

Decision No. 81378

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).

Case No. 5433
Petition for Modification
No. 43
(Filed February 14, 1973)

O P I N I O N

The minimum rates governing the transportation of livestock by highway carriers are set forth in Minimum Rate Tariff 3-A. By this petition California Trucking Association seeks upwards adjustments in those minimum rates. The proposed increased rates are set forth in Exhibit A to the petition. The predominant changes involve the increasing of the minimum weights for the various truckload shipment rates. In addition thereto, petitioner proposes rates which reflect about a five percent increase in the rates for transporting cattle, dairy cattle, and swine, about a three percent increase in the rates for transporting sheep, a five percent increase in the charges for stops in transit and split pickup and delivery, and about a 10 percent increase in the labor charges for other accessorial services.

Petitioner asserts that the proposed rates evolved from meetings among carrier representatives and shippers identified by the Commission as the "industry group" in Decision Nos. 66072 and 75147. Since the last general adjustment in the minimum rates, pursuant to Decision No. 78618 dated April 27, 1971, the cost to carriers of transporting livestock has increased. The increases in costs result principally from increases in wage rates and relative fringe benefits payable to employees together with substantial

increases in taxes on payroll. Petitioner asserts that these facts together with the operating results of the carriers were considered by the industry group to determine how the revenues of the carriers can be increased with the least impact upon the livestock industry in California. The proposed increased rates resulted from a consensus at those meetings.

Attached to the petition is a summary of profit and loss statements of representative livestock carriers that earned more than 50 percent of their gross operating revenues from the transportation of livestock. The summary shows that for the years 1970 and 1971 the carriers conducted operations at a loss.

Petitioner urges that the proposed increased rates be made effective April 15, 1973 (a Sunday) in order to permit advance planning by shippers and in order to effect orderly marketing of livestock at the time of the spring movement.

By letter dated February 20, 1973, the California Farm Bureau Federation asserts that the petition of the California Trucking Association was the result of the consensus reached by the industry group and that the proposed changes in minimum rates will be in the best interest of both shippers and carriers of livestock. It urgently requests the Commission to approve the proposed changes in rates without hearing and to make them effective April 15, 1973.

From prior proceedings involving the establishment of minimum rates for the transportation of livestock we are cognizant of the severe competitive conditions confronting the growers of livestock in California and the fact that adequate transportation by motor vehicle is vital and essential to the growers. Section 3661 of the Public Utilities Code provides,

"It is the policy of the State to be pursued by the commission to establish such rates as will promote the freedom of movement by carriers of the products of agriculture, including livestock, at the lowest lawful rates compatible with the maintenance of adequate transportation service."

It is apparent that the objective of the industry group is to promote efficiencies of carrier operation including the maximum utilization of carrier equipment so as to minimize the increase in the rate level. As previously indicated, the proposed increase in the level of rates for sheep is around three percent and for other rates is around five percent. It is reasonable to anticipate that shipments of livestock will move at the truckload minimum weights so that we estimate that the total impact of the rate proposal will be an increase of approximately 4-1/2 percent and will result in additional total revenues for the transportation of livestock by all highway carriers of approximately \$440,000. Exhibit B attached to the petition indicates that the operating costs of the highway carriers have increased generally well in excess of five percent since April 1971.

This petition has been considered by the industry group which represents a cross-section of all shipper interests in the transportation of livestock. Notice of the filing of this petition was set forth in the Commission's Daily Calendar of February 16, 1973, and copies of the petition were served upon a number of consumer organizations. There are no protests.

After consideration the Commission finds:

1. The minimum rates for the transportation of livestock prescribed in Minimum Rate Tariff 3-A were last adjusted generally pursuant to Decision No. 78618 dated April 27, 1971 and reflect the cost of performing services in the transportation of livestock as of January 1971.

2. Since January 1971, the cost to highway carriers of transporting livestock have increased in excess of five percent.

3. The minimum rates proposed by petitioner will result in increases in the rate level for the transportation of sheep of about three percent and for the transportation of other livestock of about five percent.

4. The effect of the minimum rates proposed by petitioner is an increase in rates of approximately 4-1/2 percent and will provide an increase in total revenues to be derived from the transportation of livestock by all highway carriers of approximately \$440,000.

