

AP

Decision No. 87387 May 24, 1977

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
for the purpose of considering and )  
determining minimum rates for trans- )  
portation, in bulk, of agricultural )  
products and related articles state- )  
wide as provided in Minimum Rate )  
Tariff 14-A and the revisions or )  
reissues thereof. )

Case No. 7857  
Petition for Modification  
No. 158  
(Filed April 5, 1977)  
Order Setting Hearing 107  
(Filed June 5, 1974)

INTERIM OPINION

Minimum Rate Tariff 14-A (MRT 14-A) contains rates and rules governing the transportation in bulk of grain, rice, animal feed, oilseeds, hay, and related agricultural commodities.

California Trucking Association (CTA) seeks increases averaging six to seven percent in the rates and charges in MRT 14-A and the establishment of revised rules governing the application of the tariff. CTA estimates that the total annual revenue increase from its proposal is \$2,600,000.

In support of its request CTA alleges as follows: The rates and charges in MRT 14-A were last revised pursuant to Decision No. 86266 issued August 17, 1976 in Case No. 7857 (Petition 138). Since that date the cost of conducting motor carrier operations under the provisions of MRT 14-A has increased. In large measure, the increased costs are attributable to higher wages and fringe benefits paid to all categories of carrier employees. Other cost increases stem from higher payroll taxes and related payroll insurance costs. The petition alleges that virtually every category of carrier operating expense has increased due to upward inflationary pressures.

The petition states that carriers engaged in transportation under MRT 14-A have endeavored to evaluate 1976 harvest experiences and the prospects for the 1977 harvest in arriving at the levels of rates sought herein. Consideration was given to the need for maintaining an adequate for-hire transportation system at the lowest reasonable level of minimum rates.

The particular levels of rates sought in the petition are supported by cost and other data attached to the petition. The methods used by petitioner in evaluating the impact of wage and other cost increases are described in Decision No. 86266. The data included in the attachment indicate that bulk grain rates in MRT 14-A consistently have been maintained at levels lower than distance rates on other bulk commodities or distance class rates, and that in recent years the rates in MRT 14-A have received lesser percentage-wise increases than the distance class or commodity rates in other minimum rate tariffs.

CTA proposes that a charge of one cent per 100 pounds be established in MRT 14-A for the use of modern and more costly specialized units of equipment, such as pneumatic tank trailers, chain-floor trailers, walking-floor trailers, and end-dump trailers. CTA proposes that Distance Table 8 (DT 8) be adopted to supersede Distance Table 7 (DT 7); that documentation requirements be simplified and uncertainties be removed; and that experimental "clean up" load provisions be made permanent.

CTA states that the Commission traditionally has recognized the need for adjustment of the provisions of MRT 14-A before the major harvest seasons commence for the several types of commodities subject to MRT 14-A. Assertedly the certainty which flows from this type of early handling is immensely beneficial as it permits shippers and carriers alike to plan for orderly marketing and distribution.

CTA requests expeditious handling of this petition by the issuance of an ex parte order establishing the revised tariff provisions on or before May 8, 1977.

Notice of the filing of the petition appeared on the Commission's Daily Calendar and the petition was served on interested parties. California Grain and Feed Association, Cargill Commodity Marketing Division, and A. W. Hays Trucking, Inc. ask that the Commission issue its order promptly so that rates would be known before harvest seasons begin. Wigle and Larimore, on behalf of five cotton oil producers, responded as follows:

"Our clients find objectionable the proposed amendments in Item 10 to add definitions of particular types of trailer equipment, viz: chain floor trailers, end dump trailers, pneumatic equipment and walking floor trailers, and its companion new Item 195 which provides an additional charge of one cent per 100 lbs. for use of defined equipment in Item 10.

"If the intended provisions in Item 195 delete reference of its application to distance rates in Item 600, our clients have no objection to the Commission's handling of these tariff amendments under its Ex Parte procedures. This objection follows a long standing and continuing policy that oilseed rates provided in Item 600 be not subjected to new rules and regulations without benefit of public hearing. . . .

