

ORIGINAL

Decision No. 83772

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
tion into the rates, rules, regu-)
lations, charges, allowances)
and practices of all common car-)
riers, highway carriers and city)
carriers relating to the trans-)
portation 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. 56
(Filed November 1, 1974)

OPINION AND ORDER

Minimum rates for the transportation of livestock by highway carriers are set forth in Minimum Rate Tariff 3-A (MRT 3-A). By this petition, California Trucking Association seeks an increase in the minimum livestock rates of approximately three percent.¹ Petitioner requests that all common carriers be directed to establish in their respective tariffs such modifications as may be prescribed in the Commission's order in this proceeding including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code.

Petitioner states that, since the rates in MRT 3-A were last revised on March 23, 1974, and since the development of the cost data considered in such revision, the overall cost of transporting property by motor vehicle has increased. Petitioner contends that serious and continuous inflation has contributed to increases in nearly every category of operating cost and a major portion of the total increase in such cost results from increases in wage rates and fringe benefits payable to employees pursuant to collective bargaining agreements.

¹ The proposed rates are set forth in detail in Exhibit A attached to the petition.

Petitioner alleges that affected shippers and carriers have conferred jointly to consider matters in their mutual interest including the marketing of livestock, expected future economic conditions which may alter their distribution patterns and the proposal herein involved. Petitioner declares that the principal purpose of such conferences is to maintain the lowest level of reasonable minimum rates consistent with providing adequate for-hire transportation service to the public. As a participant in such discussions, petitioner believes the give and take of divergent interests produces these desirable results.

Exhibit B attached to the petition, which contains a verified statement prepared by petitioner's cost supervisor, sets forth the factual data and other information upon which petitioner relies in formulating its proposal.

Petitioner asks that the tariff revisions be made effective December 22, 1974, as the involved shippers and carriers have determined that the aforementioned date would create the least disruption to their marketing and distribution patterns.

Copies of the petition were mailed to various shipper organizations on or about November 1, 1974. The petition was listed on the Commission's Daily Calendar of November 4, 1974. California Farm Bureau Federation has informed the Commission by letter that it supports petitioner's proposal. No objection to the granting of the petition has been received.

In the circumstances, the Commission finds that the petitioner's proposal is reasonable to the extent indicated in the ensuing order; the resulting rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation involved; and, to the extent that increases may be involved, such increases are justified. A public hearing is not necessary. The Commission concludes that the petition should be granted as set forth in the order which follows.

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 December 22, 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 December 22, 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.

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

Dated at San Francisco, California, this 26th day of November, 1974.

Vernon L. Stegman
President
William J. Lyons Jr.
[Signature]
[Signature]
Robert E. McLeod
Commissioners

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 3-A

EIGHTH	REVISED	PAGE	7
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SIXTH	REVISED	PAGE	10
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(END OF APPENDIX A)

SECTION 1--RULES (Continued)			ITEM												
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>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:</p> <table><tr><th></th><th colspan="2" style="text-align: center;">CHARGES IN CENTS</th></tr><tr><th></th><th style="text-align: center;">For First 30 Minutes or Fraction</th><th style="text-align: center;">For Each Additional 15 Minutes or Fraction</th></tr><tr><td>(a) For driver, helper, or other employee, per man-----</td><td style="text-align: center;">640</td><td style="text-align: center;">320</td></tr><tr><td>(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----</td><td style="text-align: center;">70</td><td style="text-align: center;">o35</td></tr></table>				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-----	640	320	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----	70	o35	o110
	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-----	640	320													
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----	70	o35													
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected 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.</p>			115												
<p style="text-align: center;">SHEEP CAMP OUTFITS</p> <p>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)</p> <p>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.</p> <p>EXCEPTION.--The provisions of this item will not apply in connection with shipments transported at any-quantity rates.</p>			120												
<p style="text-align: center;">REQUIREMENTS FOR PUBLIC WEIGHMASTER'S CERTIFICATE</p> <p>1. Shipments of livestock for which the carrier must obtain a public weighmaster's certificate:</p> <p>(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.</p> <p>(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.</p> <p>2. Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate:</p> <p>(a) Shipments consisting of not more than 10 head of livestock.</p> <p>(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.</p> <p>(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.</p>			130												
<p>o Change) o Increase, except as noted) Decision No. o No Change)</p>			83772												
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;">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 \$6.65 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>	<p>6170</p>
<p> ♂ Change) ♦ Increase) Decision No. </p> <p style="text-align: center; font-size: 1.5em;">83772</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;">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 \$6.65 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> ø Change) ø Increase) Decision No. 83772 </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;">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 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>\$ 9.25 per stop for equipment with one loaded deck, \$12.60 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. 83772</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

