

ORIGINAL

Decision No. 67567

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation for)
the purpose of considering and deter-)
mining revisions in or reissues of)
Minimum Rate Tariff No. 14-A.)

Case No. 7857

And Related Matters)

) Cases Nos. 5432 (Order
) Setting Hearing dated
) November 26, 1963), 5435,
) 5439 and 5441.

SUPPLEMENTAL OPINION AND ORDER

Decision No. 67397 dated June 16, 1964, in Cases Nos. 5432 (Order Setting Hearing dated November 26, 1963) and 7857, established in Minimum Rate Tariff No. 14-A, effective July 25, 1964, rates and rules for the transportation of hay, grain and related commodities by highway and city carriers.

It has come to the Commission's attention that Decision No. 67397, supra, does not authorize highway common carriers to publish in their tariffs, instead of filing a distance table with the Commission, a provision stating that the distance rates therein shall be determined in accordance with Distance Table No. 5. Also, through inadvertence Minimum Rate Tariff No. 14-A does not provide rates and rules for city carriers as determined by the decision. Minimum Rate Tariff No. 14-A will be amended accordingly in the order herein.

In order to avoid duplication of tariff distribution, the several other minimum rate tariffs involved will be amended by separate orders.

IT IS ORDERED that:

1. Decision No. 67397 dated June 16, 1964, in Cases Nos. 5432 and 7857 is amended by adding thereto Ordering Paragraph No. 7 to read as follows:

7. Common carriers need not file with this Commission a distance table for the transportation of commodities, as described in and for which rates are provided in Minimum Rate Tariff No. 14-A, but may instead publish in their tariffs the following provision to be made applicable only to distance rates for the transportation of said commodities:

"Distances to be used in connection with distance rates named herein shall be determined in accordance with Distance Table No. 5 issued by the Public Utilities Commission of the State of California."

2. Minimum Rate Tariff No. 14-A (Appendix A to Decision No. 67397) is hereby amended by incorporating therein, to become effective July 25, 1964, First Revised Title Page and First Revised Page 4 attached hereto and by this reference made a part hereof.

3. In all other respects, Decision No. 67397 shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 21st day of July, 1964.

Fredrick B. Hillhoff
President
John C. [unclear]
Charles W. [unclear]
George T. Trover
William W. [unclear]
Commissioners

First Revised Title Page
Cancels
Original Title Page

MINIMUM RATE TARIFF NO. 14-A

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF HAY, GRAIN, RICE

AND

RELATED COMMODITIES

OVER THE PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

*CITY CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 67397 in Case No. 7857. Changes will be made by issuing revised or added pages or by issuing supplements.

* Addition, Decision No. 67567

Correction No. 1 EFFECTIVE JULY 25, 1964
(Original Tariff Effective July 25, 1964)

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco 2, California

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION	Item No.	
<p>DEFINITION OF TECHNICAL TERMS NOT DEFINED IN INDIVIDUAL ITEMS</p> <p>(Items Nos. 10 and 11)</p> <p>CARRIER means a *carrier as defined in the City Carriers' Act, or a radial highway common carrier or a highway-contract carrier as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck, motor trailer, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.</p> <p>COMMON CARRIER RATE means:</p> <ol style="list-style-type: none">1. Any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment;2. Any interstate or foreign rate or rates 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;3. Any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or 203(b)(8) of Part II of the Interstate Commerce Act. <p>CONSIGNEE means the person, firm or corporation shown on the shipping document as the party to whom the property is physically delivered by the carrier.</p> <p>CONSIGNOR means the person, firm or corporation shown on the shipping document as the party who physically delivers the property to the carrier for transportation.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee, or other party.</p> <p>DISTANCE TABLE means Distance Table No. 5.</p> <p>IN BULK means not in bags, sacks, packages, or other containers, except bins.</p>		10

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.

POINT OF DESTINATION means the location at which property is delivered to the consignee or his agent. All points within a single storage yard or structure, or within a single plant or receiving area of one consignee shall be considered as one point of destination. A 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.

POINT OF ORIGIN means the location at which property is delivered by the consignor or his agent to the carrier for transportation. All locations at a single field or roadside stack, or within a single storage yard or storage structure, or within a single plant or shipping area of one consignor shall be considered as one point of origin. A 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. The point of origin of a field pickup shipment (see Item No. 180) shall be the point in a single field or farm site nearest the point of destination.

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

(Continued in Item No. 11)

Change)
* Addition) Decision No. 67567

EFFECTIVE JULY 25, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2