"In the Commission's consideration of this increase petition as it pertains to distance rates in Item 600, we would support an interim surcharge of not to exceed four percent (4%) as being a reasonable increase to cover cost increases incurred by the carriers for the transportation of oilseeds.

"Should the Commission, in its own evaluation of this petition, find reason to set rates at an increase percentage different than suggested above, we urge that the increase application be interim pending the outcome of the above referenced proceedings (OSH 146 and OSH 159 in Case No. 7857)."

The Commission's Transportation Division staff has evaluated the data supplied by CTA in the attachments to the petition. The staff review indicates that rate proposals of petitioner (except with respect to the proposed additional charge for specialized equipment) reasonably reflect the increased operating costs incurred since the minimum rates were last adjusted. The staff recommends that the ex parte consideration requested by petitioner be granted except with respect to the proposed charge for specialized equipment. The staff recommends that such proposal be the subject of a public hearing.

#### Findings

1. The present level of minimum rates in MRT 14-A was established by Decision No. 86266 dated August 17, 1976 in Case No. 7857 (Petition 138). The rates established pursuant to that decision became effective August 23, 1976, well into the harvest season for many of the commodities subject to that tariff.

2. Petitioner has shown that since the rates in MRT 14-A were last adjusted, carriers subject to that tariff have incurred further substantive increases in operating expenses. The largest increases result from higher direct labor and fringe benefit costs and payroll expenses.

3. Petitioner requests that the rates and charges in MRT 14-A be further increased by amounts averaging six to seven percent to offset increased operating costs incurred since the rates were last adjusted. The increases requested by petitioner are estimated to produce increased annual revenues of \$2,600,000. Petitioner asks

that such increases be established immediately so that they will be in effect prior to the beginning of the harvest seasons for the various agricultural commodities subject to MRT 14-A.

4. Petitioner also proposes that an additional charge of one cent per 100 pounds be established for the use of specialized types of carriers' equipment designated as chain-floor trailers, end-dump trailers, pneumatic equipment, and walking-floor trailers on the basis that such equipment is more costly to operate than the flatbed or other trailers usually furnished. The charge of one cent per 100 pounds is described in the supporting data to the petition as "minimally reflective of the added costs of such units in the absence of more definitive quantitative data". Thus, no precise measurement of the added cost supports the proposed additional charge.

5. Shippers and carriers who made their views known to the Commission generally support the ex parte handling requested by petitioner, except that cotton oil producers request that the one cent charge described in the preceding finding not be made applicable to the transportation of oilseeds and that the increase on oilseeds (Item 600) be limited to four percent.

6. The Commission staff has analyzed the cost and other data set forth in the petition. Based on that analysis, it recommends that petitioner's proposals be adopted by ex parte order except with respect to the proposed additional charge for specialized equipment which it recommends be the subject of a public hearing.

7. As we have repeatedly stated in recent decisions, we are not sympathetic to offset procedures; however, we recognize that carriers are faced with increased costs. Increases averaging six to seven percent for all rates and charges now set forth in MRT 14-A, except oilseeds (Item 600), will be reasonable and are justified. An increase of four percent in rates for oilseeds will be reasonable and is justified, pending hearing.

8. The establishment of a charge of one cent per 100 pounds for use of specialized equipment (proposed Item 195) should be subject to review by the Commission at a public hearing. Pending such review the proposed charge should not be established in MRT 14-A.

9. Petitioner proposes several amendments to MRT 14-A to simplify application of the tariff and to make permanent certain temporary provisions. Those amendments are not opposed. Such amendments are reasonable and any increases resulting from the adoption of such revised provisions are justified.

