

Decision No. 88898 MAY 31 1978

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 }  
transportation, in bulk, of }  
agricultural products and related }  
articles statewide as provided in }  
Minimum Rate Tariff 14-A and the }  
revisions or reissues thereof. }

Case No. 7857  
Petition for Modification No. 164  
(Filed March 14, 1978)

O P I N I O N

Minimum Rate Tariff 14-A (MRT 14-A) contains rates and rules governing the transportation of agricultural commodities in bulk, including grain, rice, animal feeds, oilseeds, hay, and related commodities. The rates in MRT 14-A were last increased pursuant to Decision No. 87387 dated May 24, 1977 in Case No. 7857 (Petition 158).<sup>1/</sup>

In this petition California Trucking Association (CTA) alleges that since the rates were last adjusted in MRT 14-A, motor carriers subject to that tariff have incurred increases in operating costs that require an increase in the minimum rates in that tariff. The petition seeks increases in the minimum rates averaging approximately 5.2 percent. No increase is sought in rates for oilseeds.

Attached to the petition as Appendix B is the verified statement of CTA's assistant director of its Division of Transportation Economics. That statement sets forth in detail the changes in the principal elements of highway carrier operating costs which are alleged to have changed significantly since the last adjustment of the rates in MRT 14-A. The principal cost changes measured in the verified statement are those pertaining to labor and fringe benefits, payroll

---

<sup>1/</sup> Decision No. 87387 raised all rates and charges by 7 percent, except that rates for oilseeds were increased by 4 percent. Decision No. 87800 dated August 30, 1977 confirmed the rate increase for oilseeds and adjusted the accessorial charges for handling oilseeds.

taxes, and workers' compensation insurance. In addition, the verified statement shows that the equipment costs have risen.

The increased rates and charges proposed in the petition (Appendix A) are developed on the wage (cost) offset method. The Commission staff has no objection to the proposed rate increases if they are developed on the direct wage offset method, which produces lesser increases than the method used in the petition.<sup>2/</sup> The Commission staff has furnished to the Commission proposed revisions of MRT 14-A that incorporate rate adjustments based on the wage offset method. The increases in rates based on that method average about 4.5 percent, and are estimated to produce an annual revenue increase of about \$2,390,000. The staff's cost data and rate proposals are incorporated herein as Exhibit 1.

Copies of the petition were served in accordance with Commission rules and notice of the filing of the petition appeared on the Commission's calendar. CTA and interested shipper groups were informed of the staff proposals. There are no protests or requests for public hearing.

CTA asks that the increases sought herein be granted promptly so that the rates will be known to shippers and carriers before the beginning of the harvest season. That season will soon commence for some of the commodities subject to MRT 14-A. In the circumstances, a public hearing is not necessary.

#### Findings

1. Since the rates were last increased pursuant to Decision No. 87387, carrier operating costs have risen in connection with services performed under the provisions of MRT 14-A.
2. Increases in rates as proposed by the staff in Exhibit 1 are justified and such increases should be established in MRT 14-A.
3. The rates and accessorial charges described in the above finding will be reasonable and the increases resulting therefrom are justified. The rates and charges so established are the lowest lawful rates compatible with the maintenance of adequate transportation service.

---

<sup>2/</sup> The three offset methods for adjusting rates in the Commission's minimum rate tariffs in the period between full-scale cost and rate studies are described in Re Minimum Rate Tariff 2 et al., (1969) 70 CPUC 277, at pages 280 and 281.

4. 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.

5. Where common carriers have been heretofore authorized to depart from the so-called long- and short-haul provision 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.

6. A public hearing is not necessary.

7. The estimated annual increase in carriers' revenues from the rate increases granted herein is approximately \$2.4 million.

#### Conclusions

1. MRT 14-A should be amended to reflect the rates and charges found reasonable above.

2. The effective date of this order should be the date on which it is signed because the earliest harvesting season began about May 1, and the rates established herein should become effective as soon as possible.

#### O R D E R

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 twenty-five days after the date hereof, 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 MRT 14-A are authorized to increase such rates by the same amounts authorized by this decision for MRT 14-A rates.

4. Common carriers maintaining rates on the same level as MRT 14-A rates for the transportation of commodities and/or for transportation not subject to MRT 14-A are authorized to increase such rates by the same amounts authorized by this decision for MRT 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 MRT 14-A are authorized to increase such rates by the same amounts authorized by this decision for MRT 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 twenty-five days after the effective date hereof, 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.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 31st  
day of MAY, 1978.

