

ORIGINAL

Decision No. 82583

## 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. 51 /  
(Filed January 17, 1974;  
amended January 30  
and February 1, 1974)

OPINION AND ORDER

The minimum rates governing the transportation of livestock are set forth in Minimum Rate Tariff 3-A (MRT 3-A). In this petition, as amended, the California Trucking Association (CTA) seeks an overall increase in the minimum livestock rates of approximately 6 percent. The proposed rates are specifically set forth in Exhibit A (First Amendment) to the petition. The California Farm Bureau Federation has advised the Commission of its support of CTA's amended rate proposal and urges its expeditious adoption.

The rates and charges contained in MRT 3-A were last generally adjusted on June 7, 1973 pursuant to Decision No. 81378 dated May 15, 1973 in Case No. 5433. Petitioner states that the increases proposed in the existing minimum livestock rates evolved from conferences with affected shipper and carrier interests.

The petition states that the proposed rate adjustment does not reflect any consideration for increased fuel costs. This course of action was taken in anticipation of the relief sought in Case No. 5433 (Petition 49) et al.<sup>1/</sup> Additionally, the proposed

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<sup>1/</sup> By Decision No. 82453 dated February 5, 1974 in Case No. 5433 (Petition 49) et al., the livestock rates in MRT 3-A were made subject to a 3 percent fuel cost surcharge supplement and order.

rates reflect the repeal of the Motor Vehicle Transportation License Tax. The petition states that shippers and carriers have considered the escalating price of meat in the economy and have been mindful of their responsibilities to ensure that the sought increase does not contribute to that trend beyond the minimum amount required to assure continued service.

In support of the sought cost offset increase in MRT 3-A livestock rates petitioner has submitted a verified statement prepared by a CTA cost supervisor. A summary of affiant's statement follows:

The cost supervisor first notes that the most recent general revisions in MRT 3-A established by Decision No. 81378 became effective June 7, 1973. A review of the record upon which this decision was predicated was made by the cost supervisor in order to permit a comparison with recent conditions surrounding the transportation of livestock. The review discloses that operating costs of livestock carriers have increased substantially since the MRT 3-A rates were last generally revised and that the carriers are experiencing a deterioration in their margin of profit. Increases in operating costs have resulted primarily from wage and allied payroll cost increases affecting drivers, mechanics, and clerical employees.

According to the cost supervisor, expense items, other than labor oriented cost factors necessary to the transportation of livestock in California have also increased since the rates in MRT 3-A were last generally adjusted. In this connection reference is made to the general inflationary pressures upon equipment costs, taxes, and supplies. The existing level of MRT 3-A rates reflects a fuel cost of 23.8 cents per gallon for diesel fuel. The cost supervisor states that current fuel costs are substantially above such amount. Livestock shippers and carriers have determined that for their purposes it would be preferable to reflect fuel cost increases in MRT 3-A as an interim surcharge. For this reason the sought rate increase does not reflect any increment for fuel cost increases.

In Table 5 of the verified statement the current operating ratios earned by carriers engaged primarily in the transportation of livestock or who earn a substantial volume of revenue from such transportation are presented. A summary of the cost supervisor's computations follows:

TABLE 1			
Summary of Semi-Annual Profit and Loss Statements of Representative Livestock Carriers			
	First Half 1972	Second Half 1972	First Half 1973
Revenue	\$2,776,858	\$2,861,683	\$2,661,314
<u>Expenses</u>			
Operating & Maintenance	2,204,898	2,392,161	2,249,967
Depreciation	190,291	194,897	177,382
Depreciation Adjustment	(4,168)	(4,211)	(7,873)
Operating Taxes & Licenses	267,073	269,113	241,028
Total Operating Expenses	2,658,094	2,851,960	2,660,504
Net Operating Income	118,764	9,723	810
Operating Ratio	95.7%	99.7%	100.0%

From the results of operations shown in Table 1 the cost supervisor draws the conclusion that livestock carriers have not earned a profit margin sufficient to defray rising interest costs or provide funds for additional capital investment. Finally, the verified statement notes that the relief sought herein was considered by a shipper-carrier group, as that group is defined in Decision No. 66072. At meetings of the affected shippers and carriers a general consensus resulted concerning the propriety of the requested increase in MRT 3-A livestock rates.

