

ORIGINAL

Decision No. 55453

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)
within San Diego County (trans-)
portation for which rates are)
provided in City Carriers' Tariff)
No. 7 - Highway Carriers' Tariff)
No. 9).

Case No. 5439
Petition for
Modification No. 1

SUPPLEMENTAL OPINION AND ORDER

Decision No. 55256 of July 9, 1957, established Minimum Rate Tariff No. 9-A applicable to the transportation of property within the San Diego Drayage area. An omission was made in the split delivery charges set forth in the tariff. The necessary revision will be made. A public hearing is not necessary.

The order herein will be made effective September 1, 1957, the date the tariff established by Decision No. 55256 is scheduled to become effective.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Minimum Rate Tariff No. 9-A (Appendix B of Decision No. 55256, as amended) is further amended by incorporating therein to become effective September 1, 1957, First Revised Page 16 Cancels Original Page 16, which revised page is attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that tariff publications to be made by common carriers pursuant to this order may be made effective on not less than five days' notice to the Commission and to the public.

In all other respects said Decision No. 55256, as amended, shall remain in full force and effect.

This order shall become effective September 1, 1957.

Dated at Los Angeles, California, this 27th day of August, 1957.

President
Ralph Winters
A. H. H. H.

E. L. H. H.

Commissioners

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item
No.

SPLIT DELIVERY

The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:

- (a) When point of origin and all points of destination are within a single zone, apply rate for rate base B, subject to Notes 1, 2, and 3;
- (b) When point of origin and all points of destination are within the area encompassed by two adjoining zones, apply rate for rate base C, subject to Notes 1, 2, and 3 (Zone 5 does not adjoin any other zone for the purposes of this rule);
- (c) For all other shipments, apply rates for rate base E, subject to Notes 1, 2, and 3.

NOTE 1.-For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.

130-A
Cancels
130

NOTE 2.- If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.

NOTE 3.- In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

NOTE 4.-Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area.

Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But not Over	
0	500	100
500	1000	130
1000	2000	180
2000	4000	250
4000	10000	295
10000		#345

*Change }
 #Addition } Decision No. 55453

EFFECTIVE SEPTEMBER 1, 1957

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

Correction No. 3