

ORIGINALDecision No. 59033

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into)
the rates, rules and regulations,)
charges, allowances and practices of)
all common carriers, highway carriers)
and city carriers relating to the)
transportation of any and all commodi-)
ties between and within all points)
and places in the State of California)
(including, but not limited to, trans-)
portation for which rates are provided)
in Minimum Rate Tariff No. 2).

Case No. 5432
(Order Setting Hearing
dated August 13, 1957)

(Appearances are listed in Appendix A)

O P I N I O N

This phase of Case No. 5432 deals with the rules and regulations pertaining to shipping documents for transportation subject to Minimum Rate Tariff No. 2.

Public hearings were held before Examiner William E. Turpen on September 3 and 4 and October 20 and 21, 1958, at San Francisco; and on September 15, 1958, at Los Angeles. A rate expert of the Commission staff presented proposed changes in the tariff rules. Representatives of various carriers and shippers participated in the development of the record.

Pursuant to petition of the California Trucking Associations, Inc., and at the direction of the Commission, an examiner's proposed report was issued and served on all parties of record on June 5, 1959. Exceptions to the proposed report were filed by Fibreboard Paper Products Corporation and by the Commission staff. No replies to the exceptions were filed. The matter is now ready for decision.

As the examiner stated in his proposed report, the purpose of this proceeding is to clarify provisions of the present rules pertaining to shipping documents so as to remove areas of doubt in interpretation and to prevent misapplication of the tariff rules. The record shows that in various other proceedings before the Commission it has been discovered that apparently there are deficiencies in the present rules. It is not the purpose of the present proceeding to make any changes in the rules which would result in rate increases or rate reductions.

The examiner summarized the evidence and proposals in detail in his proposed report, and set out the recommended rule changes in detail. It will not be necessary to restate all the proposed changes in this opinion. Only those recommended by the examiner to which exceptions were taken will be discussed herein.

The staff takes exception to the examiner's recommendation that its proposed new definition of "issue" not be adopted. The proposed definition is as follows:

ISSUE (or ISSUANCE) means the act of a carrier in preparing and signing or accepting and signing any document required to be issued by the rules and regulations contained in this tariff.

In regard to this proposal, the examiner said: "The word 'issue' is used in several senses throughout the tariff, and in some instances the document referred to does not require the signature of the carrier. It appears that this definition would only add confusion and should not be adopted." In its exception, the staff stated that clarification would result if this definition were adopted with specific application to Items Nos. 85, 160, 170 and 255(1), which require the signing and acceptance of a document by the carrier. Although this may be so, Item No. 255 also provides for the carrier

to issue a freight bill, which certainly does not have to be signed. Furthermore, the proposed definition could be interpreted as permitting a carrier to prepare and sign a document without actually giving it to anyone. The examiner's recommendation will be adopted.

In its proposals made at the hearings, in several places in the definitions and rules, the staff proposed that the words "calendar day" be substituted for "day". The examiner stated in his report that several shippers objected to this change as imposing a restriction not now in effect and he recommended that this change not be made. The staff excepted to this recommendation and said that clarification of the word "day" is necessary and proper, and that the term "calendar day" best meets this requirement. The staff then goes on to say "If 'day' is to be construed as a 24-hour period following the first pickup, that fact should be spelled out. However, it should be noted that such a definition would require carrier or shipper to indicate on each shipping document the time of the first pickup. This requirement appears impractical and burdensome." It is apparent that the word "day" by itself is indefinite and subject to various interpretations. The term should be made definite. The staff's proposal to include the word "calendar" in front of "day" will be adopted. If this change should work a hardship on any particular shipper, it may seek appropriate relief from the Commission.

Fibreboard Paper Products Corporation excepted to the examiner's recommendation that the phrase "physically tendered" be used in place of the word "tendered" in the definition of "shipment". As explained in the examiner's report, the rate witness proposed changes in the definition of "shipment" to eliminate the word "tendered" due to difficulties encountered in the past. The record

shows that considerable discussion was had relative to the proposal, and that the use of "physically tendered" was suggested by a number of parties as a means of overcoming both the previously experienced difficulties and the objections to the rate expert's proposal. The examiner's recommended definition will be adopted.