10. Petitioner proposes that DT 8 be adopted in lieu of DT 7 to govern MRT 14-A. Decision No. 84332 dated April 15, 1975 in Case No. 7024 (OSH 31) adopted the mileages, maps, rules, and other provisions in DT 8 and stated that further hearing should be held in Case No. 7857 (OSH 107) and related proceedings to determine the amendments required in the tariffs governed by the distance table as a result of the changes in DT 8, and that DT 8 shall supersede DT 7 as the governing distance to the extent and manner determined in those proceedings. The adoption of DT 8 to govern the provisions of MRT 14-A will result in just, reasonable, and nondiscriminatory constructive mileage rates for the transportation of agricultural commodities in bulk.

11. To the extent that the provisions of MRT 14-A have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Code, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for such carriers, to that same extent the rates and charges of said carriers

are hereby found to be, now and for the future, unreasonable, insufficient, and not justified by the actual rates of competing carriers or the costs of other means of transportation.

12. Where common carriers have been heretofore authorized to depart from the so-called long- and short-haul prohibition of former Article XII, Section 21 of the Constitution, and Section 460 of the Public Utilities Code, such outstanding authorities should be modified, as requested by petitioner, to depart from Section 461.5 of the Public Utilities Code.

Conclusions

1. DT 8 should be adopted to govern MRT 14-A.
2. MRT 14-A should be amended to reflect the rates and charges found reasonable above.
3. Hearing should be scheduled with respect to petitioner's proposals not adopted in the order which follows.
4. The effective date of this order should be the date on which it is signed because the relief granted is not opposed and there is a compelling need for advanced planning in the harvesting and marketing of California's 1977 agricultural products.

INTERIM ORDER

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 June 4, 1977, the revised pages set forth in Appendix A attached hereto and by this reference made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent they are subject to Decision No. 67397, as amended, are 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 by this decision for Minimum Rate Tariff 14-A rates.

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 such rates by the same amounts authorized by this decision for Minimum Rate Tariff 14-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 14-A are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 14-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 June 4, 1977, 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. 67397, as amended, shall remain in full force and effect.

9. To the extent not granted herein Petition for Modification No. 158 will be subject to hearing. The proceeding in OSH 107 is terminated and that matter is closed.

The effective date of this order is the date hereof.

Dated at Los Angeles, California, this 24th  
day of MAY, 1977.

*I concur in the  
conclusion but  
not in the effective date  
the date hereof.  
William J. Syreus Jr.  
Commissioner*

\_\_\_\_\_  
President

\_\_\_\_\_  
*Vernon L. Stinson*  
\_\_\_\_\_  
*Richard D. Stinson*  
\_\_\_\_\_

\_\_\_\_\_  
Commissioners

Commissioner Robert Batinovich, being  
necessarily absent, did not participate  
in the disposition of this proceeding.

APPENDIX A

LIST OF REVISED PAGES TO  
MINIMUM RATE TARIFF 14-A

EIGHTEENTH	REVISED	PAGE	4
THIRD	REVISED	PAGE	6
TENTH	REVISED	PAGE	7
THIRD	REVISED	PAGE	9
TENTH	REVISED	PAGE	12
NINTH	REVISED	PAGE	13
NINTH	REVISED	PAGE	26
SIXTH	REVISED	PAGE	26-A
FIFTH	REVISED	PAGE	27
NINTH	REVISED	PAGE	29
NINTH	REVISED	PAGE	31
FOURTEENTH	REVISED	PAGE	32
NINTH	REVISED	PAGE	34

(END OF APPENDIX A)

