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ORIGINALDecision No. 90072 : MAR 13 1979

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 of livestock and
related items statewide as provided
in Minimum Rate Tariff 3-A and the
revisions of reissues thereof.

Case No. 5433
Petition for Modification
No. 70
(Filed October 5, 1978)

O P I N I O N

Minimum Rate Tariff 3-A (MRT 3-A) contains minimum rates for the statewide transportation of livestock by highway carriers. The rates and charges in the tariff were last generally adjusted by Decision No. 88490 in Case No. 5433, Petition 66, dated February 7, 1978, and the increases authorized thereby, which averaged approximately 12.9 percent, became effective March 18, 1978.

By this petition, the California Trucking Association (CTA) seeks increases averaging approximately 3.4 percent in the rates and most charges in MRT 3-A to offset increased costs in wage rates, fringe benefits, social benefit taxes, fuel, parts, tires, and insurance. The Commission staff (staff) has advised that it recommends increases averaging approximately 2.8 percent. No protests or suggested revisions in the increases sought by CTA have been received.

CTA included a cost study and proposed increased rates and charges in Exhibits C and A, respectively, to its petition. The staff has prepared a cost study and rate proposal which are received in evidence as Exhibits 1 and 2, respectively.

The increases in direct costs developed by CTA and the staff in their respective cost studies are identical. They give recognition to increases in the historical cost data of record that have occurred between February 1, 1978 and February 1, 1979. The adjustments that

have been made to bring the cost levels into conformity with those now in effect are as follows:

1. An increase in the basic hourly wage of 25 cents per hour.
2. An increase in the employers' contribution to the Health and Welfare Fund of \$259.20 per man per year.
3. An increase in the taxable wages for the FICA (Social Security Tax) contribution from \$17,700 to a new level of \$22,900, and an increase in the FICA tax rate from 6.05 percent to 6.13 percent.
4. A decrease in the taxable wages for CUI contributions from \$7,000 to \$6,000.
5. A slight increase in the rate for California Workers' Compensation Insurance.
6. An increase of approximately \$6,000 in equipment (truck and trailer) investment to reflect 1978 costs.
7. Various minor increases in certain running and related operating costs.

The aforementioned increases were incorporated into the basic cost study underlying MRT 3-A rates by the staff and CIA. The staff, in its Exhibit 1, computed the resulting revised costs employing the three offset methods established in Decision No. 76353, (1969) 70 CPUC 277. The three methods are described at pages 280 and 281 thereof and are as follows:

- "1. Wage (Cost) Offset: Indirect expense ratios established in the original full-scale cost study are applied to the up-dated direct costs determined for the wage offset adjustment. This method assumes that indirect expense items have, or will, increase proportionately with direct costs.
- "2. Wage Offset: The percentage increase in direct labor is multiplied by the percentage of salaries and wages included in the indirect expenses of the original full-scale cost study and the resulting factor is applied to the dollar amount of indirect expenses included in the original cost presentation. This method assumes

that only those expenses included in the indirect expense ratios related to salaries and wages will increase proportionately with the increases in direct labor costs.

"3. Direct Wage Offset: Indirect expenses are held constant and no allowance for changes in indirects is made in the cost offset adjustment in rates."

As is apparent, the difference between the three quoted offset methods is the manner in which indirect expenses are treated. In the Direct Wage Offset method, no adjustment is made in indirect expenses; whereas, in the Wage (Cost) Offset method, indirect expenses are adjusted in the same manner as in the underlying full-scale cost study, and in the Wage Offset method a specific percentage formula based only on the direct expense items that have increased is used to adjust indirect expenses. While Decision No. 76353 was concerned with direct labor increases, the three offset methods likewise apply to any and all other direct cost increases which would include those additional increases with which we are concerned herein.

The staff recommended increases in its Exhibit 2 are based on the Direct Wage Offset method. The CTA recommended increases in Exhibit A to its application are based on the Wage (Cost) Offset method. Following is a comparison of the anticipated additional annual revenues that would result under the rate proposals by the staff and by the CTA:

	<u>Current MRT 3-A Estimated Amount Minimum Revenue</u>	<u>Average Percent Increase</u>	<u>Estimated Amt. of Annual Increased Revenue</u>
Petitioner	\$14,154,089	3.4%	\$481,239
Staff	14,154,089	2.8	396,314
Difference	(Staff less than CTA)		84,925

For the past several years, the Commission has, in cost offsetting adjustments, applied the Direct Wage Offset method advocated by the staff herein. This procedure is appropriate in this proceeding. The increases recommended by the staff in its Exhibit 2 will be adopted.

