

'APR 24 1979

Decision No. 90223

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
tion for the purpose of consid-)
ering 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. 167
(Filed February 23, 1979)
(Amended March 23, 1979)

OPINION AND ORDER

By this petition, California Trucking Association (CTA) seeks adjustments in the minimum rates for the transportation of agricultural commodities (with the exception of oilseeds) set forth in Minimum Rate Tariff 14-A (MRT 14-A).

Petitioner proposes a 4.7 percent increase in rates and estimates that the total additional revenues accruing to carriers, if the adjustment is granted, will approximate 2.25 million dollars. CTA states that while this amount is less than what carriers actually require to cover the current costs of performing the service, petitioner has reduced its proposal in conformance with the Commission's policy regarding the President's Voluntary Wage and Price Standards.

Petitioner avers that since the rates in MRT 14-A were last adjusted by Decision 88898, dated June 25, 1978, the cost of motor carrier operations have continued to escalate. Considerable cost increase results from higher wages and wage-related expenses, including fringe benefits and payroll taxes. These increases affect virtually every category of carrier employee including drivers, clerical employees and mechanics. In addition, increases in other operating expenses have occurred and may reasonably be expected to continue to increase.

The petition and amendment were listed on the Commission's Daily Calendars of February 27, 1979 and March 26, 1979, respectively. No objection to the granting of the petition has been received.

Findings

1. The minimum rates in MRT 14-A were last adjusted by Decision 88898.
2. Since the rates in MRT 14-A were last adjusted, the costs of performing services under the tariff have increased.
3. The adoption of petitioner's proposal will provide just, reasonable, and nondiscriminatory minimum rates for the transportation governed by MRT 14-A and the increases resulting therefrom are justified.

The Commission concludes that the petition should be granted as set forth in the ensuing 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 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 67397, 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 may be made effective not earlier than the effective date of the tariff pages attached hereto on not less than five days' notice to the Commission and to the public; and the tariff pages which are authorized but not required to be made by common carriers as a result of this order may be made effective not earlier than the effective date of the tariff pages attached hereto on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff pages incorporated in 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 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 67397, 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 14-A.

7. The Executive Director shall serve a copy of the tariff amendments on each subscriber to Minimum Rate Tariff 14-A.

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

Dated at San Francisco, California, this 24th
day of APRIL, 1979.

John E. Bryan
President
James L. Sturgeon
Robert W. Gove
Robert T. ...
Thomas W. ...
Commissioners

APPENDIX A

LIST OF ORIGINAL AND REVISED TO
MINIMUM RATE TARIFF 14-A

TWELFTH	REVISED	PAGE	7
THIRTEENTH	REVISED	PAGE	12
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EIGHTH	REVISED	PAGE	26-A
SEVENTH	REVISED	PAGE	27
ELEVENTH	REVISED	PAGE	29
SIXTEENTH	REVISED	PAGE	32
ORIGINAL		PAGE	32-A

(END OF APPENDIX A)

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 "per 24 hour period, will be made by the carrier on all shipments of whole grain on all "units of carrier's 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 130.</p> <p style="text-align: center;"><u>Charges in Cents</u></p> <table border="0" style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 60%;"></th> <th style="text-align: center; width: 20%;"><u>For First 30 Minutes or Fraction</u></th> <th style="text-align: center; width: 20%;"><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;">900</td> <td style="text-align: center;">450</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;">80</td> <td style="text-align: center;">40</td> </tr> </tbody> </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 -----	900	450	(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	80	40	§130
	<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 -----	900	450								
(b) For unit of carrier's equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	80	40								
<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. 90223 o Increase) </p>										
<p>EFFECTIVE JUN 2 1970</p>										
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>										