SECTION 1--RULES OF GENERAL APPLICATION	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 10 and 11)</p> <p>CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semitrailer, or any combination of such highway vehicles operated by the carrier.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>CONSIGNEE means the person, firm or corporation shown on the shipping document as the party to whom the property is physically delivered by the carrier.</p> <p>CONSIGNOR means the person, firm or corporation shown on the shipping document as the party who physically delivers the property to the carrier for transportation.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee, or other party.</p> <p>Distance TABLE means Distance Table 8 issued by the Commission.</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification NMF 100-D, including supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p> <p>HOLIDAYS mean New Year's Day (January 1), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Fourth of July, Labor Day (the first Monday in September), Thanksgiving Day, the day after Thanksgiving, December 24 and Christmas Day (December 25). When a holiday falls on Sunday, the following Monday shall be considered as a holiday.</p> <p>IN BULK means not in bags, sacks, packages, or other containers, except bins, or except containers otherwise specified.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>POINT OF DESTINATION means the location at which property is delivered to the consignee or his agent. All points within a single storage yard or structure, or within a single plant or receiving area of one consignee, shall be considered as one point of destination. A plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p style="text-align: right;">(Continued in Item 11)</p>	<p>§10</p>
<p>§ Change, Decision No. <b>87387</b></p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. Shipments may be picked up in multiple lots in accordance with the provisions of Items 140 and 141. Component parts of split pickup or split delivery shipments may be combined under the provisions of Items 150 and 151 or 160 and 161.</p>	50
<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment, except as provided in Item 70. (See Exception)</p> <p>EXCEPTION.--When rail rates are used under the provisions of Items 200 and 210 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>	60
<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges computed upon the actual weight of a shipment exceed the charges computed upon a greater minimum weight for which a lower rate is provided, the latter shall apply.</p>	70
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	80
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Mileage to be used in determining distance rates shall be the shortest mileage via any public highway route, computed as provided in the Distance Table.</p> <p>When stopping in transit service is performed, distances shall be computed via the transit point. (See Item 190)</p>	90
<p style="text-align: center;">APPLICATION OF RATES</p> <p>1. Rates in Section 3 and Section 4 include the service of the driver and one helper.</p> <p>2. Rates in Section 5 include the services of the driver for loading or unloading the carrier's equipment, subject to the provisions of Item 110, Charges for Accessorial Services.</p>	100
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES</p> <p>61. When, at the request of the debtor, consignor, or consignee, the carrier performs any accessorial service which is not authorized to be performed under rates provided in this tariff, and for which a charge is not otherwise provided, additional charges provided in Item 130 shall be assessed. The charge provided for unit of carrier's equipment shall apply whenever the accessorial service requires its use or whenever the unit of carrier's equipment is inactivated by reason of the driver or other carrier employee being engaged in such service.</p> <p>2. The provisions of this item shall not apply when accessorial service is provided for any reason other than debtor's, consignor's or consignee's request or order. The accessorial service performed and the reason for providing such service shall be recorded on shipping and accessorial service documents.</p>	6110
<div style="display: flex; justify-content: space-between; align-items: center;"> <div>             Change Addition           </div> <div>             } Decision No.           </div> <div style="font-size: 2em; font-weight: bold;">87387</div> </div>	
EFFECTIVE	
<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 OF GENERAL APPLICATION (Continued)		ITEM									
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>§1. Except as provided in paragraph 2, a period of two hours for loading and two hours for unloading shall be allowed for each unit of "carrier's equipment."</p> <p>§2. A period of four hours for loading and four hours for unloading shipments of whole grain shall be allowed for each unit of "carrier's equipment."</p> <p>§3. "Unit of "Carrier's Equipment," means a motor truck, and/or trailer or semitrailer, exclusive of motor tractor.</p> <p>4. Charges for loading and/or unloading time in excess of free time authorized in paragraph 1 of this item are provided in Item 130.</p> <p>§5. A charge of 04¢ per 100 pounds will be made by the carrier on all shipments of whole grain on all equipment unloaded or loaded after free time has elapsed.</p>		0120									
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES AND FOR EQUIPMENT HELD AFTER FREE TIME HAS ELAPSED</p> <p>The charges provided in this item apply for accessorial services, as provided in Item 110, and for time in excess of the free time specified in Items 120 and 190.</p> <p style="text-align: center;"><u>Charges in Cents</u></p> <table> <tr> <th></th><th style="text-align: center;"><u>For First 30 Minutes or Fraction</u></th><th style="text-align: center;"><u>For Each Additional 15 Minutes or Fraction</u></th></tr> <tr> <td>(a) For driver or other carrier employee, per man -----</td><td style="text-align: center;">0820</td><td style="text-align: center;">0410</td></tr> <tr> <td>§(b) For unit of "carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----</td><td style="text-align: center;">74</td><td style="text-align: center;">37</td></tr> </table>			<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 -----	0820	0410	§(b) For unit of "carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	74	37	0130
	<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 -----	0820	0410									
§(b) For unit of "carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	74	37									
<p style="text-align: center;">CHARGES FOR OBTAINING A WEIGHMASTER'S CERTIFICATE</p> <p>Whenever a carrier is requested by the shipper, consignee or debtor to obtain a certified weight from a public scale, or when a carrier must obtain a certified weight for billing purposes or for other legal requirements, and a charge is assessed by the public weighmaster for this service, the carrier shall assess a charge of not less than the actual amount paid by the carrier to the public weighmaster for the weighing service for each weight certificate obtained and furnished to the debtor or other person requesting a certified weight.</p>		135									
<p>           § Change                    )            * Addition                ) Decision No. <b>87387</b>            § Increase                 )         </p>											
EFFECTIVE											
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>											
Correction											