Ralph B. Johnson  
President  
William J. Johnson  
Vernon L. Johnson  
Richard D. Johnson  
Commissioners

Commissioner Claire T. Dedrick, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF REVISED PAGES  
TO MINIMUM RATE TARIFF 14-A

FIRST	REVISED	PAGE	1
ELEVENTH	REVISED	PAGE	7
TWELFTH	REVISED	PAGE	12
TENTH	REVISED	PAGE	13
TENTH	REVISED	PAGE	26
SEVENTH	REVISED	PAGE	26-A
SIXTH	REVISED	PAGE	27
TENTH	REVISED	PAGE	29
FIFTEENTH	REVISED	PAGE	32

(END OF APPENDIX A)

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

211	251	291	331	371	411	451	491	531	571
212	252	292	332	372	412	452	492	532	572
213	253	293	333	373	413	453	493	533	573
214	254	294	334	374	414	454	494	534	574
215	255	295	335	375	415	455	495	535	575
216	256	296	336	376	416	456	496	536	576
217	257	297	337	377	417	457	497	537	577
218	258	298	338	378	418	458	498	538	578
219	259	299	339	379	419	459	499	539	579
220	260	300	340	380	420	460	500	540	580
221	261	301	341	381	421	461	501	541	581
222	262	302	342	382	422	462	502	542	582
223	263	303	343	383	423	463	503	543	583
224	264	304	344	384	424	464	504	544	584
225	265	305	345	385	425	465	505	545	585
226	266	306	346	386	426	466	506	546	586
227	267	307	347	387	427	467	507	547	587
228	268	308	348	388	428	468	508	548	588
229	269	309	349	389	429	469	509	549	589
230	270	310	350	390	430	470	510	550	590
231	271	311	351	391	431	471	511	551	591
232	272	312	352	392	432	472	512	552	592
233	273	313	353	393	433	473	513	553	593
234	274	314	354	394	434	474	514	554	594
235	275	315	355	395	435	475	515	555	595
236	276	316	356	396	436	476	516	556	596
237	277	317	357	397	437	477	517	557	597
238	278	318	358	398	438	478	518	558	598
239	279	319	359	399	439	479	519	559	599
240	280	320	360	400	440	480	520	560	600
241	281	321	361	401	441	481	521	561	601
242	282	322	362	402	442	482	522	562	602
243	283	323	363	403	443	483	523	563	603
244	284	324	364	404	444	484	524	564	604
245	285	325	365	405	445	485	525	565	605
246	286	326	366	406	446	486	526	566	606
247	287	327	367	407	447	487	527	567	607
248	288	328	368	408	448	488	528	568	608
249	289	329	369	409	449	489	529	569	609
250	290	330	370	410	450	490	530	570	610

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;">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 4¢ 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>	120												
<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> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;"><u>Charges in Cents</u></th> </tr> <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> </thead> <tbody> <tr> <td>(a) For driver or other carrier employee, per man -----</td> <td style="text-align: center;">860</td> <td style="text-align: center;">430</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;">77</td> <td style="text-align: center;">39</td> </tr> </tbody> </table>		<u>Charges in Cents</u>			<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 -----	860	430	(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	77	39	0130
	<u>Charges in Cents</u>												
	<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 -----	860	430											
(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	77	39											
<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>o Increase, Decision No. <b>88898</b></p>													
<p>EFFECTIVE</p>													
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,                  SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>													



MINIMUM RATE TARIFF 14-A

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM
ADDITIONAL CHARGES FOR SPLIT PICKUP OR SPLIT DELIVERY SHIPMENT			
Weight of Component Part (Pounds)			
<u>Over</u>	But <u>Not Over</u>	Charge for Each Component Part (Cents)	0170
0	2,000-----	910	
2,000	4,000-----	1050	
4,000	10,000-----	1190	
10,000	20,000-----	1335	
20,000	-----	1470	
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:			180
(a) For shipments subject to the rates provided in Items 300, 301 and 400, at the charges provided in said items. (See Exception)			
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 (except cottonseed), 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.			
5. A single shipping document for the entire field pickup shipment shall be issued prior to or at the time of the first pickup. Such shipping document shall show the name of the debtor, the name of the consignor, the name of the carrier, point of origin, point of destination, date, kind and estimated quantity of property to be transported.			
(Continued in Item 181)			
◊ Increase, Decision No. <b>88898</b>			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