5. A copy of the petition was served upon all known organizations representing shippers and consumers that have an interest in the minimum rates for the transportation of livestock, and notice of the filing of the petition was provided in the Commission's Daily Calendar; there are no protests or requests for public hearing.

6. The proposed rates take into account obtainable productivity gains. No highway carrier has indicated that it is willing and capable of performing transportation of livestock at the existing minimum rates.

7. The increases in minimum rates is cost-justified and does not reflect future inflationary expectations.

8. The increase in minimum rates is required to assure continued, adequate, and safe service by highway carriers engaged in the transportation of livestock within California; and the effect of the rate increase upon carrier earnings will not increase the carriers' overall rate of return on capital.

9. The proposed increased rates are and for the future will be the just, reasonable, and nondiscriminatory minimum rates for the transportation of livestock to be observed by highway carriers, and the increases in rates are justified.

We conclude that the rates should be approved as the just, reasonable, and nondiscriminatory minimum rates to be observed by highway carriers and that Minimum Rate Tariff 3-A should be amended accordingly. A public hearing is not necessary.

O R D E R

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 June 7, 1973, 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 June 7, 1973; 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 respect, Decision No. 55587, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 15th
day of MAY, 1973.

L. de la Cruz
J. Martinez Jr.
Commissioners

James L. Stinson
President
[Signature]
[Signature]
Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

Appendix A

List of Revised Pages to Minimum Rate Tariff 3-A

SIXTH REVISED PAGE 7
FOURTH REVISED PAGE 8
EIGHTH REVISED PAGE 9
FIFTH REVISED PAGE 9-A
FOURTH REVISED PAGE 10
FIFTH REVISED PAGE 11
FIRST REVISED PAGE 17-A
THIRTEENTH REVISED PAGE 18
SEVENTH REVISED PAGE 18-A
FIRST REVISED PAGE 18-B
ELEVENTH REVISED PAGE 19
SIXTH REVISED PAGE 19-A
THIRD REVISED PAGE 21

(End of Appendix A List)

SECTION 1--RULES (Continued)		ITEM									
ACCESSORIAL CHARGES											
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:											
<div>CHARGES IN CENTS</div> <table><tr><td></td><td>For First 30 Minutes or Fraction</td><td>For Each Additional 15 Minutes or Fraction</td></tr><tr><td>(a) For driver, helper, or other employee, per man-----</td><td>0590</td><td>0295</td></tr><tr><td>(b) For unit of equipment (each motor truck, retailer or semitrailer, exclusive of motor tractors)-----</td><td>65</td><td>33</td></tr></table>			For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	(a) For driver, helper, or other employee, per man-----	0590	0295	(b) For unit of equipment (each motor truck, retailer or semitrailer, exclusive of motor tractors)-----	65	33	1110
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(b) For unit of equipment (each motor truck, retailer or semitrailer, exclusive of motor tractors)-----	65	33									
ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES											
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.		115									
SHEEP CAMP OUTFITS											
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)											
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.											
EXCEPTION.--The provisions of this item will not apply in connection with shipments transported at any-quantity rates.		120									
REQUIREMENTS FOR PUBLIC WEIGHMASTER'S CERTIFICATE											
1. Shipments of livestock for which the carrier must obtain a public weighmaster's certificate:											
(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.											
(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.		130									
2. Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate:											
(a) Shipments consisting of not more than 10 head of livestock.											
(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.											
(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.											
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Correction											