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Concluded) (Items 140 and 141)</p> <p>3. In addition to the single multiple lot document, a shipping document shall be issued to the debtor by the carrier for each pickup, including the first. Each such shipping document shall show the date and number of single multiple lot document and such other information necessary to clear identification of the single multiple lot document.</p> <p>ø4. (a) If rated under the rates in this tariff, the entire shipment shall be picked up by the carrier within a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays.</p> <p>(b) If rated under the provisions of Items 200 and 210 *(Alternative Application of Common Carrier Rates) of this tariff, the entire shipment shall be picked up by the carrier within:</p> <p>(1) a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays, when the highway carrier's ** equipment is placed for loading by the consignor without the presence of carrier personnel or motive equipment.</p> <p>(2) a 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (1) above.</p> <p>5. On shipments consisting only of whole grain, the entire shipment shall be picked up by the carrier within a period of five calendar days computed from 12:01 a.m. of the date the first lot is picked up, excluding Saturdays, Sundays and legal holidays. Shipments transported under the provisions of this paragraph are not subject to Item 200 (Alternative Application of Common Carrier Rates).</p> <p>ø6. The rate for a multiple lot shipment shall be the rate in effect on the date of the first pickup for the transportation of a shipment of like kind and quantity of property picked up or transported on a single unit of carrier's equipment.</p> <p>7. If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment. The property picked up in accordance with the provisions of Paragraph 1 or Paragraph 2 shall constitute a multiple lot shipment.</p>	<p style="text-align: center;">ø141</p>
<p>ø Change )        * Addition )        ø Increase )        Δ Change, neither increase nor reduction )        ** Eliminated )</p> <p style="text-align: right;">Decision No. <b>87387</b></p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM
ADDITIONAL CHARGES FOR SPLIT PICKUP OR SPLIT DELIVERY SHIPMENT			
Weight of Component Part (Pounds)			
Over	But Not Over	Charge for Each Component Part (Cents)	0170
0	2,000-----	870	
2,000	4,000-----	1005	
4,000	10,000-----	1140	
10,000	20,000-----	1275	
20,000	-----	1405	
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 550 and in Section 6, add 4 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)			
0Increase, Decision No.			87387
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,			
SAN FRANCISCO, CALIFORNIA.			
Correction			

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>1. Shipments of cottonseed, or 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 \$3.20 shall be assessed for the second stop.</p>	0190
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>1. Rates of common carriers by land may be used instead of the rates shown in this tariff when a lower charge is produced for the same transportation.</p> <p>2. When rail carload rates are used instead of the rates in this tariff, point of origin and point of destination shall be directly served by rail spur track.</p> <p>3. When a rail carload weight is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>4. The definitions of "point of origin" and "point of destination" in Items 10 and 11 apply in connection with this item.</p> <p>5. When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p>	200
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>1. Rates of common carriers by land 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>o Increase, Decision No. <b>87387</b></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	