Correction

MINIMUM RATE TARIFF 14-A

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM
ADDITIONAL CHARGES FOR SPLIT PICKUP OR SPLIT DELIVERY SHIPMENT			0170
Weight of Component Part (Pounds)			
Over	But Not Over	Charge for Each Component Part (In Cents)	
0	2,000-----	950	
2,000	4,000-----	1100	
4,000	10,000-----	1245	
10,000	20,000-----	1400	
20,000	-----	1540	
FIELD PICKUP SHIPMENT (Items 180 and 181)			0180
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)			
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 05 cents per 100 pounds to the rate otherwise applicable. *For shipments of rice subject to the rates provided in Item 550, add 4 cents per 100 pounds to the rate otherwise provided. (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)			
0 Change) * Addition) Decision No. 90223 0 Increase)			
EFFECTIVE JUN 2 1979			
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;">FIELD PICKUP SHIPMENT (Concluded) (Items 180 and 181)</p> <p>6. When written information as required in paragraph 5 of this item has not been received by the carrier prior to or at the time of the first pickup, the following provisions shall apply:</p> <p>(a) Written shipping instructions shall be furnished by the debtor to the carrier within a period of 2 calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which the first lot is picked up. The written instructions shall confirm oral shipping instructions and shall describe the kind and quantity of property in the field pickup shipment.</p> <p>(b) Within a period of 2 calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which it receives the written shipping instructions, the carrier shall issue to the debtor the single shipping document for the entire field pickup shipment as required by paragraph 5 of this item.</p> <p>7. A single freight bill for each field pickup shipment transported, stating the rate and charge, shall be issued no later than 7 days from the date of the first pickup. Such freight bill shall show the point of origin, point of destination, the name of the debtor, the name of the consignor, the name of the carrier, date, description and weight of the property in each component part separately transported. A separate document may be issued for each component part, showing the point of origin, point of destination, date, description and weight of each component part so transported, and shall give reference to the single freight bill covering the entire field pickup shipment and shall be attached thereto and become a part thereof.</p> <p>8. (This paragraph is not applicable in connection with shipments transported at rates in Section 6.) One clean-up load, the last of not less than 10 loads which are part of a field pickup shipment, may be transported at its actual weight utilizing the column of rates applicable to the prior loads, (1) provided that this component is not transported more than 35 constructive miles, *and further provided that in no event shall the charge, so developed, be less than the charge for a 40,000 pound shipment rated at the 40,000 pound column of rates. If the clean-up load is transported more than 35 constructive miles it shall be rated as a separate field pickup shipment at its actual weight.</p>	181				
<p style="text-align: center;">HANDLING OF CLAIMS FOR LOSS OR DAMAGE</p> <p>Claims for loss or damage shall be governed by the provisions of General Order No. 139.</p>	185				
<p style="text-align: center;">SPECIALIZED EQUIPMENT</p> <p>The rates and charges in Distance or Territorial Commodity Rate Items 300, 301, 400, 550 and 600 shall be subject to an additional charge of one (1%) cent per 100 pounds when over the following types of carrier's equipment are required by consignor or consignee:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Chain Floor Trailers</td> <td style="width: 50%;">Pneumatic Equipment</td> </tr> <tr> <td>End Dump Trailers</td> <td>Walking Floor Trailers</td> </tr> </table> <p>The shipping documents must indicate the type of equipment required.</p>	Chain Floor Trailers	Pneumatic Equipment	End Dump Trailers	Walking Floor Trailers	188
Chain Floor Trailers	Pneumatic Equipment				
End Dump Trailers	Walking Floor Trailers				
<p>(1) Mileage restriction expires with January 31, 1980.</p> <p> ☐ Change) * Addition) Decision No. 90223 ◊ Increase) </p>					
<p>EFFECTIVE JUN 2 1979</p>					
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>					

Correction

MINIMUM RATE TARIFF 14-A

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 \$3.50 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>◊ Increase, Decision No. 90223</p>	
<p>EFFECTIVE JUN 2 1979</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

MINIMUM RATE TABLE 14-A

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)						ITEM	
HAY, PODDER (Bean, Cane, Corn or Pea), STRAW, or WOOD SHAVINGS (Used for Bedding), in machine pressed bales (See Note)							
(1) MILES	But Not Over	MINIMUM WEIGHT IN POUNDS				(2)	
		Less than 20,000	20,000	30,000	40,000		
C	3	55	34	21½	18½	0300	
3	5	56	35	23	20		
5	10	58	37	24½	22		
10	15	60	39	26½	23		
15	20	62	41	28	25		
20	25	64	43	30	26		
25	30	67	46	32	29		
30	35	68	48	34	30		
35	40	71	50	35	32		
40	45	73	52	37	35		
45	50	76	54	39	36		
50	60	81	59	43	40		
60	70	84	63	45	42		
70	80	87	67	47	45		
80	90	91	71	49	47		
90	100	94	75	51	49		
100	110	96	80	52	50		
110	120	99	83	54	51		
120	130	102	86	57	52		
130	140	105	89	58	53		
140	150	108	92	60	55		
150	160	112	96	64	57		
160	170	115	99	66	58		
170	180	118	103	69	60		
180	190	121	106	71	62		
190	200	125	109	73	64		
200	220	129	113	77	69		
220	240	133	117	82	72		
240	260	138	121	85	75		
260	280	144	126	89	80		
280	300	150	130	92	84		
300	325	156	137	97	88		
325	350	162	142	101	92		
350	375	169	149	105	96		
375	400	174	154	109	99		
400	425	179	159	113	103		
425	450	185	165	117	107		
450	475	191	171	121	111		
475	500	197	176	126	115		
500	525	203	182	130	118		
(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 07 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.							
<input type="checkbox"/> Increase, except as noted) <input type="checkbox"/> No change) Decision No.							90223
EFFECTIVE JUN 2 1979							
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				0301
Over	But Not Over	Less than 20,000	20,000	30,000	(2) 40,000	
525	550	209	190	134	121	
550	575	216	196	139	126	
575	600	222	202	143	129	
600	625	227	207	147	131	
625	650	233	213	151	134	
650	675	240	219	155	138	
675	700	245	225	159	142	
700	725	251	232	164	147	
725	750	258	240	169	151	
750	775	263	247	173	155	
775	800	269	254	176	159	
800	850	277	263	182	166	
850	900	286	269	187	171	
900	950	294	276	193	175	
950	1,000	303	285	199	180	
1,000	1,050	312	292	204	185	
1,050	1,100	320	299	210	194	
1,100	1,150	329	306	216	197	
1,150	1,200	337	314	222	202	
<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 07 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>o Increase, except as noted) Decision No. 90223 o No change)</p>						
EFFECTIVE JUN 2 1979						
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>LOCAL DELIVERY SERVICE</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	17	
NOTE.--Minimum charge per shipment-----		\$8.15	
<p>◇ Increase, Decision No.</p> <p style="text-align: center; font-size: 1.5em;">90223</p>			
EFFECTIVE JUN 2 1979			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