Fibreboard Paper Products Corporation also took exception to the examiner's recommendation adopting the rate expert's proposal to limit split pickups to a single consignor. The record shows that this revision will assist in keeping records of split pickup shipments straight, and in no way will it deprive shippers of the privileges they now have with respect to such shipments. The examiner's recommendation will be adopted.

Both Fibreboard Paper Products Corporation and the staff, in their exceptions, suggested an addition to paragraph (a) of Item No. 85, Shipments Transported in Multiple Lots, to make it more certain that the item applies to split pickup shipments. This suggestion will be adopted so that the paragraph in question will read as follows:

"(a) When a carrier does not pick up an entire shipment, including a split delivery shipment and a split pickup shipment, at one time, the following provisions shall apply in addition to other applicable rules and regulations."

The staff also suggested, in connection with this same item, that instead of the exception to paragraph 4 at the end of this item recommended by the examiner, the following exception be added directly to paragraph 4:

"Exception: Split pickup shipments must be picked up during one calendar day."

This exception will be adopted.

We recognize that in dealing with definitions and rules, such as are involved in this proceeding, there are many viewpoints, and no matter what is adopted, some parties will feel another way would have been better. We have carefully considered the proposals made, the evidence of record, the recommendations made by the examiner in his report, and the exceptions thereto. We therefore find and conclude that to the extent heretofore discussed in the examiner's report and this opinion, and for the reasons given, revisions in the rules and regulations pertaining to shipping documents governing transportation subject to Minimum Rate Tariff No. 2 as recommended by the examiner in the proposed report in this proceeding, modified with respect to Item No. 85 and the inclusion of "calendar day" in several places, as stated above, and which are established in the order which follows are justified and will result in just, reasonable and nondiscriminatory rules and regulations governing the aforesaid transportation.

O R D E R

Based upon the evidence of record and upon the findings and conclusions set forth in the preceding opinion,

IT IS ORDERED:

1. That Minimum Rate Tariff No. 2 (Appendix D of Decision No. 31606, as amended) be and it is hereby further amended by incorporating therein to become effective November 13, 1959, the revised pages attached hereto and listed in Appendix B also attached hereto, which pages and appendix by this reference are made a part hereof.

2. That tariff publications required to be made by common carriers as a result of the order herein may be made effective no

earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than November 13, 1959; and that tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective 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 changes herein involved.

3. That in all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 22nd day of September, 1959.

Everett R. Page
President
John E. L. [unclear]
[unclear]
[unclear]
Theodore J. Deener
Commissioners

APPENDIX A

LIST OF APPEARANCES

INTERESTED PARTIES:

J. C. Kaspar, A. D. Poe and J. X. Quintrall, for California Trucking Associations, Inc.; Russell Bevans, for Draymen's Association of San Francisco, Inc.; Tom Meyer, for Morris Draying Company; Armand Karp, for Callison Truck Lines, Inc.; Ralph B. Harlan and Eugene A. Read, for California Manufacturers Association; Vincent A. Bordelen, for Los Angeles Chamber of Commerce; Ralph Hubbard and William L. Knecht, for California Farm Bureau Federation; Charles C. Miller, for San Francisco Chamber of Commerce; Jeff H. Myers, for San Francisco Port Authority; A. E. Norrbom, for California Shippers Associates and Los Angeles Wholesale Institute; Carl F. Breidenstein, for Canners' League of California; R. A. Morin and Milton A. Walker, for Fibreboard Paper Products Corporation; Meyer L. Kapler, for American Forest Products Corporation; A. E. Patton and Robert L. McCue, for Richfield Oil Corporation; N. E. Keller, for Monterey Land Company; Glen L. Snyder and Scott D. Flegal, for Safeway Stores, Inc.; E. R. Chapman, for Foremost Dairies, Inc.; C. H. Costello, for Continental Can Company, Inc. Theron L. Caruthers, for Kaiser Aluminum & Chemical Corporation; W. R. Donovan, for C&H Sugar Refining Corporation; James A. Gayle, for Union Oil Company of California; B. F. Maddux, for Kaiser Steel Corporation; A. L. Russell, for Sears, Roebuck and Company; P. J. Arturo, for Swift & Company; Larry Binsacca, for M. J. B. Company; Royston E. Campbell, for Freight Traffic Service.

