

Decision No. 82756

**ORIGINAL**

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. 97  
(Filed January 30, 1974)

OPINION AND ORDER

The California Trucking Association (CTA) seeks increases in the minimum rates and charges 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 November 11, 1972 pursuant to Decision No. 80572 dated October 3, 1972 in Case No. 7857 (Petition for Modification No. 57). Petitioner requests that the sought rate increases be made effective by ex parte order of the Commission and that common carriers be directed to establish in their respective tariffs all such modifications as may be prescribed by the Commission's order in this proceeding, including relief from the long- and short-haul provision of Section 460 of the Public Utilities Code. The sought increases are approximately 10 percent.

In support of petitioner's sought ex parte increases, there is attached to Petition 97 a verified statement of a CTA cost supervisor. A summary of the verified statement follows:

1. Since the last upward revision of the minimum rates in MRT 14-A, increases in operating costs have resulted primarily from wages and wage-related costs affecting employees. Other expense items have also increased.

2. The increases requested in this petition do not reflect any increased fuel costs. Requested increases in the minimum rates because of increased fuel costs are the subject of another proceeding (Case No. 7857, Petition for Modification No. 92).

3. 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, it is necessary that these carriers increase wages to avoid losing drivers who are proficient in the specialized transportation involved in MRT 14-A. This can only be done through increasing wage rates at the same rate as other carriers.

4. In addition to the substantial increases in base hourly wage, the labor-related payroll costs have increased considerably since the last adjustment, due to statutory requirements.

5. Effective December 1, 1973 carriers were subject to an approximate increase of 30 percent in the weight fees of vehicles registered in California.

6. Carrier summaries for the first three quarters of 1973 indicate that the group operated at approximately 102.5 percent 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.

7. 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 97.

8. 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 reflect this consideration.

The Commission finds:

1. The minimum rates for the transportation of agricultural products prescribed in Minimum Rate Tariff 14-A were last generally adjusted effective November 11, 1972 pursuant to Decision No. 80572 dated October 3, 1972.

2. The petitioner has demonstrated that since the minimum 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 10 percent in the established level of rates named in Minimum Rate Tariff 14-A.

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

5. The increase in minimum rates is required to assure continued, adequate, and safe service by highway carriers engaged in the transportation of agricultural products within California.

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

The Commission concludes that CTA's Petition 97 should be granted and that Minimum Rate Tariff 14-A should be amended accordingly. A public hearing is not necessary.

IT IS ORDERED that:

1. Minimum Rate Tariff 14-A (Appendix A to Decision No. 67397, as amended) is further amended by incorporating therein, to become effective May 7, 1974, the revised pages, attached hereto, and listed in Appendix A and by this reference made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent 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 May 7, 1974 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 May 7, 1974; 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 order 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 is the date hereof.

Dated at San Francisco, California, this 13th  
day of APRIL, 1974.

*Vernon L. Sturgeon*  
President  
*William J. ...*  
*[Signature]*  
*[Signature]*  
Commissioners

*I abstain*

*J. M. ...*, Commissioner

APPENDIX A

LIST OF REVISED PAGES  
TO MINIMUM RATE TARIFF 14-A

SEVENTH REVISED PAGE 7

EIGHTH REVISED PAGE 12

SIXTH REVISED PAGE 13

FIFTH REVISED PAGE 14

SEVENTH REVISED PAGE 26

FOURTH REVISED PAGE 26-A

THIRD REVISED PAGE 27

SEVENTH REVISED PAGE 29

TWELFTH REVISED PAGE 32

SEVENTH REVISED PAGE 34

(END OF APPENDIX A)

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

ITEM

## DELAYS TO EQUIPMENT

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.
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.
3. "Unit of Equipment," means a motor truck, and/or trailer or semitrailer, exclusive of motor tractor.
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.
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.

120

CHARGES FOR ACCESSORIAL SERVICES AND FOR EQUIPMENT  
HELD AFTER FREE TIME HAS ELAPSED

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.

Charges in Cents

	<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 -----	0670	0335	0130
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	65	33	

o Change )  
o Increase ) Decision No.