Petitioner urges that the sought rate adjustment be granted by ex parte order and that the revised rates be made effective in time for application during the spring movement of livestock.

The Commission finds:

1. The minimum rates for the transportation of livestock prescribed in Minimum Rate Tariff 3-A were last generally adjusted effective June 7, 1973 pursuant to Decision No. 81378 dated May 15, 1973.

2. The petitioner has demonstrated that since the minimum livestock rates were last generally adjusted, the carriers have experienced further substantive increases in their labor costs and allied payroll taxes, motor vehicle costs, weight fees, and supplies.

3. The minimum rates proposed by petitioner will result in an overall increase of approximately 6 percent in the established level of livestock rates named in Minimum Rate Tariff 3-A.

7. The proposed increase in the existing minimum livestock rates are cost-justified.

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.

9. The minimum rates resulting under petitioner's rate proposal will be the just, reasonable, and nondiscriminatory minimum rates for the transportation of livestock by highway carriers, and the resulting increases in rates are justified.

The Commission concludes that CTA's Petition 51, as amended, should be granted and that Minimum Rate Tariff 3-A should be amended accordingly. A public hearing is not necessary.

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 March 23, 1974, 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 by this decision for Minimum Rate Tariff 3-A rates.

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 such rates by the same amounts authorized by this decision for Minimum Rate Tariff 3-A rates.

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 such rates by the same amounts authorized by this decision for Minimum Rate Tariff 3-A rates.

6. Tariff publications required or authorized to be made by common carriers as a result of this order 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; such tariff publications as are required shall be made effective not later than March 23, 1974; and as to tariff publications which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order.

7. Common carriers, in establishing and maintaining the rates authorized by this order, are 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. 55587, as amended, shall remain in full force and effect.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 12<sup>th</sup> day of MARCH, 1974.

Jason L. Sturgeon  
President  
William Sproull, Jr.

[Signature]  
Commissioners

I dissent

Michael J. Conner

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

APPENDIX A

LIST OF REVISED PAGES TO  
MINIMUM RATE TARIFF 3-A

SEVENTH REVISED PAGE 7

NINTH REVISED PAGE 9

SIXTH REVISED PAGE 9-A

FIFTH REVISED PAGE 10

SIXTH REVISED PAGE 11

SECOND REVISED PAGE 17-A

FOURTEENTH REVISED PAGE 18

SECOND REVISED PAGE 18-B

TWELFTH REVISED PAGE 19

FOURTH REVISED PAGE 21

(END OF APPENDIX A)

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:			
	CHARGES IN CENTS		
	For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	
(a) For driver, helper, or other employee, per man-----	625	315	110
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----	69	35	
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.			120
EXCEPTION.--The provisions of this item will not apply in connection with shipments transported at any-quantity rates.			
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 of points.			
Change ) Increase ) Decision No. 82583			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			



SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>SPLIT PICKUP</b></p> <p>1. The charge for a split pickup shipment, as defined in Item No. 11, shall be the charge applicable for transportation of a single shipment of the same kind and quantity of livestock for the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin (See Exception), plus an added charge of \$6.45 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
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div> <p>o Change )</p> <p>o Increase )</p> </div> <div> <p>Decision No.</p> <p style="font-size: 2em; margin-top: 10px;">82583</p> </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 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 \$6.45 per component part.</p> <p>EXCEPTION.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p>(a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.</p> <p>(b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</p> <p>2. At time of tender of shipment, carrier shall issue a single agreement for carriage for the composite shipment, and be furnished with delivery instructions, either manifest, written or oral, containing the name of each consignee, the points of destination and the kind and quantity of livestock in each component part. Oral delivery instructions must be confirmed in writing not later than 48 hours after tender of shipment.</p> <p>3. No split delivery shipment shall be accorded split pickup.</p> <p>4. If split pickup is performed on a split delivery shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph 2 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p>	<p>\$180</p>
<p>           x Change       )            o Increase    ) Decision No.         </p> <p style="text-align: center; font-size: 1.2em;">82583</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>MIXED SHIPMENTS</b></p> <p>Rates on mixed shipments of livestock shall be assessed in accordance with the following:</p> <p>1. When two or more types of livestock, for which different rates are named in this tariff, are shipped as a mixed shipment, separate weights will be obtained (See Items 130, 140 and 150) and charges shall be computed at the separate rates applicable to each type of livestock in straight shipments at the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item 160. In the event a lower charge results by considering such types of livestock as if they were divided into two or more separate shipments such lower charge shall apply. (See Note 1)</p> <p>NOTE 1.--If the actual weight of a mixed shipment has been confirmed by a public weighmaster's certificate for the entire mixed shipment only and not separately for each type of livestock contained therein, charges shall be based on the provided weight for each type of livestock included in the mixed shipment as follows:</p> <p>(a) When the total provided weight exceeds the total confirmed actual weight, the deficiency between the provided and the actual weights shall be computed at the lowest rate for any type of livestock included in the mixed shipment and the amount so determined shall be deducted from the charges resulting under the total provided weight of the shipment.</p> <p>(b) When the total provided weight is less than the total confirmed actual weight, the deficiency between the actual and the provided weights shall be computed at the lowest rate for any type of livestock included in the mixed shipment and the amount so determined shall be added to the charges resulting under the total provided weight of the shipment.</p> <p>2. When livestock for which rates are named in this tariff are included in a mixed shipment containing other livestock or commodities, the livestock subject to rates named in this tariff will be rated as a separate shipment.</p> <p>3. Dairy cattle included in mixed shipments with other kinds of livestock transported within or between the zones described in Items 310 and 311 shall be subject to the rates in cents per 100 pounds named in this tariff for cattle in straight shipments.</p>	<p style="text-align: center;">190</p>
<p style="text-align: center;"><b>STOPPING IN TRANSIT</b></p> <p>Except as otherwise provided in this rule, when a shipment or 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>\$ 9.00 per stop for equipment with one loaded deck, \$12.25 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>	<p style="text-align: center;">\$200</p>
<p>Change ) Increase ) Decision No. <b>82583</b></p>	
<b>EFFECTIVE</b>	
<p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Notes 1, 2 and 3)</p> <p>NOTE 1.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>NOTE 3.--When a common carrier rate, which does not include the service of loading and/or unloading is applied under the provisions of this item and when loading and/or unloading services are provided in connection with the transportation services performed, the following additional charges shall be assessed.</p> <p>Loading-----07½ cents per 100 pounds Unloading-----07½ cents per 100 pounds</p>	2210
<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Items 220 and 221)</b></p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to such team track or private railhead from which the common carrier rate used applies. (See Notes 1, 2 and 3)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from such team track or private railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3)</p> <p style="text-align: center;">(Continued in Item 221)</p>	220
<p> <span style="display: inline-block; width: 150px;">           ☞ Change            ☞ Increase         </span>         ) Decision No. <span style="font-size: 1.2em; font-weight: bold;">82583</span> </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 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				
		Any	10,000	30,000	(3) 40,000	(1) (2) (3) 44,000
Over	But Not Over	Quantity		(See Note 1 Item 275)	(See Note 2 Item 275)	(See Note 3 Item 275)
0	3	25	15	13	10	9
3	5	26	16	14	12	10
5	10	28	19	16	13	11
10	15	31	20	17	14	12
15	20	35	22	19	15	13
20	25	39	23	20	16	14
25	30	42	25	21	17	15
30	35	45	27	22	19	16
35	40	48	29	23	20	17
40	45	51	31	24	21	20
45	50	55	34	26	22	21
50	60	59	39	28	24	22
60	70	63	42	31	25	24
70	80	67	46	34	27	25
80	90	70	49	37	29	26
90	100	74	52	39	31	28
100	110	77	58	41	34	30
110	120	80	62	43	37	31
120	130	83	66	45	39	33
130	140	86	70	47	41	34
140	150	90	75	50	43	35
150	160	93	79	52	44	38
160	170	97	83	55	46	39
170	180	101	87	58	48	41
180	190	105	92	61	50	43
190	200	110	95	64	52	45
200	220	116	102	68	57	48
220	240	123	110	74	61	51
240	260	131	116	79	64	56
260	280	137	125	84	68	59
280	300	145	133	90	73	62
300	325	153	141	95	77	67
325	350	162	151	102	83	72
350	375	170	161	108	87	77
375	400	178	170	114	93	81

0270

(Continued in Items 272 and 275)

o Increase, Decision No.