FOR THE COMMISSION STAFF:

William C. Bricca and George B. Dill.

APPENDIX "B" TO DECISION NO. 59033
Revised Pages to Minimum Rate Tariff No. 2
Authorized by Said Decision

Fifteenth Revised Page 11

Eleventh Revised Page 12

Tenth Revised Page 16

Third Revised Page 16-A

Eleventh Revised Page 20-A

Seventeenth Revised Page 21

Sixth Revised Page 27-A

End of Appendix "B"

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
	DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)
	(a) CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.
	(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.
	(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate rate of any common carrier railroad or railroads applying between points in California by an interstate or foreign route lawfully in effect at time of shipment; also any interstate or foreign rate of any common carrier railroad or railroads applying between points in California in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) of Part II of the Interstate Commerce Act.
#10-0 Cancels 10-N	#(ca) CONSIGNOR means the person, firm or corporation shown on the shipping document as the shipper of the property received by the carrier for transportation.
	(cb) DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof.
	(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.
	(e) EXCEPTION SHEET means Pacific Southcoast Freight Bureau Exception Sheet No. 1-S, Cal.P.U.C. No. 193 of J. P. Haynes, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.
	(ea) INDEPENDENT - CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.
	#(eb) MULTIPLE LOT SHIPMENT means a shipment transported in accordance with the provisions of Item No. 85.
	(ec) PALLETIZED SHIFMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).
	(ed) PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 110.

(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

(g) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

(h) POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.

(ha) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.

(i) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

(j) SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.

* Change	}	Decision No.	59033
# Addition			

EFFECTIVE NOVEMBER 13, 1959

Issued by the Public Utilities Commission of the State of California;	
San Francisco, California.	
Correction No. 949	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*11-I Cancels 11-H</p>	<p>DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p>
	<p>*(k) SHIPMENT means a quantity of property physically tendered by one consignor at one point of origin at one time for one consignee at one point of destination, for which a single shipping document has been issued. (See also exceptions in rules and definitions for multiple lot, split pickup and split delivery shipments.)</p>
	<p>*(l) SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier during one calendar day from one consignor at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note.)</p>
	<p>NOTE: In addition to the component parts picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot by the consignor or the consignor's agent.</p>
	<p>*(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor from one point of origin and charges thereon being prepaid when there is more than one consignee.</p> <p>(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p> <p>(o) TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.</p> <p>(p) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p>(q) WESTERN CLASSIFICATION means Western Classification No. 76 of G. H. Dumas, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p>

* Change, Decision No.

59033

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Correction No. 950

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
50-B Cancels 50-A	<p style="text-align: center;">APPLICATION OF WESTERN CLASSIFICATION AND EXCEPTION SHEET</p> <p>(a) This tariff is governed to the extent shown herein by the Western Classification and the Exception Sheet.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Western Classification or Exception Sheet are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
55	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>
*60-C Cancels 60-B	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>*Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. (Shipments may be picked up in multiple lots in accordance with the provisions of Item No. 85. Component parts of split pickup or split delivery shipments, as defined in Item No. 11, may be combined under the provisions of Items Nos. 160, 170, 220 and 230.)</p>
70-H Cancels 70-G	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers. (See Exception)</p> <p>EXCEPTION - When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power-loading device, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under the provisions of Items Nos. 200 through 230 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p>
80	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>

* Change, Decision No.