SECTION 1--RULES (Continued)	ITEM																																								
<p style="text-align: center;">DETERMINATION OF WEIGHTS AND CHARGES</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>EXCEPTION.--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;">PROVIDED WEIGHTS PER ANIMAL</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 colspan="2">Cattle:</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 colspan="2">Hogs or Swine:</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 colspan="2">Sheep and Goats:</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.</td></tr> <tr><td colspan="2">(2)The provided weights per trip per single equipment unit or two units of equipment in combination will not exceed 40,000 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>	Cattle:		Bulls-----	1200	(1)Feeder Cattle (Except Cows)-----	650	Other Cattle-----	900	Calves-----	300	Hogs or Swine:		Sows or Boars-----	350	Stags-----	450	Butcher Pigs-----	220	Feeder Pigs-----	80	Other Hogs or Swine-----	200	Sheep and Goats:		(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 40,000 pounds in connection with mixed shipments of Ewes and their Lambs.		150
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<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</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																																								
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SPLIT PICKUP</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 \$6.05 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>	\$170
<p>Change) Increase) Decision No. 81378</p>	
EFFECTIVE	
Correction	<p style="text-align: center;">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;">SPLIT DELIVERY</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 \$6.05 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>	#180
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="margin-top: 10px;"> s Change) o Increase) </div> <div style="margin-top: 10px;"> Decision No. 81378 </div> </div>	
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">MIXED SHIPMENTS</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;">STOPPING IN TRANSIT</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>\$ 8.50 per stop for equipment with one loaded deck, \$11.55 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>Change) Increase) Decision No. 81378</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;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</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 ----- 07½ cents per 100 pounds Unloading ----- 07½ cents per 100 pounds</p>	<p style="text-align: center;">210</p>
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Items 220 and 221)</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>	<p style="text-align: center;">220</p>
<p>Change) Increase) Decision No. 81378</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 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	30,000 (See Note 1 Item 275)	(3) 40,000 (See Note 2 Item 275)	(1) (2) (3) 44,000 (See Note 3 Item 275)	
0	3	23	14	12	9	8	
3	5	24	15	13	11	9	
5	10	26	17	15	12	10	
10	15	29	18	16	13	11	
15	20	33	20	17	14	12	
20	25	36	21	18	15	13	
25	30	39	23	19	16	14	
30	35	42	25	20	17	15	
35	40	45	27	21	18	16	
40	45	48	29	22	19	18	
45	50	51	32	24	20	19	
50	60	55	36	26	22	20	
60	70	59	39	29	23	22	
70	80	63	43	32	25	23	
80	90	66	46	34	27	24	
90	100	69	49	36	29	26	
100	110	72	54	38	32	28	
110	120	75	58	40	34	29	
120	130	78	62	42	36	31	
130	140	81	66	44	38	32	
140	150	84	70	47	40	33	
150	160	87	74	49	41	35	
160	170	91	78	51	43	36	
170	180	95	82	54	45	38	
180	190	99	86	57	47	40	
190	200	103	89	60	49	42	
200	220	109	96	64	53	45	
220	240	116	103	69	57	48	
240	260	123	109	74	60	52	
260	280	129	117	79	64	55	
280	300	136	125	84	68	58	
300	325	144	133	89	72	63	
325	350	152	142	96	78	67	
350	375	160	151	101	82	72	
375	400	167	160	107	87	76	
(Continued in Items 272 and 275)							
♦ Increase, except as noted) ○ No change) * No change in minimum weight)							Decision No. 81378
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	30,000 (See Note 1 Item 275)	(3) 40,000 (See Note 2 Item 275)	(1) (2) (3) 44,000 (See Note 3 Item 275)	
400	425	174	169	113	92	81	
425	450	182	177	120	98	85	
450	475	190	186	126	103	91	
475	500	198	194	132	108	96	
500	525	206	202	139	113	101	
525	550	214	209	145	119	106	
550	575	222	216	150	125	110	
575	600	229	223	156	130	114	
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		8	8	7	6	5	0272
<p>(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.</p> <p>(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.</p> <p>(3) Rates subject to minimum weights of 40,000 or 44,000 pounds are also subject to the provisions of Item 290 (Livestock Volume Incentive Rates) and Item 295 (Livestock Volume Tender Rates).</p> <p>(Continued in Item 275)</p>							
<p>♦ Increase, except as noted) ○ No change) Decision No. 81378 # No change in minimum weight)</p>							
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																															
Applies in connection with rates on Cattle and Hogs in Item 270																																