C.5433 Pet.70 NB *

The staff proposed increases are in conformity with the guidelines of President Carter's Council on Wage and Price Stability. The price standard set forth in the guidelines provides generally that the cumulative price increases for individual firms during 1979 are to be limited to one half of a percentage point below the firm's average annual rate of price increase during 1976-77. As shown in the staff's Exhibit 2, the allowable cumulative increase under the guidelines for MRT 3-A for the year 1979 would be approximately 6.85 percent. This is well above the average increase of 2.8 percent authorized for this tariff herein.

Because the increased costs in issue are already effective, the order which follows will be made effective on the date it is issued, and it will provide that required tariff publications may be made on five days' notice.

Findings

1. The rates in MRT 3-A were last generally adjusted by Decision No. 88490 dated February 7, 1978 in Case No. 5433, Petition 66.

2. CTA and the Commission staff have demonstrated that since MRT 3-A was last generally adjusted, the for-hire carriers governed thereby have incurred increases in direct labor costs, allied payroll taxes and expenses, fuel expenses, equipment investment expenses, and other direct operating costs.

3. The increased costs referred to in Finding 2 are not now reflected in the historical cost data underlying the level of rates named in MRT 3-A.

4. CTA seeks increases in MRT 3-A based on the Wage (Cost) Offset procedure which would average approximately 3.4 percent and result in an estimated annual minimum revenue increase of \$481,239.

5. The Commission staff recommends increases in MRT 3-A based on the Direct Wage Offset procedure which would average approximately 2.8 percent and result in an estimated annual minimum revenue increase of approximately \$396,314.

6. The increases recommended by the Commission staff have been shown to be justified and the resulting rates and charges are and for the future will be just, reasonable, and nondiscriminatory minimum rates for the highway transportation of livestock governed by the provisions of MRT 3-A.

7. The increases referred to in Finding 6 are within the standard set forth in the guidelines of President Carter's Council on Wage and Price Stability.

8. A public hearing is not necessary.

Conclusions

1. Petition 70 should be granted to the extent provided herein and MRT 3-A should be amended accordingly.

2. Because there is an immediate need for the sought relief, the effective date of this order should be the date of signature.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 3-A (Appendix A of Decision No. 55587, as amended) is further amended by incorporating therein, to become effective thirty-nine days after the date hereof, the revised pages contained 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 that they are subject also to Decision No. 55587, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.

3. Tariff publications required 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 made effective thirty-nine days after the date hereof, on not less than five days' notice to the Commission and to the public; such tariff publications as are authorized shall be made effective not earlier than thirty-nine days after the date hereof, on not less than five days' notice to the Commission and to the public, and this authority shall expire unless exercised within sixty days after the effective date of this order.

4. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 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.

5. In all other respects, Decision No. 55587, as amended, shall remain in full force and effect.

6. The Executive Director shall serve a copy of this decision on every common carrier, or such carriers' authorized tariff publishing agents, performing transportation services subject to Minimum Rate Tariff 3-A.

7. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to Minimum Rate Tariff 3-A.

8. To the extent not granted herein, Petition 70 is denied. The effective date of this order is the date hereof.

Dated at San Francisco, California, this 13th day of MARCH, 1979.

