

ORIGINALDecision No. 66613

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 livestock)
 and related items (commodities for)
 which rates are provided in Minimum)
 Rate Tariff No. 3-A). }

Case No. 5433
 (Order Setting Hearing dated
 May 14, 1963)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 66611 entered today in Case No. 5432, the Commission found that the application and enforcement of the minimum rates established and approved by the Commission in Minimum Rate Tariff No. 3-A can be further enhanced by the modification of Item No. 221 of said tariff so as to more clearly provide for the limitation of proportional rates to be used with common carrier rates in the construction of minimum through rates, to the minimum rates established by the Commission for transportation performed by city carriers.

It was concluded that, in order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 3-A should be amended by separate order; therefore,

IT IS ORDERED that:

1. Minimum Rate Tariff No. 3-A (Appendix A of Decision No. 55587, as amended) is further amended by incorporating therein, to become effective February 22, 1964, First Revised Page 12, which revised page is attached hereto and by this reference made a part hereof.

2. In all other respects Decision No. 55587, 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 14th day of January, 1964.

William W. Bennett
President
John E. Spitzer
Walter R. ...
George T. Hoover
Frederick B. Hallock
Commissioners

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Concluded)</p> <p style="text-align: center;">(Items Nos. 220 and 221)</p> <p>(c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate applying between any railheads the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 2, and 3.)</p> <p>§ NOTE 1.-If the route from point of origin to the team track or from the team track to point of destination is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less, for the minimum rates established by the Commission for transportation within that city by carriers as defined in the City Carriers' Act, whichever are the lower, shall apply from point of origin to team track or from team track to point of destination, as the case may be.</p> <p>NOTE 2.-In applying the common carrier rate or charge under this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 3.-When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>	<p>§221</p>
<p>§ Change, Decision No. 66613</p>	
<p>EFFECTIVE FEBRUARY 22, 1964</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 40</p>	