59033

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Correction No. 951

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*85-C Cancels 85-B</p>	<p>(1) SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</p> <p>(a) When a carrier does not pick up an entire shipment, including a split delivery shipment and a split pickup shipment at one time, the following provisions shall apply in addition to other applicable rules and regulations.</p> <ol style="list-style-type: none"> 1. The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup. 2. The carrier shall not transport a multiple lot shipment unless prior to or at the time of the initial pickup, written information has been received from the consignor describing the kind and quantity of property which will constitute the multiple lot shipment. 3. At the time of or prior to the initial pickup, the carrier shall issue to the consignor a single multiple lot document for the entire shipment. It shall show the name of the consignor, point of origin, date of the initial pickup, name of the consignee (or consignees), point of destination (or points of destinations), and the kind and quantity of property. In addition, a shipping document (see Item No. 255) shall be issued for each pickup (including the initial pickup) which shall give reference to the single multiple lot document governing the entire shipment, by its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single multiple lot document. 4. The entire shipment shall be picked up by the carrier within a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays. Exception: Split pickup shipments must be picked up during one <u>calendar</u> day. 5. The separate pickups made in accordance with the foregoing provisions shall constitute a composite shipment which shall be subject to the rates named or provided for in this tariff, including Items Nos. 200, 210, 220 and 230 series, in effect on the date of the first pickup, for the transportation of a single shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles. <p>(b) If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment under other provisions of this tariff. The property picked up in accordance with the provisions of Paragraph (a) hereof shall constitute the multiple lot shipment.</p> <p>(1) Will not apply to field pickup shipments of grain or rice. (See Paragraph (2) of Item No. 653$\frac{1}{2}$.)</p>

* Change, Decision No.

59033

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Correction No. 952

-16-A-

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="745 456 935 483" style="text-align: center;">SPLIT PICKUP</p> <p data-bbox="381 519 1364 587">The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1:</p> <p data-bbox="381 612 1405 740">(a) Subject to the alternative provided in paragraph (g) of this item, distance rates shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin.</p> <p data-bbox="381 766 1405 990">(b) Subject to the alternative provided in paragraph (g) of this item, point-to-point rates shall be applied only when point of destination and all points of origin are within the territories or are within the pickup and delivery limits of the named points between which the point-to-point rates apply, or are located between said territories or named points on a single authorized route.</p> <p data-bbox="381 1015 1394 1265">(c) Subject to the alternative provided in paragraph (g) of this item, point-to-point rates determined under paragraph (b) may be combined with distance rates provided in paragraph (a) where lower charges result. The applicable distance rate factor shall be determined by use of one-half the shortest distance from the territory or authorized route and return thereto via the off-route point or points of origin and destination.</p> <p data-bbox="361 1290 1422 1459">*(d) The carrier shall not transport a split pickup shipment unless prior to or at the time of the initial pickup, written information has been received from the consignor showing the name of the consignor, the points of origin and the kind and quantity of property in each component part of such shipment.</p> <p data-bbox="361 1484 1405 1897">#(e) At the time of or prior to the initial pickup, the carrier shall issue to the consignor a single split pickup document. It shall show the name of the consignor, points of origin, date of pickup, name of the consignee, point of destination and the kind and quantity of property of the entire shipment. In addition, a shipping document (see Item No. 255) shall be issued by the carrier to the consignor for each component part of the split pickup shipment (including the initial pickup) which shall give reference to the single split pickup document covering the entire shipment, by showing its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single split pickup document.</p> <p data-bbox="335 1922 1450 2212">*(1)(f) If split delivery is performed on a split pickup shipment or a component part thereof, or if written information does not conform with the requirements of Paragraph (d) hereof, or if all of the component parts are not received by the carrier during one calendar day, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff, except that those component parts which do conform with the requirements of this item shall constitute a separate split pickup shipment or shipments.</p>

*160-O
Cancels
160-N

- (2)(g) In determining the charge for a split pickup shipment, component parts may be rated as separate shipments from point or points of origin of such component parts to any point on the split pickup route (as provided in paragraph (a), (b) or (c) hereof); provided that the written instructions furnished to the carrier under paragraph (d) hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split pickup shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments to the same point on the split pickup route, the aforesaid two or more components shall be considered as one split pickup and the charge therefor shall be at the combined weight of the aforesaid component parts.

