

Decision No. 46435

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)	Case No. 4808
of all common carriers, highway)	
carriers and city carriers relating)	
to the transportation of property.)	

ORIGINAL

SUPPLEMENTAL OPINION AND ORDER

In Decision No. 46434 entered today in this proceeding the Commission found that the 70-mile averaging of San Francisco and Oakland mileages provided in Highway Carriers' Tariff No. 8, naming minimum rates for the transportation of fresh fruits and vegetables, should be retained instead of the 40-mile basis established by Decision No. 46024 to become effective January 1, 1952. It also found that Tariff No. 8 should be amended by a separate order. The language of Note 2 of the item containing these provisions will also be clarified.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that the first ordering paragraph of Decision No. 46024 of July 31, 1951, in this proceeding, be and it is hereby amended by adding thereto Sixth Revised Page 12 cancels Fifth Revised Page 12 and Fourth Revised Page 12, which page is attached hereto and by this reference made a part hereof.

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

COMPUTATION OF DISTANCES

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:

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.)

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 **70 constructive miles distant from both the San Francisco and Oakland zones.

(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 **70 constructive miles.

(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.

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.

*110-F
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and
110-D

*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 point of origin to the basing point 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.

* Change)
** Provision in Item)
No. 110-D continued) Decision No. 46435
in effect)

EFFECTIVE JANUARY 1, 1952

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 116

IT IS HEREBY FURTHER ORDERED that, in all other respects, said Decision No. 46024, as so amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 20th day of November, 1951.

R. I. [Signature]
President
Justin D. [Signature]
Harold P. [Signature]
Lawrence H. [Signature]
John L. [Signature]
Commissioners