<p>NOTE 1.--Rates in Item 270 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of livestock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than \$30,000 pounds or actual weight, whichever is greater.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 5px;">Number of Units of Equipment Used</th> <th style="text-align: right; padding: 5px;">Minimum Weight (In Pounds)</th> </tr> </thead> <tbody> <tr><td style="padding: 5px;">1</td><td style="text-align: right; padding: 5px;">30,000</td></tr> <tr><td style="padding: 5px;">2</td><td style="text-align: right; padding: 5px;">60,000</td></tr> <tr><td style="padding: 5px;">3</td><td style="text-align: right; padding: 5px;">90,000</td></tr> <tr><td style="padding: 5px;">4</td><td style="text-align: right; padding: 5px;">120,000</td></tr> </tbody> </table> <p style="padding: 5px;">Over 4--Add to the minimum weight for 4 units of equipment \$30,000 each unit of equipment in excess of 4.</p> <p>NOTE 2.--Rates in Item 270 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of livestock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than \$40,000 pounds or actual weight, whichever is greater.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 5px;">Number of Units of Equipment Used</th> <th style="text-align: right; padding: 5px;">Minimum Weight (In Pounds)</th> </tr> </thead> <tbody> <tr><td style="padding: 5px;">1</td><td style="text-align: right; padding: 5px;">40,000</td></tr> <tr><td style="padding: 5px;">2</td><td style="text-align: right; padding: 5px;">80,000</td></tr> <tr><td style="padding: 5px;">3</td><td style="text-align: right; padding: 5px;">120,000</td></tr> <tr><td style="padding: 5px;">4</td><td style="text-align: right; padding: 5px;">160,000</td></tr> </tbody> </table> <p style="padding: 5px;">Over 4--Add to the minimum weight for 4 units of equipment \$40,000 pounds for each unit of equipment in excess of 4.</p> <p>NOTE 3.--Rates in Item 270 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of livestock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than \$44,000 pounds or actual weight, whichever is greater.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 5px;">Number of Units of Equipment Used</th> <th style="text-align: right; padding: 5px;">Minimum Weight (In Pounds)</th> </tr> </thead> <tbody> <tr><td style="padding: 5px;">1</td><td style="text-align: right; padding: 5px;">44,000</td></tr> <tr><td style="padding: 5px;">2</td><td style="text-align: right; padding: 5px;">88,000</td></tr> <tr><td style="padding: 5px;">3</td><td style="text-align: right; padding: 5px;">132,000</td></tr> <tr><td style="padding: 5px;">4</td><td style="text-align: right; padding: 5px;">176,000</td></tr> </tbody> </table> <p style="padding: 5px;">Over 4--Add to the minimum weight for 4 units of equipment \$44,000 pounds for each unit of equipment in excess of 4.</p> <p style="padding: 5px;">For the purposes of Notes 1, 2 and 3 above, a unit of equipment shall be deemed as any vehicle or combination of vehicles as described in Item 10 propelled by the use of a single motor truck or single other self-propelled highway vehicle.</p>		Number of Units of Equipment Used	Minimum Weight (In Pounds)	1	30,000	2	60,000	3	90,000	4	120,000	Number of Units of Equipment Used	Minimum Weight (In Pounds)	1	40,000	2	80,000	3	120,000	4	160,000	Number of Units of Equipment Used	Minimum Weight (In Pounds)	1	44,000	2	88,000	3	132,000	4	176,000	275
Number of Units of Equipment Used	Minimum Weight (In Pounds)																															
1	30,000																															
2	60,000																															
3	90,000																															
4	120,000																															
Number of Units of Equipment Used	Minimum Weight (In Pounds)																															
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Number of Units of Equipment Used	Minimum Weight (In Pounds)																															
1	44,000																															
2	88,000																															
3	132,000																															
4	176,000																															
<div style="display: flex; justify-content: space-between; align-items: center;"> <div> Change) Increase) </div> <div> Decision No. 81378 </div> </div>																																
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	30,000 (See Note 1 Item 285)	(1) 40,000 (See Note 2 Item 285)	
Over	But Not Over					0280
0	3	23	18	16	15	
3	5	24	19	18	16	
5	10	26	21	20	19	
10	15	29	23	21	20	
15	20	32	26	22	21	
20	25	35	28	23	22	
25	30	38	30	24	23	
30	35	41	32	26	24	
35	40	44	34	27	25	
40	45	47	36	28	26	
45	50	49	38	29	27	
50	60	54	42	31	29	
60	70	58	46	34	31	
70	80	62	49	36	33	
80	90	65	54	39	35	
90	100	68	58	41	37	
100	110	70	62	44	39	
110	120	73	66	47	41	
120	130	76	70	50	43	
130	140	79	74	53	45	
140	150	82	78	56	48	
150	160	85	83	58	51	
160	170	90	88	61	54	
170	180	93	92	63	56	
180	190	97	96	66	58	
190	200	101	100	69	61	
200	220	107	106	74	65	
220	240	113	112	79	69	
240	260	121	119	85	74	
260	280	127	126	91	78	
280	300	133	131	95	83	
300	325	141	139	102	89	
325	350	148	146	108	94	
350	375	157	153	114	99	
375	400	164	162	122	105	
(Continued in Items 282 and 285)						
♦ Increase, except as noted) ♦ No change) Decision No. 81378 # No increase in minimum weight)						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

