

ORIGINAL

Decision No. 4602i

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
into the rates, rules, regulations,)
charges, allowances and practices of)
all common carriers, highway carriers)
and city carriers relating to the)
transportation of property.)

Case No. 4808

SUPPLEMENTAL OPINION AND ORDER

In Decision No. 46022 entered today in this proceeding, we found that revised constructive mileages governing mileage rate determinations should be established. We also found that certain modifications in Highway Carriers' Tariff No. 8, naming minimum rates for the transportation of fresh fruits and vegetables, were justified and that the tariff revisions should be established by a separate order. The tariff will be amended accordingly.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 8 (Appendix "C" to Decision No. 33977 as amended) be and it is hereby further amended by incorporating therein Fifth Revised Page 12 cancels Fourth Revised Page 12, to become effective January 1, 1952.

IT IS HEREBY FURTHER ORDERED that common carriers subject to the Public Utilities Act be and they are hereby authorized, but not required, to establish in their tariffs increases in rates in connection with the transportation of commodities for which minimum rates have not been established by the Commission and on which the common carriers maintain rates on the level of the minimum commodity rates involved herein but that such increases shall be no greater in volume and effect than the corresponding rate increases established herein.

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*110-E Cancels 110-D	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest constructive highway mileages provided in Distance Table No. 4, amendments thereto or reissues thereof, subject to the following exceptions:</p> <p>1. Distances from or to points located within zones as described in Items Nos. 270, 271 and 272 series or within territories described in Items Nos. 280, 281, 282 and 283 series having mileage basing points shall be computed from or to the mileage basing point designated in connection with such descriptions. (See Exception 2.) The provisions of this exception will not apply in computing mileages between points located within a single zone or territory having a mileage basing point. (See Notes 1 and 2.)</p> <p>2. (a) Distances to be used from points of origin or to points of destination located within the San Francisco pickup and delivery zone, or from points of origin or to points of destination located within the Oakland pickup and delivery zone, shall be the average of the constructive mileage from or to both the San Francisco and Oakland zones. The provisions of this paragraph apply only in connection with points of origin or destination more than 640 constructive miles distant from both the San Francisco and Oakland zones.</p> <p>(b) When applied in connection with split pickup or split delivery shipments, the average mileage shall be used only when the distance computed under the provisions of Items Nos. 170 and 180 series, as the case may be, from or to both the San Francisco and Oakland pickup and delivery zones is more than 640 constructive miles.</p> <p>(c) In the event the average mileage is less than the mileage computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point.</p> <p>NOTE 1.--In computing distances under the provisions of Item No. 170 series on split pickup shipments originating at two or more points of origin within the zones or territories having mileage basing points as described in Items Nos. 270, 271, 272, 280, 281, 282 and 283 series add to the mileage from the basing point to point of destination, the difference, if any, between the distances computed under the first paragraph hereof or Exception 2, whichever applies: (1) from point of origin of any component part to point of destination via the point or points of origin of the other component parts, and (2) from the first point of origin used in (1) to point of destination as if no split pickup had been performed.</p>

NOTE 2.-In computing distances under the provisions of Item No. 180 series on split delivery shipments destined to two or more points of destination within a zone or territory having mileage basing points as described in Items Nos. 270, 271, 272, 280, 281, 282 and 283 series add to the mileage from the basing point to point of destination the difference, if any, between the distance computed under the first paragraph hereof or Exception 2, whichever applies: (1) One-half the distance from point of origin to point of destination of any component part via the point or points of destination of the other component parts and return to point of origin, and (2) from point of origin to the last point of destination used in (1) as if no split delivery had been performed.

o Reduction)
◇ Increase) Decision No. 46024
* Change)

EFFECTIVE JANUARY 1, 1952

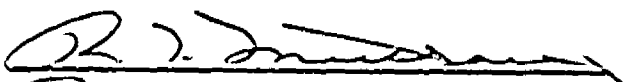

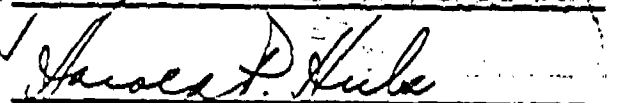

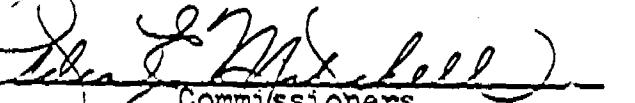
Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 115

IT IS HEREBY FURTHER ORDERED that tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on not less than five (5) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that common carriers be and they are hereby authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 24(a) of the Public Utilities Act to the extent necessary to adjust long and short haul departures now maintained under outstanding authorizations and to depart from the provisions of Tariff Circular No. 2 and General Order No. 80 requiring that all tariff changes be indicated by designated symbols in distance table and tariff filings made pursuant to the order herein.

This order shall become effective thirty (30) days after the date hereof.

Dated at San Francisco, California, this 31st day of July, 1951.






Commissioners