

Decision No. 46205

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

ORIGINAL

SUPPLEMENTAL OPINION AND ORDER

The printed copies of Decision No. 46026 of July 31, 1951, in this proceeding, reproduce incorrectly Second Revised Page 9-B of City Carriers' Tariff No. 5 - Highway Carriers' Tariff No. 6. They show the charge for split delivery of over 6050 but not over 6150 gallons delivered as 38 cents. The proper charge is 338 cents. The necessary correction of this tariff page will be made.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 5 - Highway Carriers' Tariff No. 6 (Appendix "C" to Decision No. 32608 as amended) be and it is hereby further amended by incorporating therein, to become effective January 1, 1952, Third Revised Page 9-B cancels Second Revised Page 9-B and First Revised Page 9-B, which page is attached hereto and by this reference made a part hereof.

This order shall become effective twenty (20) days after the date hereof.

Dated at Los Angeles, California, this 18th day of September, 1951.

R. F. [Signature]
President
Justin F. [Signature]
Arnold [Signature]
Robert [Signature]

Commissioners

Item No. SECTION NO. 1 - RULES AND REGULATIONS (Continued)

SPLIT DELIVERY

(Applies only in connection with transportation of Refined Petroleum Products, as described in Item No. 30 series.)

The charge for transportation of a split delivery shipment (as defined in Item No. 10 series) shall be the charge applicable under rates in Section No. 2 for transportation of a single shipment of like kind and quantity of property, for one-half the distance from point of origin to that same point via each of the points of destination to which deliveries are made (See Notes 1 and 2); plus the following charges for each delivery:

Gallons Delivered		(1) Charge in Cents	Gallons Delivered		(1) Charge in Cents	Gallons Delivered		(1) Charge in Cents
Over	But Not Over		Over	But Not Over		Over	But Not Over	
0	150	87	2350	2450	183	4650	4750	279
150	250	91	2450	2550	187	4750	4850	283
250	350	95	2550	2650	191	4850	4950	288
350	450	99	2650	2750	196	4950	5050	292
450	550	103	2750	2850	200	5050	5150	296
550	650	108	2850	2950	204	5150	5250	300
650	750	112	2950	3050	208	5250	5350	304
750	850	116	3050	3150	212	5350	5450	308
850	950	120	3150	3250	216	5450	5550	313
950	1050	124	3250	3350	221	5550	5650	317
1050	1150	129	3350	3450	225	5650	5750	321
1150	1250	133	3450	3550	229	5750	5850	325
1250	1350	137	3550	3650	233	5850	5950	329
1350	1450	141	3650	3750	237	5950	6050	334
1450	1550	145	3750	3850	242	6050	6150	*338
1550	1650	149	3850	3950	246	6150	6250	342
1650	1750	154	3950	4050	250	6250	6350	346
1750	1850	158	4050	4150	254	6350	6450	350
1850	1950	162	4150	4250	258	6450	6550	354
1950	2050	166	4250	4350	262	6550	6650	357
2050	2150	170	4350	4450	267	6650	6750	363
2150	2250	175	4450	4550	271	6750	6850	367
2250	2350	179	4550	4650	275	6850	6950	371

*87-C
Cancels
87-D
and
87-A

(1) Not subject to the provisions of Supplement No. 3.

NOTE 1.-When point of origin and points of destination of all component parts are within one territorial group or within one incorporated city, transportation charges shall be computed at the rate provided in Item No. 240 series.

NOTE 2.-Except as provided in Note 1, distances from, to or between points of origin and points of destination within territorial groups, incorporated cities, zones or unincorporated communities for which mile-are basing points are provided in this tariff or the Distance Table, shall be computed from, to or between such mileage basing points.

The provisions of this item shall not apply: unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignee, the point of destination and the quantity of property in each component part.

In the event a lower aggregate charge results from treating one or more component parts as a separate shipment from point of origin to point of destination said charge may be applied.

* Printing error corrected by Decision No. 46205

EFFECTIVE JANUARY 1, 1952

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 77