NOTE 1: In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:

1. For split pickup shipments transported under distance rates, when the distance computed in accordance with paragraph (a) hereof does not exceed 100 constructive miles, and shipments transported under point-to-point rates named in Items Nos. 509, 515 and 520:

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	----- 140	2,000	4,000	----- 325
100	500	----- 160	4,000	10,000	----- 380
500	1,000	----- 190	10,000		----- 435
1,000	2,000	----- 245			

2. For split pickup shipments, except as provided in paragraph 1:

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	----- 160	2,000	4,000	----- 540
100	500	----- 200	4,000	10,000	----- 650
500	1,000	----- 300	10,000		----- 760
1,000	2,000	----- 430			

- * Change
Addition
(1) Formerly paragraph (e)
(2) Formerly paragraph (f)

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San Francisco, California.
Correction No. 953

Item No.	SECTION NO. 1 -- RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
170-0 Cancels 170-N	<p data-bbox="817 471 1032 502" style="text-align: center;">SPLIT DELIVERY</p> <p data-bbox="371 528 1462 601">The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <p data-bbox="421 627 1428 789">(a) Subject to the alternative provided in paragraph (g) of this item, distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination.</p> <p data-bbox="421 815 1428 1049">(b) Subject to the alternative provided in paragraph (g) of this item, point-to-point rates shall be applied only when point of origin and all points of destination are within the territories or are within the delivery and pickup limits of the named points between which the point-to-point rates apply, or are located between said territories or named points on a single authorized route.</p> <p data-bbox="421 1140 1428 1400">(c) Subject to the alternative provided in paragraph (g) of this item, point-to-point rates determined under paragraph (b) may be combined with distance rates provided in paragraph (a) where lower charges result. The applicable distance rate factor shall be determined by use of one-half the shortest distance from the territory or authorized route and return thereto via the off-route point or points of origin and destination.</p> <p data-bbox="404 1426 1412 1622">(d) The carrier shall not transport a split delivery shipment unless at the time of or prior to the pickup of the shipment, written information has been received from the consignor showing the name of each consignee, point or points of destination, and the kind and quantity of property in each component part of such shipment.</p> <p data-bbox="404 1648 1362 2038">#(e) At the time of or prior to the pickup of the shipment, the carrier shall issue to the consignor a single split delivery bill of lading or comparable shipping order for the entire shipment. It shall show the name of the consignor, point of origin, date of pickup, name of each consignee, point or points of destination, and the kind and quantity of property in each component part of such shipment, or, the single split delivery bill of lading or comparable shipping order shall refer to specifically designated documents attached thereto and forming a part thereof which show the component part delivery information.</p> <p data-bbox="355 2064 1379 2338">*(1)(f) If split pickup is performed on a split delivery shipment or if written information does not conform with the requirements of Paragraph (d) hereof, or if all of the shipment is not received at the carrier's established depot or picked up by carrier during one calendar day (see exception in multiple lot shipment), each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p>

- (2)(g) In determining the charge for a split delivery shipment, component parts may be rated as separate shipments from any point or points on the split delivery route (as provided in paragraph (a), (b) or (c) hereof) to point or points of destination of such component parts; provided that the written instructions furnished to the carrier under paragraph (d) hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split delivery shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments from the same point on the split delivery route, the aforesaid two or more component parts shall be considered as one split delivery and the charge therefor shall be at the combined weight of the aforesaid component parts.

NOTE 1: In addition to the rate for transportation the following additional charges shall be assessed for split delivery service:

1. For split delivery shipments transported under distance rates, when the distance computed in accordance with paragraph (a) hereof does not exceed 100 constructive miles, and shipments transported under point-to-point rates named in Items Nos. 509, 515 and 520:

Weight of Component Part (Pounds) But Not Over Over		Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds) But Not Over Over		Split Delivery Charge for Each Component Part in Cents
0	100	140	2,000	4,000	325
100	500	160	4,000	10,000	380
500	1,000	190	10,000		435
1,000	2,000	245			

2. For split delivery shipments, except as provided in paragraph 1:

Weight of Component Part (Pounds) But Not Over Over		Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds) But Not Over Over		Split Delivery Charge for Each Component Part in Cents
0	100	160	2,000	4,000	540
100	500	200	4,000	10,000	650
500	1,000	300	10,000		760
1,000	2,000	430			

RECEIVING AND TRANSMITTING PURCHASE ORDERS

172-E
Cancels
172-D

When the service of receiving and transmitting purchase orders is performed in connection with the transportation to which the rates provided in this tariff are applicable the charge for handling said purchase orders shall be $3\frac{1}{2}$ cents per order.