82756

EFFECTIVE

Correction

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

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	715	
2,000	4,000	825	
4,000	10,000	935	
10,000	20,000	1045	
20,000		1155	
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, rice or seed, 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)			0180
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 350 and in Section 6, add 03 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 gin 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)			
0 Change ) 0 Increase ) Decision No. 82756			
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;"><b>STOPPING IN TRANSIT</b></p> <p>1. Shipments of baled hay, fodder or straw:</p> <p>(a) One stop in transit for inspection and/or receipt of delivery instructions will be permitted in connection with each shipment.</p> <p>(b) One hour free time will be allowed for the stop.</p> <p>(c) Charges for time in excess of one hour are provided in Item 130.</p> <p>2. Shipments of whole grain:</p> <p>(a) Two stops in transit for inspection and receipt of delivery instructions or other purposes will be permitted in connection with each shipment.</p> <p>(b) A charge of \$2.65 shall be assessed for the second stop.</p>	2190
<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></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;"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</b></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. <b>82756</b></p>	
<b>EFFECTIVE</b>	
<p>Correction</p> <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">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) 66¢ 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) 68¢ 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 style="text-align: center;">#220</p>
<p>§ Change ) o Increase ) Decision No. <b>82756</b></p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

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	43	26½	16½	14	
3	5	44	27½	17½	15½	
5	10	45	28½	18½	16½	
10	15	47½	31	20	17½	
15	20	48½	32	21½	18½	
20	25	50½	33	23	20½	
25	30	51½	34	24	22	
30	35	53	36½	25½	23	
35	40	54	38½	26½	24	
40	45	56	39½	28½	26½	
45	50	59½	42	29½	27½	
50	60	61½	44	32	29½	
60	70	64	47½	33	31	
70	80	66	50½	35	33	
80	90	69½	54	37½	34	
90	100	71½	57	38½	36½	
100	110	73½	60½	39½	37½	
110	120	76	64	40½	38½	
120	130	78	66	43	39½	
130	140	81½	68	44	40½	0300
140	150	84½	71½	45	42	
150	160	87	73½	47½	43	
160	170	89	76	49½	44	
170	180	91½	78	51½	45	
180	190	93½	81½	54	47½	
190	200	95½	83½	56	49½	
200	220	99	87	59½	53	
220	240	102	90	62½	55	
240	260	107	93½	65	57	
260	280	111	95½	68	60½	
280	300	117	99	70½	64	
300	325	120	106	73½	67	
325	350	125	109	76	69½	
350	375	131	114	79	72½	
375	400	134	118	82½	75	
400	425	139	122	87	77	
425	450	143	128	90	80½	
450	475	147	132	92½	84½	
475	500	153	136	95½	88	
500	525	157	141	99	90	
(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. 82756						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

MINIMUM RATE TARIFF 14-A

C. 7857 (Pet. 97)\*

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	
525	550	163	146	102	92½	
550	575	167	152	107	95½	
575	600	172	156	110	98	
600	625	177	161	112	100	
625	650	182	165	116	102	
650	675	186	169	119	107	
675	700	190	175	122	110	
700	725	195	180	125	112	
725	750	200	186	130	116	
750	775	205	191	133	119	
775	800	210	198	136	123	
800	850	216	204	140	129	
850	900	223	209	144	132	
900	950	229	215	149	135	
950	1,000	235	222	154	139	
1,000	1,050	243	228	158	143	
1,050	1,100	250	233	163	147	
1,100	1,150	256	239	167	153	
1,150	1,200	263	245	172	156	
(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.						0301
♦ Increase, Decision No.  <b>82756</b>						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

