>			120												
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES AND FOR EQUIPMENT HELD AFTER FREE TIME HAS ELAPSED</p> <p>The charges provided in this item apply for accessorial services, as provided in Item 110, and for time in excess of the free time specified in Items 120 and 190.</p> <table><thead><tr><th></th><th colspan="2" style="text-align: center;"><u>Charges in Cents</u></th></tr><tr><th></th><th style="text-align: center;"><u>For First 30 Minutes or Fraction</u></th><th style="text-align: center;"><u>For Each Additional 15 Minutes or Fraction</u></th></tr></thead><tbody><tr><td>(a) For driver or other carrier employee, per man -----</td><td style="text-align: center;">0610</td><td style="text-align: center;">0305</td></tr><tr><td>(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----</td><td style="text-align: center;">65</td><td style="text-align: center;">33</td></tr></tbody></table>				<u>Charges in Cents</u>			<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>	(a) For driver or other carrier employee, per man -----	0610	0305	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	65	33	130
	<u>Charges in Cents</u>														
	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>													
(a) For driver or other carrier employee, per man -----	0610	0305													
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	65	33													
6 Change ) 0 Increase )	Decision No. 80572														



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 (Cents)	0170
Over	But Not Over		
0	2,000-----	650	
2,000	4,000-----	750	
4,000	10,000-----	850	
10,000	20,000-----	950	
20,000	-----	1,050	
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:			
(a) For shipments subject to the rates provided in Items 300, 301 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 24 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)			
180			
◇Increase. Decision No. 80572			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA			
Correction			

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 \$2.40 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 ) Increase ) Decision No.</p> <p style="text-align: center; font-size: 1.5em;">80572</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 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) ¢50 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) ¢70 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>	<p>220</p>
<p> <span style="display: inline-block; width: 15px;">¢ Change</span> <span style="display: inline-block; width: 15px;">o Increase</span> <span style="font-size: 2em; vertical-align: middle;">}</span> <span style="vertical-align: middle;">Decision No. 80572</span> </p>	
EFFECTIVE	
Correction	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

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	39	24	15	12½	
3	5	40	25	16	14	
5	10	41	26	17	15	
10	15	43	28	18	16	
15	20	44	29	19½	17	
20	25	46	30	21	18½	
25	30	47	31	22	20	
30	35	48	33	23	21	
35	40	49	35	24	22	
40	45	51	36	26	24	
45	50	54	38	27	25	
50	60	56	40	29	27	
60	70	58	43	30	28	
70	80	60	46	32	30	
80	90	63	49	34	31	
90	100	65	52	35	33	
100	110	67	55	36	34	
110	120	69	58	37	35	
120	130	71	60	39	36	
130	140	74	62	40	37	
140	150	77	65	41	38	
150	160	79	67	43	39	
160	170	81	69	45	40	
170	180	83	71	47	41	
180	190	85	74	49	43	
190	200	87	76	51	45	
200	220	90	79	54	48	
220	240	93	82	57	50	
240	260	97	85	59	52	
260	280	101	87	62	55	
280	300	106	90	64	58	
300	325	109	96	67	61	
325	350	114	99	69	63	
350	375	119	104	72	66	
375	400	122	107	75	68	
400	425	126	111	79	70	
425	450	130	116	82	73	
450	475	134	120	84	77	
475	500	139	124	87	80	
500	525	143	128	90	82	
(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 5½ 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. 80572						
EFFECTIVE						
Correction						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

-26-A-

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)			ITEM
<b>LOCAL DELIVERY SERVICE</b>  Rates in this item apply only for local delivery service of hay, fodder and straw in machine pressed bales, when distance between point of origin and point of destination of the shipment does not exceed 15 constructive miles. Rates provided by this item may not be used in combination with any other rates.			
<b>FROM</b>  Point of growth or storage	<b>TO</b>  Point of storage or Point of use in Animal Husbandry	<b>RATE</b> <b>(See Note)</b>  11½	0310
NOTE.--Minimum charge per shipment-----			\$5.55
◊ Increase, Decision No. 80572			
EFFECTIVE			
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		