STRINGING PIPE

175-B
Cancels
175-A

When the service of stringing (distribution in transit along a line) is performed in connection with the transportation of pipe and culvert, fencing, posts and poles, for which the class rates provided in this tariff are applicable, the class rates shall be applied to the point at which the stringing service is commenced. In addition thereto hourly rates provided in Item No. 720 shall be assessed for the time consumed in performing the stringing service, less ten minutes per ton.

* Change)
Addition) Decision No. 59033

- (1) Formerly Paragraph (e)
- (2) Formerly Paragraph (f)

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San Francisco, California.
Correction No. 954

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

ISSUANCE OF DOCUMENTS

1. ISSUANCE OF SHIPPING DOCUMENT. A shipping document (bill of lading or comparable shipping order) (see Note) shall be issued by the carrier to the consignor for each shipment received for transportation. The shipping document (bill of lading or comparable shipping order) shall be issued at the time of or prior to the receipt of or pickup of the shipment and shall show the following information. (See Item No. 85, multiple lot shipment, and Item No. 160 split pickup shipment, and Item No. 170, split delivery shipment for special governing provisions.)

- (a) Name of carrier.
- (b) Date of shipment.
- (c) Name of consignor and name of consignee.
- (d) Point of origin and point of destination.
- (e) Description of property constituting the shipment (in terms of the Western Classification or Exception Sheet or as provided in this tariff).
- (f) Weight of the shipment (or other factor or measurement upon which the charges are based).

NOTE: If a shipping order form of shipping document is used, it may be issued either in individual or manifest form.

2. ISSUANCE OF FREIGHT BILL. A freight bill shall be issued by the carrier for each shipment transported. The freight bill shall show the following information:

- (a) Name of carrier.
- (b) Date of freight bill.
- (c) Date of shipment.
- (d) Name of consignor and name of consignee.
- (e) Point of origin and point of destination.
- (f) Description of shipment (in terms of the Western Classification or Exception Sheet or as provided in this tariff).
- (g) Weight of the shipment (or other factor or measurement upon which the charges are based).
- (h) Rate and charge assessed.
- (i) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

3. ISSUANCE OF ACCESSORIAL SERVICE DOCUMENT. An accessorial service document shall be issued by the carrier to the consignor or consignee for stacking, sorting, helpers for loading or unloading, vehicle detention or any other accessorial or incidental service when rendered by the carrier, but which is not authorized to be performed under the transportation rates named in Sections 2 and 3 of this tariff. The accessorial service document shall show the following information:

- (a) Name of carrier.
- (b) Date of issuance.
- (c) Name of consignor or consignee or their representative, ordering or requiring the services, or for whom they are rendered.
- (d) Shipping document numbers or other identification of the shipments in connection with which the services are rendered.
- (e) Time for which equipment ordered, if any, and time of constructive and actual placement.
- (f) Address at which the accessorial service is performed.
- (g) Weight, in pounds, loaded or unloaded.
- (h) Time loading or unloading begun and completed.
- (i) Free time allowable.
- (j) Time or weight on which charges are based.
- (k) Rate and charges assessed.
- (l) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

255-D
Cancels
255-C

4. The forms of documents in Items Nos. 910, 912 and 913 series, or a consolidation thereof, will be suitable and proper.

5. A copy of each shipping document, freight bill, accessorial service document, single multiple lot document, single split pickup document, and single split delivery document, shall be retained and preserved by the issuing carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

UNITS OF MEASUREMENT IN QUOTATION OF RATES
AND CHARGES

257

Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.

*Change, Decision No. 59033

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