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Decision No.

OBIGINAL

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 commodities between and within all) points and places in the State of California) (including, but not limited to, transportation) for which rates are provided in Minimum Rate) Tariff No. 2).

60233

) Case No. 5432

SUPPLEMENTAL OPINION AND ORDER

Minimum rates, rules and regulations for the statewide transportation of general commodities are prescribed in Minimum Rate Tariff No. 2. Items Nos. 85-C, 160-P and 170-P of Minimum Rate Tariff No. 2, relating respectively to multiple lot shipments, split pickup shipments and split delivery shipments, require that, at the time of or prior to the performance of any transportation service, the carrier:

> (a) shall be furnished with written instructions showing specified information, including the kind and quantity of property in each component part; and

> (b) shall issue a single multiple lot document or split pickup or split delivery bill of lading or comparable shipping order for the entire shipment.

The two documents referred to are separate documents, and the tariff requires both documents.

On February 29, 1960, there was sent to interested parties, for comment, proposed tariff amendments prepared by the Commission's Transportation Division Rate Branch staff. The parties were informed that in the absence of objection or request for public hearing, consideration may be given to the issuance of an ex parte order revising Minimum Rate Tariff No. 2 in accordance with the staff recommendation. The staff proposal, as sent to interested

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parties, is hereby made a part of the record in this proceeding and identified as Exhibit No. 0-2.

The staff exhibit states that it is the practice of some shippers to prepare for the carriers the bills of lading or comparable shipping orders. When the shipper prepares the required single multiple lot document, or split-pickup or splitdelivery bill of lading or comparable shipping document for execution by the carrier and shipper prior to the transportation, the separate written instructions may serve no useful purposo and may be unnecessarily burdensome. On this basis, the staff recommends that the tariff items be amended to provide that separate written instructions from the shipper will not be required when the shipper prepares the required single multiple-lot document, split-pickup document or split-delivery .document, as the case may be, for execution by the shipper and carrier prior to or at the time of the initial pickup.

Written comments were received from California Manufacturers Association and from several industrial concerns. These written comments are hereby made a part of the record in this proceeding and identified as Exhibit No. 0-3. With one exception, all of these comments agree that the staff proposal should be adopted. The exception appears to be based upon an understanding that the proposed change would make it a duty of the shipper to propare documents which it is the carrier's responsibility to prepare. However, the proposed amendment would not have that result. It would only relieve the shipper from having to prepare separate written instructions to the carrier in these instances where the shipper elects to prepare the required single shipping document. Otherwise, no objection to the tariff amendments recommended by the staff has been received, nor has any party requested that the proposal be set for public hearing.

In the circumstances, it appears, and the Commission finds, that the amendments in the rules governing the issuance of shipping documents in connection with multiple lot, split pickup, or split

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delivery shipments, as proposed in Exhibit No. 0-2 in this proceeding, are justified. Minimum Rate Tariff No. 2 will be revised accordingly. A public hearing is not necessary.

Therefore, good cause appearing,

IT IS ORDERED:

(1) That Minimum Rate Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended) is hereby further amended by incorporating therein, to become effective July 29, 1960, the following revised pages attached hereto and by this reference made a part hereof:

> Fourth Revised Page 16-A Thirteenth Revised Page 20-A Twentieth Revised Page 21 First Revised Page 21-A

(2) That tariff publications authorized to be made by common carriers as a result of the order herein may be filed not earlier than the effective date hereof, and 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 minimum rate tariff pages incorporated in this order.

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

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

San Francisco , California, this alt Dated at day of June. 1960. dent

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Commissioners

Fourth Revised Fage 16-A

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Third Rovisod Page 16-A

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	(1) SHIPMENTS TRANSPORTED IN MULTIPLE LOTS
	(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:
	1. The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup.
*85-D Cancels 85-C	 △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 consigner describing the kind and quantity of property which will constitute the multiple lot shipment. #Preparation by the shipper of the required single multiple lot document for the entire shipment, referred to in paragraph 3 of this item, for execution by the shipper and carrier prior to or at the time of initial pickup, will constitute compliance with this paragraph. 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 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 (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 calondar 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, 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.
	(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.
	(1) Will not apply to field pickup shipments of grain or rice. (See paragraph (2) of Item No. 6532.)