MINIMUM RATE TARIFF 14-A

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	52	32	20	17	
3	5	53	33	21½	18½	
5	10	55	35	23	20½	
10	15	57	37	25	21½	
15	20	59	39	26½	23	
20	25	61	41	28	24½	
25	30	63	43	29½	26½	
30	35	65	45	31	28	
35	40	67	47	32	30	
40	45	69	49	34	32	
45	50	72	51	36	33	
50	60	75	54	39	36	
60	70	78	58	41	38	
70	80	81	62	43	41	
80	90	85	66	45	43	
90	100	88	70	47	45	
100	110	90	74	48	46	
110	120	93	77	50	47	
120	130	95	80	52	48	
130	140	98	83	53	49	
140	150	101	86	55	51	
150	160	104	89	58	52	
160	170	107	92	60	53	
170	180	110	95	63	55	
180	190	113	98	65	57	
190	200	116	101	67	59	
200	220	120	105	71	63	
220	240	124	109	75	66	
240	260	129	113	78	69	
260	280	135	117	82	73	
280	300	140	121	85	77	
300	325	145	127	88	81	
325	350	151	132	92	85	
350	375	157	138	96	88	
375	400	162	143	100	91	
400	425	167	148	104	94	
425	450	173	154	108	98	
450	475	178	159	112	102	
475	500	184	164	116	106	
500	525	190	170	120	109	
(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 06½ 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, except as noted o No change						
Decision No. 87387						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

MINIMUM RATE TARIFF 14-A

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)						0301
(1) MILES		MINIMUM WEIGHT IN POUNDS				
Over	But Not Over	Less than 20,000	20,000	30,000	(2) 40,000	
525	550	196	176	124	112	
550	575	202	183	129	116	
575	600	208	189	132	119	
600	625	213	194	136	121	
625	650	219	199	140	124	
650	675	225	205	144	128	
675	700	230	211	148	132	
700	725	236	218	153	136	
725	750	242	225	157	140	
750	775	247	232	161	144	
775	800	253	239	164	148	
800	850	261	247	170	155	
850	900	269	253	175	159	
900	950	277	260	180	163	
950	1,000	285	268	186	168	
1,000	1,050	294	275	191	173	
1,050	1,100	302	282	197	178	
1,100	1,150	310	288	202	184	
1,150	1,200	318	296	208	189	
(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 0.64 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, except as noted ) o No change ) Decision No. 87387						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)			ITEM
<b>LOCAL DELIVERY SERVICE</b>  Rates in this item apply only for local delivery service of hay, fodder and straw in machine pressed bales, when distance between point of origin and point of destination of the shipment does not exceed 15 constructive miles. Rates provided by this item may not be used in combination with any other rates.			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	15	
NOTE.--Minimum charge per shipment-----		\$7.45	
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: left;">           o Increase, Decision No.         </div> <div style="font-size: 2em; font-weight: bold;">87387</div> </div>			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

Correction

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-----	54	--	--	
Coachella Valley Territory-----	51	--	55	
Fresno Territory-----	78	--	--	
Imperial Valley Territory-----	66	--	51	
Lancaster Territory-----	47	36	--	
Merced Territory-----	89	--	--	
North Kern Territory-----	62	--	--	
Palo Verde Territory-----	67	--	--	
Salton Sea Territory-----	59	--	55	
South Kern Territory-----	54	--	--	
Tulare Territory-----	68	--	--	
(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 of 400 in this item.				
(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 \$38.65 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 6 1/2 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, except as noted o No change		} Decision No. 87387		
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