John E. Boyer
President
Deborah L. Sturgeon
Richard D. Howell
Clair T. DeWitt
James W. Quinn
Commissioners

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 3-A

THIRTEENTH	REVISED	PAGE	7
THIRTEENTH	REVISED	PAGE	9
ELEVENTH	REVISED	PAGE	9-A
NINTH	REVISED	PAGE	10
TENTH	REVISED	PAGE	11
SEVENTH	REVISED	PAGE	17-A
EIGHTEENTH	REVISED	PAGE	18
SIXTH	REVISED	PAGE	18-B
SIXTEENTH	REVISED	PAGE	19
EIGHTH	REVISED	PAGE	21

(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 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, helper, or other employee, per man---</td> <td style="text-align: center;">830</td> <td style="text-align: center;">420</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;">78</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, helper, or other employee, per man---	830	420	(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	78	39	0110
	<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, helper, or other employee, per man---	830	420											
(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	78	39											
<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 make a notation on the freight bill stating the reasons for the carrier's failure to obtain the required certificate.</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>◊ Increase, Decision No. 90072 1</p>													
<p>EFFECTIVE</p>													
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>													

MINIMUM RATE TARIFF 3-A

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 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 \$8.50 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. 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>0170</p>
<p>◊ Increase, Decision No. 90072</p>	
<p>EFFECTIVE</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

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 \$8.50 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. 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>	0180
<p style="text-align: center;">LIVESTOCK SERVICE SHIPMENT</p> <p>The rate for the transportation of a livestock service shipment shall be determined and applied as follows:</p> <p>(1) Distance rates shall be determined by the distance from that point of origin to that point of destination which produces the shortest distance via all points of origin and/or destination (See Exception).</p> <p>(2) In addition to the rate for transportation, an additional charge of \$8.50 shall be assessed for each component part; except that such additional charge shall not apply on any shipment involving only a single pickup and a single delivery.</p> <p>(3) For each livestock service shipment an agreement of carriage shall be issued; and the carrier shall be furnished with instructions showing the name of each consignee or consignor, the point(s) of origin and/or destination and the description of the kind and number of head of livestock in each component part of such shipment.</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>	0185
<p>o Increase, Decision No. 90072 i</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>	

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>\$11.90 per stop for carrier's equipment with one loaded deck, \$16.30 per stop for carrier's equipment with more than one loaded deck.</p> <p>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>	0200
<p>o Increase, Decision No. 90072 ;</p>	
<p>EFFECTIVE</p>	
<p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Rates of common carriers by land 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 style="text-align: center;">Loading-----10¢ cents per 100 pounds Unloading-----10¢ cents per 100 pounds</p>	0210
<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 rates of common carriers by land for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to such team track or private railhead from which the common carrier rate used applies. (See Notes 1, 2 and 3)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from such team track or private railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3)</p> <p style="text-align: center;">(Continued in Item 221)</p>	220
<p>◊ Increase, Decision No. 90072</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 3-A

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)							ITLM
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	32	21½	17½	13½	12½	
3	5	34	24	19½	15½	13½	
5	10	36	25½	20½	17½	14	
10	15	41	27	22	19	15	
15	20	45	28½	24	20	16½	
20	25	51	30	26	21½	18	
25	30	55	32	28	23	19½	
30	35	58	35	29½	24	21	
35	40	62	38	31	25½	22	
40	45	65	40	32	26½	23½	
45	50	68	43	34	28½	25	
50	60	75	49	37	31	28	
60	70	81	54	41	33	30	
70	80	88	61	44	36	33	
80	90	93	66	47	39	35	
90	100	97	71	50	41	36	
100	110	102	77	53	44	38	
110	120	106	82	55	47	40	
120	130	110	87	58	50	42	
130	140	115	92	62	52	43	
140	150	119	97	65	55	45	
150	160	124	102	68	58	47	
160	170	128	108	72	60	50	
170	180	133	113	75	64	52	
180	190	137	118	78	66	54	
190	200	143	123	82	69	57	
200	220	153	133	88	74	63	
220	240	162	143	95	79	68	
240	260	171	153	102	85	72	
260	280	181	163	109	90	77	
280	300	191	174	116	95	82	
300	325	202	186	124	101	88	
325	350	214	199	133	109	94	
350	375	224	211	141	116	101	
375	400	235	223	151	123	108	

(Continued in Items 272 and 275)

◊ Increase, Decision No.