82583

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		Minimum Weight in Pounds					
Over	But Not Over	Any Quantity	10,000	30,000 (See Note 1 Item 275)	40,000 (See Note 2 Item 275)	(1) (2) (3) 44,000 (See Note 3 Item 275)	
400	425	185	180	120	98	86	
425	450	193	188	128	104	91	
450	475	202	198	134	110	97	
475	500	210	206	140	115	102	
500	525	219	215	148	120	108	
525	550	227	222	154	127	113	
550	575	236	229	159	133	117	
575	600	243	237	166	138	121	0272
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		08	08	07	06	06	
(1) Rates apply only: (a) To the transportation of cattle to packing houses or slaughter houses for slaughter, subject to the varying minimum weights per shipment as set forth in Note 3 of Item 275; and (b) When the actual weight of the shipment is confirmed by a public weighmaster's certificate. (2) Rates are not subject to the provisions of: (a) Item 130 (2), Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate; (b) Item 140 (2), Determination of weights and charges; (c) Item 150, Provided weights per animal; (d) Item 190, Mixed shipments; and do not apply to the transportation of cattle in mixed shipments with other livestock. (3) Rates subject to minimum weights of 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).  (Continued in Item 275)							
o Increase, except as noted ) o No Change ) Decision No. 82583							
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 (Ducks), Sheep, Sheep Camp Outfits and Wethers.						
MILES		RATES				
		Minimum Weights in Pounds				
Over	But Not Over	Any Quantity	10,000	30,000 (See Note 1 Item 285)	(1) 40,000 (See Note 2 Item 285)	
0	3	25	20	17	16	
3	5	26	21	20	17	
5	10	28	23	22	21	
10	15	31	25	23	22	
15	20	34	28	24	23	
20	25	38	30	25	24	
25	30	41	32	26	25	
30	35	44	34	28	26	
35	40	47	37	29	27	
40	45	50	39	30	28	
45	50	52	41	31	29	
50	60	58	45	33	31	
60	70	62	49	37	33	
70	80	66	52	39	35	
80	90	69	58	42	38	0280
90	100	73	62	44	40	
100	110	75	66	47	42	
110	120	78	70	50	44	
120	130	81	75	53	46	
130	140	84	79	57	48	
140	150	87	83	60	51	
150	160	91	88	62	55	
160	170	96	94	65	58	
170	180	99	98	67	60	
180	190	103	102	70	62	
190	200	108	106	74	65	
200	220	114	113	79	69	
220	240	120	119	84	74	
240	260	129	127	91	79	
260	280	135	134	97	83	
280	300	141	139	101	88	
300	325	150	148	109	95	
325	350	157	155	115	100	
350	375	167	163	121	105	
375	400	174	172	130	112	
(Continued in Items 282 and 285)						
o Increase, Decision No. 82583						
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.						0282
MILES		RATES				
		Minimum Weights in Pounds				
Over	But Not Over	Any Quantity	10,000	30,000 (See Note 1 Item 285)	(1) 40,000 (See Note 2 Item 285)	
400	425	182	180	136	116	
425	450	190	188	143	121	
450	475	198	196	150	129	
475	500	207	205	156	134	
500	525	215	212	163	139	
525	550	223	220	171	146	
550	575	231	228	178	151	
575	600	239	236	185	156	
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		08	08	07	06	
(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)						
◊ Increase, except as noted ) ○ No change ) Decision No. 82583						
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	125									
B	160	125								
C	290	225	125							
D	290	290	290	125						
E	225	225	225	160	125					
F	160	160	290	225	160	125				
G	225	290	440	290	290	225	125			
H	160	225	365	290	290	160	160	125		
I	160	225	365	365	290	225	225	160	125	
Rates are subject to a minimum charge of \$1.60 per shipment. Not subject to the provisions of Items 130, 140 and 150.										
♦ Increase, Decision No. 82583										
EFFECTIVE										
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										