MINIMUM RATE TARIFF 14-A

SECTION 5--DISTANCE COMMODITY RATES		ITEM						
ITEM CANCELLED		Ø510						
<p>APPLICATION OF RATES IN ITEM 550 MAKING SPECIFIC REFERENCE HERETO</p> <p>Ø1. Rates referring to this item are subject to varying minimum weights per shipment, dependant upon the number of units of carrier's equipment used, as shown below, regardless of the weight loaded in each unit of equipment. In no event shall the minimum weight per shipment be less than 52,000 pounds, or actual weight, whichever is greater.</p> <table><thead><tr><th><u>Number of Units of *Carrier's Equipment Used</u></th><th><u>Minimum Weight (In Pounds)</u></th></tr></thead><tbody><tr><td>1-----</td><td>52,000</td></tr><tr><td>2 or more-----</td><td>104,000</td></tr></tbody></table> <p>2. Rates referring to this item do not alternate with other rates and charges in this tariff and shall not be used in combination with any other rates, except for the Field Pickup Shipment charges provided in Item 180.</p>		<u>Number of Units of *Carrier's Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>	1-----	52,000	2 or more-----	104,000	Ø512
<u>Number of Units of *Carrier's Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>							
1-----	52,000							
2 or more-----	104,000							
<p>Ø Change        ) * Addition    ) Decision No.        <b>87387</b></p>								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

MINIMUM RATE TARIFF 14-A

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 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	22	19	14	11	9½	
3	5	25	20	16	12	10	
5	10	27	22	17	13	11	
10	15	28	25	18	14	12	
15	20	31	26	20	15	12½	
20	25	33	27	21	17	13½	
25	30	34	28	22	18	15½	
30	35	37	31	25	20	17	
35	40	41	32	26	21	18	
40	45	43	33	27	22	18½	
45	50	46	34	28	25	19	
50	60	49	37	31	27	21	
60	70	54	41	33	29	22	
70	80	58	43	34	31	23½	
80	90	62	46	37	32	25	
90	100	66	47	41	34	26	
100	110	69	49	42	37	27	
110	120	73	52	46	38	29	
120	130	77	53	47	40	31	
130	140	81	55	49	45	33	
140	150	85	58	52	46	34	
150	160	89	61	54	48	35	
160	170	92	64	57	51	37	
170	180	95	67	58	53	38	
180	190	99	69	61	55	40	
190	200	102	72	64	57	42	
200	220	107	75	68	61	47	
220	240	113	80	73	64	49	
240	260	119	84	75	68	52	
260	280	123	88	76	72	54	
280	300	129	92	84	75	58	
300	325	135	95	88	80	63	
325	350	138	101	92	83	68	
350	375	144	105	95	87	72	
375	400	148	109	101	89	75	
400	425	153	113	105	92	80	
425	450	159	118	107	94	84	
450	475	164	121	111	98	88	
475	500	170	127	115	102	92	
For distances over 500 miles, add for each 25 miles or fraction thereof:		04	04	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.							
o Increase, except as noted ) o No change )		Decision No. 87387					
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.						
MILES		RATES	MILES		RATES	
Over	But Not Over		Over	But Not Over		
0	3	9½	130	140	32	
3	5	10	140	150	33	
5	10	11	150	160	34	
10	15	11½	160	170	36	
15	20	12	170	180	37	
20	25	13	180	190	40	
25	30	14½	190	200	42	
30	35	16½	200	220	46	
35	40	17½	220	240	48	
40	45	18	240	260	51	0600
45	50	18½	260	280	53	
50	60	20½	280	300	57	
60	70	21½	300	325	61	
70	80	23	325	350	67	
80	90	24½	350	375	71	
90	100	25½	375	400	74	
100	110	26½	400	425	78	
110	120	28	425	450	82	
120	130	31	450	---	Q)	
Q) Add to rate for 450 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof.						
◊ Increase, except as noted } Decision No. <b>87387</b> ◊ No change						
END OF TARIFF						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						