MINIMUM RATE TARIFF 14-A

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;"><b>STOPPING IN TRANSIT</b></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 \$3.35 shall be assessed for the second stop.</p>	0190
<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></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;"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</b></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>88898</b></p>	
<p><b>EFFECTIVE</b></p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,        SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION J--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				(2) 40,000
Over	But Not Over	Less than 20,000	20,000	30,000		
0	3	52½	32½	20½	17½	
3	5	53½	33½	22	19	
5	10	55½	35½	23½	21	
10	15	57½	37½	25½	22	
15	20	59½	39½	27	23½	
20	25	61½	41½	28½	25	
25	30	64	44	30½	27½	
30	35	66½	46	32	29	
35	40	68	48	33	31	
40	45	70	50	35	33	
45	50	73	52	37	34	
50	60	77	56	41	38	
60	70	80	60	43	40	
70	80	83	64	45	43	
80	90	87	68	47	45	
90	100	90	72	49	47	
100	110	92	76	50	48	
110	120	95	79	52	49	
120	130	97	82	54	50	
130	140	100	85	55	51	
140	150	103	88	57	53	
150	160	107	92	61	54	
160	170	110	95	63	55	
170	180	113	98	66	57	
180	190	116	101	68	59	
190	200	119	104	70	61	
200	220	123	108	74	66	
220	240	127	112	78	69	
240	260	132	116	81	72	
260	280	138	120	85	76	
280	300	143	124	88	80	
300	325	149	131	93	84	
325	350	155	136	96	88	
350	375	161	142	100	92	
375	400	166	147	104	95	
400	425	171	152	108	98	
425	450	177	158	112	102	
450	475	182	163	116	106	
475	500	188	168	120	110	
500	525	194	174	124	113	

0300

(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 7 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 ) Decision No. **88898**  
 o No change )

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				(2)	
Over	But Not Over	Less than 20,000	20,000	30,000	40,000		
525	550	200	181	128	116	0301	
550	575	206	187	133	120		
575	600	212	193	137	123		
600	625	217	198	140	125		
625	650	223	203	144	128		
650	675	229	209	148	132		
675	700	234	215	152	136		
700	725	240	222	157	140		
725	750	246	229	161	144		
750	775	251	236	165	148		
775	800	257	243	168	152		
800	850	265	251	174	159		
850	900	273	257	179	163		
900	950	281	264	184	167		
950	1,000	289	272	190	172		
1,000	1,050	298	279	195	177		
1,050	1,100	306	286	201	185		
1,100	1,150	314	292	206	188		
1,150	1,200	322	300	212	193		
<p>(1) See Item 90.</p> <p>(2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item 400.</p> <p>NOTE.--An additional charge of 7 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.</p>							
<p>♦ Increase, Decision No. <b>88898</b></p>							
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
<p><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>			
<u>FROM</u>	<u>TO</u>	<u>RATE</u> (See Note)	0310
Point of growth or storage	Point of storage or Point of use in Animal Husbandry	16	
NOTE.--Minimum charge per shipment-----		\$7.80	
<p>o Increase, Decision No. <b>88898</b></p>			
<p><b>EFFECTIVE</b></p>			
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,                  SAN FRANCISCO, CALIFORNIA.</p>			
Correction			

MINIMUM RATE TARIFF 14-A

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-----	56	--	--	
Coachella Valley Territory-----	53	--	57	
Fresno Territory-----	81	--	--	
Imperial Valley Territory-----	69	--	53	
Lancaster Territory-----	49	38	--	
Merced Territory-----	92	--	--	
North Kern Territory-----	65	--	--	
Palo Verde Territory-----	70	--	--	
Salton Sea Territory-----	62	--	57	
South Kern Territory-----	56	--	--	
Tulare Territory-----	71	--	--	
(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.				
(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 \$40.40 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 7 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. <b>88898</b>				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

0400

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		RATES (See Note 1)					
Over	But Not Over	MINIMUM WEIGHT IN POUNDS					
		10,000 (See Note 2)	20,000	30,000	40,000	52,000 (See Note 3)	
0	3	22½	19½	14½	11½	10	
3	5	25½	20½	16½	12½	10½	
5	10	27½	22½	17½	13½	11½	
10	15	28½	25½	18½	14½	12½	
15	20	31½	26½	20½	15½	13	
20	25	33½	27½	21½	17½	14	
25	30	35	29	23	19	16	
30	35	38	32	26	21	18	
35	40	42	33	27	22	19	
40	45	44	34	28	23	19½	
45	50	47	35	29	26	20	
50	60	51	39	32	28	23	
60	70	56	43	34	30	24	
70	80	60	45	35	32	25½	
80	90	64	48	39	33	27	
90	100	68	49	43	35	28	
100	110	71	51	44	39	29	
110	120	75	54	48	40	31	
120	130	79	55	49	42	33	
130	140	83	57	51	47	35	0550
140	150	87	60	54	48	36	
150	160	92	63	56	50	38	
160	170	95	67	59	53	40	
170	180	98	70	61	55	41	
180	190	102	72	64	57	43	
190	200	105	75	67	59	45	
200	220	110	78	71	64	50	
220	240	116	83	76	67	52	
240	260	122	87	78	71	55	
260	280	126	91	79	75	57	
280	300	132	95	87	78	61	
300	325	139	99	91	83	66	
325	350	142	105	96	86	71	
350	375	148	109	99	91	75	
375	400	152	113	105	93	78	
400	425	159	117	109	96	83	
425	450	163	122	111	98	87	
450	475	168	125	115	102	92	
475	500	176	131	119	106	96	
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.							
◊ Increase, except as noted ) ○ No change )				Decision No. <b>88898</b>			
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							