MINIMUM RATE TABLE 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-----	55	--	60	
Fresno Territory-----	85	--	--	
Imperial Valley Territory-----	72	--	55	
Lancaster Territory-----	51	40	--	
Merced Territory-----	96	--	--	
North Kern Territory-----	68	--	--	
Palo Verde Territory-----	73	--	--	
Salton Sea Territory-----	65	--	60	
South Kern Territory-----	59	--	--	
Tulare Territory-----	74	--	--	
<p>(1) See Section 2 for description of territories.</p> <p>NOTE 1.--</p> <p>(a) The provisions of Items 120, 130 and 190 do not apply in connection with rates in this item. 0400</p> <p>(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.</p> <p>(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 \$42.30 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.</p> <p>NOTE 2.--An additional charge of 07 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>				
<input type="radio"/> Increase, except as noted) <input type="radio"/> No Change)		Decision No.		90223
EFFECTIVE JUN 2 1970				
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 (Continued) (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			
		*25,000	40,000	52,000 (See Notes 3 & 4)	
0	3	16	12½	11	
3	5	17½	13½	11½	
5	10	19	14½	12½	
10	15	20½	15½	13½	
15	20	22½	16½	14	
20	25	23½	19	15	
25	30	25	20½	17½	
30	35	28	22½	19½	
35	40	29	23½	20½	
40	45	30	24½	21	
45	50	32	27½	22	
50	60	35	30	25	
60	70	37	32	26	
70	80	38	34	28	
80	90	42	35	29	
90	100	46	37	30	
100	110	47	41	31	
110	120	51	42	33	
120	130	52	45	35	
130	140	54	50	37	
140	150	57	51	38	6550
150	160	59	53	40	
160	170	62	56	42	
170	180	64	58	43	
180	190	67	60	45	
190	200	70	62	47	
200	220	74	67	51	
220	240	79	70	54	
240	260	81	74	57	
260	280	82	78	59	
280	300	90	81	63	
300	325	94	86	68	
325	350	99	89	72	
350	375	102	94	77	
375	400	108	97	81	
400	425	112	99	86	
425	450	114	101	90	
450	475	117	105	95	
475	500	122	109	99	
For distances over 500 miles, add for each 25 miles or fraction thereof:		4	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.					
(Continued)					
* Addition) ◊ Increase, except as noted) ○ No Change) Decision No. 90223 ** 10,000, 20,000 and 30,000 pound rates eliminated)					
EFFECTIVE JUN 2 1975					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

SECTION 5--Distance Commodity Rates (Concluded) (In Cents Per 100 Pounds)		ITEM												
<p>*NOTE 3.--Rates referring to this note are subject to varying minimum weights per shipment, dependent 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 border="0"> <thead> <tr> <th style="text-align: left;">Number of Units of Carrier's Equipment Used</th> <th style="text-align: left;">Minimum Shipment Weight (In Pounds)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>52,000</td> </tr> <tr> <td>2</td> <td>104,000</td> </tr> <tr> <td>3</td> <td>156,000</td> </tr> <tr> <td>4</td> <td>208,000</td> </tr> <tr> <td>Over 4</td> <td>Add to the minimum weight for 4 units of carrier's equipment, 52,000 pounds of each unit of carrier's equip- ment in excess of 4</td> </tr> </tbody> </table> <p>*NOTE 4.--Rates referring to this note 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>		Number of Units of Carrier's Equipment Used	Minimum Shipment Weight (In Pounds)	1	52,000	2	104,000	3	156,000	4	208,000	Over 4	Add to the minimum weight for 4 units of carrier's equipment, 52,000 pounds of each unit of carrier's equip- ment in excess of 4	§550 (Con- clud- ed)
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<p> ◊ Change) Decision No. 90223 * Addition) </p>														
EFFECTIVE JUN 2 1979														
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.														
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