MINIMUM RATE TARIFF 14-A

C. 7857 (Pet. 97)\*

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)			ITEM						
<p align="center"><b>LOCAL DELIVERY SERVICE</b></p> <p>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.</p> <table border="0"> <thead> <tr> <th align="center"><u>FROM</u></th> <th align="center"><u>TO</u></th> <th align="center"><u>RATE</u> (See Note)</th> </tr> </thead> <tbody> <tr> <td align="center">Point of growth or storage</td> <td align="center">Point of storage or Point of use in Animal Husbandry</td> <td align="center">124</td> </tr> </tbody> </table> <p>NOTE.--Minimum charge per shipment----- \$6.10</p>			<u>FROM</u>	<u>TO</u>	<u>RATE</u> (See Note)	Point of growth or storage	Point of storage or Point of use in Animal Husbandry	124	0310
<u>FROM</u>	<u>TO</u>	<u>RATE</u> (See Note)							
Point of growth or storage	Point of storage or Point of use in Animal Husbandry	124							
<p>o Increase, Decision No. <b>82756</b></p>									
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-----	44	--	--	
Coachella Valley Territory-----	42	--	45	
Fresno Territory-----	64	--	--	
Imperial Valley Territory-----	54	--	42	
Lancaster Territory-----	38½	29½	--	
Merced Territory-----	72½	--	--	
North Kern Territory-----	50½	--	--	
Palo Verde Territory-----	55	--	--	
Salton Sea Territory-----	48½	--	45	
South Kern Territory-----	44	--	--	
Tulare Territory-----	56	--	--	
(1) See Section 2 for description of territories.				
NOTE 1.--				
(a) The provisions of Items 120, 130 and 190 do not apply in connection with rates in this item.				0400
(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.				
(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 \$33.90 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.				
NOTE 2.--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.				
◊ Increase, Decision No. 82756				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
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 Over	But Not Over	RATES (See Note 1)					
		MINIMUM WEIGHT IN POUNDS					
		10,000 (See Note 2)	20,000	30,000	40,000	52,000 (See Note 3)	
0	3	18½	15½	12	9	8	
3	5	20	16½	13	10	8½	
5	10	22	18½	14½	11	9	
10	15	23	20	15½	12	9½	
15	20	25½	21	16½	13	10	
20	25	27½	22	17½	14½	11	
25	30	28½	23	18½	15½	12½	
30	35	31	25½	20	16½	14	
35	40	33	26½	21	17½	15	
40	45	35	27½	22	18½	15½	
45	50	37½	28½	23	20	16	
50	60	40½	31	25½	22	17	
60	70	44	33	27½	24	18	
70	80	47½	35	28½	25½	19½	
80	90	50½	37½	31	26½	20½	
90	100	54	38½	33	28½	21½	
100	110	57	40½	35	31	22½	
110	120	60½	43	37½	32	23½	
120	130	64	44	38½	33	26	
130	140	67	46	40½	36½	27	
140	150	70½	48½	43	37½	28	0550
150	160	73½	50½	45	39½	29	
160	170	76	53	47½	42	30½	
170	180	79	55	48½	44	31½	
180	190	81½	57	50½	46	33	
190	200	84½	59½	53	47½	35	
200	220	89	62½	56	50½	38½	
220	240	93½	66	60½	53	40½	
240	260	98	69½	62½	56	43	
260	280	102	72½	66	59½	45	
280	300	107	76	69½	62½	48½	
300	325	111	79	72½	66	51½	
325	350	114	83½	76	68	56	
350	375	119	87	79	71½	59½	
375	400	123	90	83½	73½	62½	
400	425	128	93½	87	76	66	
425	450	132	97	89	78	69½	
450	475	136	100	92½	80½	72½	
475	500	140	105	94½	83½	76	
For distances over 500 miles, add for each 25 miles or fraction thereof:		04	4	03	03	03	
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.--Rates in this column are subject to the provisions of Item 512.							
◊ Increase, except as noted ) ○ No Change ) Decision No. <b>82756</b>							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

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	
Over	But Not Over		Over	But Not Over		
0	3	8	130	140	27	0600
3	5	8½	140	150	28	
5	10	9	150	160	29	
10	15	9½	160	170	30½	
15	20	10	170	180	31½	
20	25	11	180	190	33	
25	30	12½	190	200	35	
30	35	14	200	220	38½	
35	40	15	220	240	40½	
40	45	15½	240	260	43	
45	50	16	260	280	45	
50	60	17	280	300	48½	
60	70	18	300	325	51½	
70	80	19½	325	350	56	
80	90	20½	350	375	59½	
90	100	21½	375	400	62½	
100	110	22½	400	425	66	
110	120	23½	425	450	69½	
120	130	26	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. <b>82756</b>						
EFFECTIVE						
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					