MINIMUM RATE TARIFF 3-A

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-----08 cents per 100 pounds Unloading-----08 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> <input checked="" type="radio"/> Change) <input type="radio"/> Increase) </p> <p style="text-align: right;">Decision No. 83772</p>	
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
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	26	16	14	010	0 9	
3	5	27	17	15	012	010	
5	10	29	20	17	14	011	
10	15	32	21	18	15	012	
15	20	36	23	20	16	013	
20	25	40	24	21	17	15	
25	30	43	26	22	18	16	
30	35	46	28	23	20	17	
35	40	49	30	24	21	18	
40	45	53	32	25	22	21	
45	50	57	35	27	23	22	
50	60	61	40	29	25	23	
60	70	65	43	32	26	25	
70	80	69	47	35	28	26	
80	90	72	50	38	30	27	
90	100	76	54	40	32	29	
100	110	79	60	42	35	31	
110	120	82	64	44	38	32	
120	130	85	68	46	40	34	
130	140	89	72	48	42	35	
140	150	93	77	52	44	36	
150	160	96	81	54	45	39	
160	170	100	85	57	47	40	
170	180	104	90	60	49	42	
180	190	108	95	63	52	44	
190	200	113	98	66	54	46	
200	220	119	105	70	59	49	
220	240	127	113	76	63	53	
240	260	135	119	81	66	58	
260	280	141	129	87	70	61	
280	300	149	137	93	75	64	
300	325	158	145	98	79	69	
325	350	167	156	105	85	74	
350	375	175	166	111	90	79	
375	400	183	175	117	96	83	
(Continued in Items 272 and 275)							

(Continued in Items 272 and 275)

o Increase, except as noted } Decision No. 83772
 o No Change }

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
CATTLE, viz.: Bulls, Calves, Cattle, Cows, Dairy Cattle, Heifers, Oxen and Steers.							0272
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	191	185	124	101	89	
425	450	199	194	132	107	94	
450	475	208	204	138	113	100	
475	500	216	212	144	118	105	
500	525	226	221	152	124	111	
525	550	234	229	159	131	116	
550	575	243	236	164	137	121	
575	600	250	244	171	142	125	
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)							
◊ Increase, except as noted) ○ No Change) Decision No.							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

MINIMUM RATE TARIFF 3-A

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				
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	26	21	18	17	
3	5	27	22	21	18	
5	10	29	24	23	22	
10	15	32	26	24	23	
15	20	35	29	25	24	
20	25	39	31	26	25	
25	30	42	33	27	26	
30	35	45	35	29	27	
35	40	48	38	30	28	
40	45	52	40	31	29	
45	50	54	42	32	30	
50	60	60	46	34	32	
60	70	64	50	38	34	
70	80	68	54	40	36	
80	90	71	60	43	39	
90	100	75	64	45	41	
100	110	77	68	48	43	
110	120	80	72	52	45	
120	130	83	77	55	47	
130	140	87	81	59	49	
140	150	90	85	62	53	
150	160	94	91	64	57	
160	170	99	97	67	60	
170	180	102	101	69	62	
180	190	106	105	72	64	
190	200	111	109	76	67	
200	220	117	116	81	71	
220	240	124	123	87	76	
240	260	133	131	94	81	
260	280	139	138	100	85	
280	300	145	143	104	91	
300	325	155	152	112	98	
325	350	162	160	118	103	
350	375	172	168	125	108	
375	400	179	177	134	115	
(Continued in Items 282 and 285)						
Increase, Decision No. 83772						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

MINIMUM RATE TARIFF 3-A

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.						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	187	185	140	119	
425	450	196	194	147	125	
450	475	204	202	155	133	
475	500	213	211	161	138	
500	525	221	218	168	143	
525	550	230	227	176	150	
550	575	238	235	183	156	
575	600	246	243	191	161	
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)						
o Increase, except as noted) Decision No. 83772 o No Change)						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

MINIMUM RATE TARIFF 3-A

SECTION 3--RATES (In Cents Per Head)										ITEM	
Dairy Cattle, as described in Item 10.											
AND BETWEEN	ZONES (See Items 310 and 311 for territorial zone descriptions.)										
	ZONES	A	B	C	D	E	F	G	H		I
A	130										
B	165	130									
C	300	230	130								
D	300	300	300	130							
E	230	230	230	165	130						
F	165	165	300	230	165	130					
G	230	300	455	300	300	230	130				
H	165	230	375	300	300	165	165	130			
I	165	230	375	375	300	230	230	165	130		
Rates are subject to a minimum charge of \$1.65 per shipment. Not subject to the provisions of Items 130, 140 and 150.											
◊ Increase, Decision No.											
83772											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											