



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 split-delivery 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 purpose 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 prepare 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 those 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

C. 5432-AHS

delivery shipments, as proposed in Exhibit No. O-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.

Dated at San Francisco, California, this 6th day of June, 1960.

Ernest W. Page  
President  
W. E. Miller  
Theodore Jensen

Commissioners

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*85-D Cancels 85-C</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"> <li>1. The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup.</li> <li>△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. #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.</li> <li>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.</li> <li>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 calendar day.</li> <li>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.</li> </ol> <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. 653½.)</p>

\* Change  
Δ Change, neither increase nor reduction } Decision No. 60233  
# Addition

EFFECTIVE JULY 29, 1960

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

Correction No. 1039

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">SPLIT PICKUP</p> <p>The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1:</p> <p>(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>(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>(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>*160-Q Cancels 160-P    Δ(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. #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 compliance with this paragraph.</p> <p>(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>(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</p>

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.

- (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:

- 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	-----	145	1,000	2,000	-----	250
100	250	-----	165	2,000	4,000	-----	330
250	500	-----	175	4,000	10,000	-----	390
500	1,000	-----	195	10,000		-----	445

- 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	-----	165	1,000	2,000	-----	440
100	250	-----	205	2,000	4,000	-----	550
250	500	-----	215	4,000	10,000	-----	665
500	1,000	-----	305	10,000		-----	775

\* Change

Δ Change, neither increase nor reduction

# Addition

} Decision No. 60233

EFFECTIVE JULY 29, 1960

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

Correction No. 1040

Item No.	SECTION NO. 1 -- RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <p>(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>(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>(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>Δ(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.</p> <p>(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>(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>

\*170-Q  
Cancels  
170-P



(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)		Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	145	2,000	4,000	330
100	250	165	4,000	10,000	390
250	500	175	10,000		445
500	1,000	195			
1,000	2,000	250			

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

Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	165	2,000	4,000	550
100	250	205	4,000	10,000	665
250	500	215	10,000		775
500	1,000	305			
1,000	2,000	440			

(1) Item No. 175-C (Stringing Services), formerly shown on  
Nineteenth Revised Page 21, transferred to First Revised  
Page 21-A.

\* Change

Δ Change, neither increase nor reduction

# Addition

)  
)  
)

Decision No.

60233

EFFECTIVE JULY 29, 1960

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

Correction No. 1041

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																						
<p>Δ(1) 175-C Cancels 175-B</p>	<p style="text-align: center;"><b>STRINGING SERVICES</b></p> <p>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 stringing service, less five minutes per ton for wooden poles and posts, and less ten minutes per ton for other commodities.</p>																						
<p>176</p>	<p style="text-align: center;"><b>POOL SHIPMENTS</b> (Items Nos. 176, 177, 178 and 179)</p> <p>Pool shipments, as described in Note 1, when unloaded or segregated or unloaded and segregated at</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Colma</td> <td style="width: 50%;">Alameda (see Exception 2)</td> </tr> <tr> <td>Daly City</td> <td>Albany (see Exception 2)</td> </tr> <tr> <td>San Bruno</td> <td>Berkeley (see Exception 2)</td> </tr> <tr> <td>San Francisco (see Exception 1)</td> <td>El Cerrito</td> </tr> <tr> <td>South San Francisco</td> <td>Emeryville (see Exception 2)</td> </tr> <tr> <td>Corte Madera</td> <td>Hayward</td> </tr> <tr> <td>Larkspur</td> <td>Oakland (see Exception 2)</td> </tr> <tr> <td>Mill Valley</td> <td>Piedmont (see Exception 2)</td> </tr> <tr> <td>San Rafael</td> <td>Richmond</td> </tr> <tr> <td>Sausalito</td> <td>San Leandro</td> </tr> <tr> <td></td> <td>San Pablo</td> </tr> </table> <p>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).</p> <p><b>EXCEPTION 1.</b>--Does not apply when component parts are for delivery at San Francisco (see City Carriers' Tariff No. 1-A for rates and charges).</p> <p><b>EXCEPTION 2.</b>--Does not apply when component parts are for delivery at Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont (see City Carriers' Tariff No. 2-A--Highway Carriers' Tariff No. 1-A for rates and charges).</p> <p><b>EXCEPTION 3.</b>--Charges 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.</p> <p><b>EXCEPTION 4.</b>--No 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.</p> <p><b>NOTE 1.</b>--The 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:</p> <ol style="list-style-type: none"> <li>(1) A carrier, as defined in Item No. 10, with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or</li> <li>(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.</li> </ol>	Colma	Alameda (see Exception 2)	Daly City	Albany (see Exception 2)	San Bruno	Berkeley (see Exception 2)	San Francisco (see Exception 1)	El Cerrito	South San Francisco	Emeryville (see Exception 2)	Corte Madera	Hayward	Larkspur	Oakland (see Exception 2)	Mill Valley	Piedmont (see Exception 2)	San Rafael	Richmond	Sausalito	San Leandro		San Pablo
Colma	Alameda (see Exception 2)																						
Daly City	Albany (see Exception 2)																						
San Bruno	Berkeley (see Exception 2)																						
San Francisco (see Exception 1)	El Cerrito																						
South San Francisco	Emeryville (see Exception 2)																						
Corte Madera	Hayward																						
Larkspur	Oakland (see Exception 2)																						
Mill Valley	Piedmont (see Exception 2)																						
San Rafael	Richmond																						
Sausalito	San Leandro																						
	San Pablo																						

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.

△ Change, neither increase nor reduction, Decision No. - **60233**

EFFECTIVE JULY 29, 1960

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

Correction No. 1042