90072

EFFECTIVE

Correction

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

MINIMUM RATE TARIFF 3-A

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)	40,000 (See Note 2 Item 275)	(1) 44,000 (2) 44,000 (3) 44,000 (See Note 3 Item 275)	
400	425	245	235	159	130	115	
425	450	255	247	167	137	121	
450	475	265	259	176	144	128	
475	500	276	271	184	152	134	
500	525	287	284	193	159	141	
525	550	298	295	202	166	148	
550	575	308	306	210	173	155	
575	600	319	318	218	180	161	
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		09	09	08	07	06	0272
(1) Rates apply only: (a) To the transportation of cattle to packing houses or slaughter houses for slaughter, subject to the varying minimum weights per shipment as set forth in Note 3 of Item 275; and (b) When the actual weight of the shipment is confirmed by a public weighmaster's certificate. (2) Rates are not subject to the provisions of: (a) Item 130 (2), Shipments of livestock for which the carrier may, but is not required to, obtain a public weighmaster's certificate; (b) Item 140 (2), Determination of weights and charges; (c) Item 150, Provided weights per animal; (d) Item 190, Mixed shipments; and do not apply to the transportation of cattle in mixed shipments with other livestock. (3) Rates subject to minimum weights of 40,000 or 44,000 pounds are also subject to the provisions of Item 290 (Livestock Volume Incentive Rates) and Item 295 (Livestock Volume Tender Rates). (Continued in Item 275)							
o Increase, except as noted) o No change) Decision No. 90072							
EFFECTIVE:							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						ITEM
SHEEP, viz.: Ewes, Goats, Kids, Lambs, Rams (Bucks), Sheep, Sheep Camp Outfits and Wethers.						
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	32	27½	25	22½	
3	5	34	28½	27	25	
5	10	36	30	29	27	
10	15	40	33	30	28½	
15	20	45	36	32	30	
20	25	49	38	33	31	
25	30	54	41	34	32	
30	35	57	44	36	33	
35	40	61	46	38	34	
40	45	64	49	39	35	
45	50	68	52	41	37	
50	60	74	58	44	40	
60	70	80	64	48	42	
70	80	85	69	51	45	
80	90	90	74	55	48	
90	100	95	80	58	51	
100	110	100	85	62	54	0280
110	120	103	91	66	58	
120	130	107	96	70	62	
130	140	111	103	73	65	
140	150	115	108	77	68	
150	160	119	113	81	71	
160	170	124	118	84	74	
170	180	129	122	88	77	
180	190	133	127	91	80	
190	200	138	132	95	84	
200	220	148	141	102	90	
220	240	157	152	110	96	
240	260	166	161	118	102	
260	280	175	170	125	109	
280	300	184	180	132	116	
300	325	196	193	141	123	
325	350	207	205	151	131	
350	375	218	216	160	139	
375	400	228	226	169	146	

(Continued in Items 282 and 285)

◊ Increase, Decision No.

90072

EFFECTIVE

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

Correction

SECTION 2--DISTANCE COMMODITY RATES (Continued) (In Cents per 100 Pounds)						ITEM
SHEEP, viz.: Ewes, Goats, Kids, Lambs, Rams (Bucks), Sheep, Sheep Camp Outfits and Wethers.						
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)	0282
400	425	240	238	178	155	
425	450	251	249	187	162	
450	475	261	259	197	170	
475	500	272	270	206	177	
500	525	284	282	215	185	
525	550	294	292	224	193	
550	575	305	303	234	201	
575	600	316	313	243	208	
For distances over 600 miles add for each 25 miles or fraction thereof in excess of 600 miles		09	09	08	06	
(1) Rates subject to minimum weight of 40,000 pounds are also subject to the provisions of Item 290 (Livestock Volume Incentive Rates) and Item 295 (Livestock Volume Tender Rates). (Continued in Item 285)						
◊ Increase, except as noted) ◊ No change) Decision No. 90072						
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.										
BETWEEN		ZONES								
AND		(See Items 310 and 311 for territorial zone descriptions.)								
ZONES	A	B	C	D	E	F	G	H	I	
A	160									
B	205	160								
C	380	290	160							
D	380	380	380	160						
E	290	290	290	205	160					0300
F	205	205	380	290	205	160				
G	290	380	575	380	380	290	160			
H	205	290	475	380	380	205	205	160		
I	205	290	475	475	380	290	290	205	160	
<p>Rates are subject to a minimum charge of \$2.00 per shipment. Not subject to the provisions of Items 130, 140 and 150.</p>										
<p>o Increase, Decision No. 90072</p>										
EFFECTIVE										
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>										
Correction										