* Change

 Δ Change, neither increase nor reduction) Decimion No. 60233 # Addition

EFFECTIVE JULY 29, 1960

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

Correction No. 1039

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Thirteenth Revised Page 20-A Cancels Twelfth Revised Page 20-A

Item No.		SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
		SPLIT PICKUP
	shipm to No	The rate for the transportation of a split pickup ent shall be determined and applied as follows, subject te 1:
*160-0		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.
		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.
	•	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 destin- ation.
Cancels 160-P	Δ(α)	The carrier shall not trensport a split pickup ship- ment 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. #Preparation by the shipper of the required single split pickup document referred to in paragraph (e) of this item, for execution by the shipper and carrier prior to or at the time of initial pickup will constitute compli- ance with this paragraph.
		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 con- signor, 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 addi- tion, a shipping document (see Item No. 255) shall be issued by the carrier to the consignor for each com- ponent 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.
		If split delivery is performed on a split pickup ship- ment or a component part thereof, or if written infor- mation does not conform with the requirements of paragraph (d) hereof, or if all of the component parts

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(1) Twentieth Revised Page ... 21 Cancels Ninetcenth Revised Page ... 21

Item No.	SECTION NO. 1 RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	SPLIT DELIVERY
	The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Noto 1:
	(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 pro- duces the shortest distance via the other point or points of destination.
	(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.
*170-Q Cancels 170-P	 (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 roturn thereto via the off-route point or points of origin and destination. (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. #Preparation by the shipper of the required single split delivery bill of lading or comparable document referred to in paragraph (e) of this item, for execution by the shipper and carrier prior to or at the time of the pickup, will constitute compliance with this paragraph.
	(e) At the time of or prior to the pickup of the shipment, the car- rier 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 destina- tion, 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.
	(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 tho 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.

(5) In determining	the charge for a	split delivery sh	ipment.
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	any point or po	oints on the split	delivery route (25
	provided in par	cagraph (a). (b) o	or (c) hereof) to	point
	or points of de	estination of such	a component parts;	pro-
	vided that the	written instructi	ons furnished to	the
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	aforesaid compo	nent parts_	AANA WARANA MANUTA A	-
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 Item No. 175-C (Stringing Services), formerly shown on Nincteenth Revised Page 21, transferred to First Revised Page 21-A.

EFFECTIVE JULY 29, 1960

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

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Correction No. 1041

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First Revised Page 21-A Cancels Original Page 21-A

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)					
	STRINGING SERVICES					
△(1) 175-C Cancels 175-B	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 or commodity rates provided in this tariff are applicable, the class or commodity 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 string- ing service, less five minutes per ton for wooden poles and posts, and less ten minutes per ton for other commodities.					
	POOL SHIPMENTS (Items Nos. 176, 177, 178 and 179)					
	Pool shipments, as described in Note 1, when unloaded or segre- gated or unloaded and segregated at					
	ColmaAlameda (see Exception 2)Daly CityAlbany (see Exception 2)San BrunoBerkeley (see Exception 2)San Francisco (see Exception 1)El CerritoSouth San FranciscoEmeryville (see Exception 2)Corte MaderaHaywardLarkspurOakland (see Exception 2)Mill ValleyPiedmont (see Exception 2)San RafaelRichmondSausalitoSan LeandroSan PabloSan Pablo					
	and two or more component parts thereof are for delivery at San Francisco, Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, such component parts shall be subject to rates and charges named in Items Nos. 177 and 179 (see Exceptions 3 and 4 and Note 2).					
176	EXCEPTION 1Does not apply when component parts are for delivery at San Francisco (see City Carriers' Tariff No. 1-A for rates and charges). EXCEPTION 2Does not apply when component parts are for delivery at Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont (see City Carriers' Tariff No. 2-AHighway Carriers' Tariff No. 1-A for rates and charges). EXCEPTION 3Charges apply only to the component part or parts that the carrier unloads or segregates or unloads and segregates at the respective points named in this item. EXCEPTION 4No charge shall be made on component parts weighing 20,000 pounds or more on which the carrier performing the distribution service receives a transportation charge from the distribution point.					
	NOTE 1The term "pool shipment," as used in this item, means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:					
	 (1) A carrier, as defined in Item No. 1Q with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or (2) A consignee (other than a carrier) in connection with which pool shipment a carrier, as defined in Item No. 10, is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents, or to other carriers. 					

NOTE 2.-The term "delivery" as used in this item means relinquishing the property to the party or parties entitled to receive such property whether at the point of distribution or elsewhere.

(1) Item No. 175-C formerly appeared on Nineteenth Revised Page 21.

 \triangle Change, neither increase nor reduction, Decision No.- 60233

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