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				6282
		Minimum Weights in Pounds				
		Any Quantity	#10,000	30,000 (See Note 1 Item 285)	(1) 40,000 (See Note 2 Item 285)	
But Not Over	Over					
400	425	171	169	128	109	
425	450	179	177	134	114	
450	475	186	184	141	121	
475	500	195	193	147	126	
500	525	202	200	153	131	
525	550	210	207	161	137	
550	575	217	215	167	142	
575	600	225	222	174	147	
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		8	8	7	6	
(1) Rates subject to minimum weight of 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 285)						
o Increase, except as noted) # No change in minimum weight) Decision No. 81378						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)	ITEM																				
Applies in connection with rates on Sheet in Item 280																					
<p>NOTE 1.--Rates in Item 280 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of livestock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than \$30,000 pounds or actual weight, whichever is greater.</p> <table> <tr> <th>Number of Units of Equipment Used</th><th>Minimum Weight (In Pounds)</th></tr> <tr> <td>1</td><td>30,000</td></tr> <tr> <td>2</td><td>60,000</td></tr> <tr> <td>3</td><td>90,000</td></tr> <tr> <td>4</td><td>120,000</td></tr> </table> <p>Over 4--Add to the minimum weight for 4 units of equipment \$30,000 pounds for each unit of equipment in excess of 4.</p> <p>NOTE 2.--Rates in Item 280 referring to this note are subject to varying minimum weights per shipment, dependent upon the number of carrier's units of equipment used, as shown below, regardless of the amount of livestock loaded in each unit of equipment used. In no event shall the minimum weight per shipment be less than \$40,000 pounds or actual weight, whichever is greater.</p> <table> <tr> <th>Number of Units of Equipment Used</th><th>Minimum Weight (In Pounds)</th></tr> <tr> <td>1</td><td>40,000</td></tr> <tr> <td>2</td><td>80,000</td></tr> <tr> <td>3</td><td>120,000</td></tr> <tr> <td>4</td><td>160,000</td></tr> </table> <p>Over 4--Add to the minimum weight for 4 units of equipment \$40,000 pounds for each unit of equipment in excess of 4.</p> <p>For the purposes of Notes 1 and 2 above, a unit of equipment shall be deemed as any vehicle or combination of vehicles as described in Item 10 propelled by the use of a single motor truck or single other self-propelled highway vehicle.</p>	Number of Units of Equipment Used	Minimum Weight (In Pounds)	1	30,000	2	60,000	3	90,000	4	120,000	Number of Units of Equipment Used	Minimum Weight (In Pounds)	1	40,000	2	80,000	3	120,000	4	160,000	285
Number of Units of Equipment Used	Minimum Weight (In Pounds)																				
1	30,000																				
2	60,000																				
3	90,000																				
4	120,000																				
Number of Units of Equipment Used	Minimum Weight (In Pounds)																				
1	40,000																				
2	80,000																				
3	120,000																				
4	160,000																				
<p>Change) Increase) Decision No. 81378</p>																					
EFFECTIVE																					
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																				

SECTION 3--RATES (In Cents Per Head)										ITEM		
Dairy Cattle, as described in Item 10.										0300		
BETWEEN AND		ZONES (See Items 310 and 311 for territorial zone descriptions.)										
		ZONES	A	B	C	D	E	F	G		H	I
		A	120									
		B	150	120								
		C	275	210	120							
		D	275	275	275	120						
		E	210	210	210	150	120					
		F	150	150	275	210	150	120				
		G	210	275	414	275	275	210	120			
		H	150	210	345	275	275	150	150		120	
		I	150	210	345	345	275	210	210	150	120	
Rates are subject to a minimum charge of \$1.50 per shipment. Not subject to the provisions of Items 130, 140 and 150.												
♦ Increase, Decision No. 81378												
EFFECTIVE												
Correction										ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		