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)			
	(1) TO POINTS IN:			
	Los Angeles- Artesia Territory	Los Angeles- Artesia (San Fernando) Intra- Territory	San Diego Territory	
Barstow Territory-----	40	--	--	
Coachella Valley Territory-----	38	--	41	
Fresno Territory-----	58	--	--	
Imperial Valley Territory-----	49	--	38	
Lancaster Territory-----	35	27	--	
Merced Territory-----	66	--	--	
North Kern Territory-----	46	--	--	
Palo Verde Territory-----	50	--	--	
Salton Sea Territory-----	44	--	41	
South Kern Territory-----	40	--	--	
Tulare Territory-----	51	--	--	
<p>(1) See Section 2 for description of territories.</p> <p>NOTE 1.--</p> <p>(a) The provisions of Items 120, 130 and 190 do not apply in connection with rates in this item.</p> <p>(b) Shipments into either the Los Angeles-Artesia or San Diego Territory, for which transportation charges are assessed upon a basis of a minimum weight of 30,000 pounds or more, may, upon order of consignee or consignor, be stopped once within either the Los Angeles-Artesia or San Diego Territory and, under the rates set forth above, be held in transit without being unloaded from carrier's equipment pending subsequent delivery.</p> <p>(c) When upon order of consignee or consignor, a shipment is stopped within either the Los Angeles-Artesia or San Diego Territory and held in transit without being unloaded from carrier's equipment, 48 hours free time (computed from the first 7:00 a.m. after time of arrival at point where shipment is held) will be allowed for furnishing to the carrier instructions to deliver the shipment to the point of destination where it is to be unloaded. The free-time period will be 96 hours, if the point of destination is located outside the territory within which the shipment was initially held in transit. A charge of \$30.80 will be assessed for each 24-hour period, or fraction thereof, that the carrier's equipment is detained subsequent to the free-time period specified herein. In computing time in accordance with these provisions, Sundays and legal holidays will be excluded.</p> <p>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.</p>				400
<p>◇ Increase, Decision No. 80572</p>				
EFFECTIVE				
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>				
Correction				

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)						
Over	But Not Over	MINIMUM WEIGHT IN POUNDS						
		10,000 (See Note 2)	20,000	30,000	40,000	**48,000	52,000 (See Notes 4&5)	
0	3	17	14	11	08		07	
3	5	18	15	12	09		07½	
5	10	20	17	13	010		08	
10	15	21	18	14	011		08½	
15	20	23	19	15	012		09	
20	25	25	20	16	013		010	
25	30	26	21	17	014		11½	
30	35	28	23	18	015		12½	
35	40	30	24	19	016		13½	
40	45	32	25	20	017		14	
45	50	34	26	21	018		14½	
50	60	37	28	23	20		15½	
60	70	40	30	25	22		16½	
70	80	43	32	26	23		17½	
80	90	46	34	28	24		18½	
90	100	49	35	30	26		19½	
100	110	52	37	32	28		20½	
110	120	55	39	34	29		21½	
120	130	58	40	35	30		23½	
130	140	61	42	37	33		24½	
140	150	64	44	39	34		25½	
150	160	67	46	41	36		26½	
160	170	69	48	43	38		27½	
170	180	72	50	44	40		28½	
180	190	74	52	46	42		30	
190	200	77	54	48	43		32	
200	220	81	57	51	46		35	
220	240	85	60	55	48		37	
240	260	89	63	57	51		39	
260	280	93	66	60	54		41	
280	300	97	69	63	57		44	
300	325	101	72	66	60		47	
325	350	104	76	69	62		51	
350	375	108	79	72	65		54	
375	400	112	82	76	67		57	
400	425	116	85	79	69		60	
425	450	120	88	81	71		63	
450	475	124	91	84	73		66	
475	500	127	95	86	76		69	
For distances over 500 miles, add for each 25 miles or fraction thereof:		0 4	0 3	0 3	3		3	
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.-- NOTE 4.--Rates in this column are subject to the provisions of Item 512. NOTE 5.--Rates in this column do not apply to shipments containing commodities named in List 4-A in Item 525.								
o Increase, except as noted o No change ** Eliminated		Decision No. 80572						
EFFECTIVE								
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						



SECTION 6--DISTANCE COMMODITY RATES (Concluded) (In Cents Per 100 Pounds)						ITEM
SEEDS, viz.: Cotton, Flax or Safflower.						
<u>MILES</u>		RATES	<u>MILES</u>		RATES	0600
Over	But Not Over		Over	But Not Over		
0	3	07	130	140	24½	
3	5	07½	140	150	25½	
5	10	08	150	160	26½	
10	15	08½	160	170	27½	
15	20	09	170	180	28½	
20	25	010	180	190	30	
25	30	11½	190	200	32	
30	35	12½	200	220	35	
35	40	13½	220	240	37	
40	45	14	240	260	39	
45	50	14½	260	280	41	
50	60	15½	280	300	44	
60	70	16½	300	325	47	
70	80	17½	325	350	51	
80	90	18½	350	375	54	
90	100	19½	375	400	57	
100	110	20½	400	425	60	
110	120	21½	425	450	63	
120	130	23½	450	---	(1)	
(1) Add to rate for 450 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof.						
END OF TARIFF						
♦ Increase, except as noted ) ♦ No Change ) Decision No. 80572						
EFFECTIVE						
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						