

ORIGINAL

Decision No. 68210

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 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).

Case No. 5432

SUPPLEMENTAL OPINION AND ORDER

Distance rates in Minimum Rate Tariff No. 2 are governed by the provisions of the Commission's Distance Table No. 5. It has come to the Commission's attention that the computation of constructive mileages from and to metropolitan zones or groups and other areas is not clear under the split pickup and split delivery provisions of Minimum Rate Tariff No. 2. The necessary clarification will be made by the order herein.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D to Decision No. 31606, as amended) is hereby further amended by incorporating therein, to become effective December 12, 1964, the revised pages attached hereto and listed in Appendix A also attached hereto which revised pages and appendix are by this reference made a part hereof.

2. The tariff rules established in Ordering Paragraph 1 hereof may also be established by common carriers in connection with the transportation of:

C. 5432 - dd

- (a) commodities for which minimum rates have not been established, or
- (b) commodities which are subject to higher rates than, or more restrictive provisions than, the minimum rates or provisions otherwise applicable.

3. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the fifth day after the effective date of this order on not less than five days' notice to the Commission and to the public and such tariff publications shall be made effective not later than December 12, 1964; and the 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 not earlier than the fifth day after the effective date of this order, 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.

4. Common carriers, in establishing and maintaining the rules authorized hereinabove, are authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rules published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

C. 5432 - dd

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

Dated at San Francisco, California, this 10th day of November, 1964.

Frederick B. Hallock
President
Robert E. Mitchell
Charles W. Page
George A. Weaver
William W. Bennett
Commissioners

APPENDIX A TO DECISION NO. 68210

List of Revised Pages to Minimum Rate Tariff No. 2

Authorized by Said Decision

Thirty-second Revised Page 3

Nineteenth Revised Page 20-A

Original Page 20-B

Original Page 20-C

Twenty-sixth Revised Page 21

Seventh Revised Page 25

END OF APPENDIX A

TABLE OF CONTENTS (Concluded)	Item Number Except as Shown (Inclusive)
RULES AND REGULATIONS (Section No. 1) (Concluded):	
Application of Tariff--Territorial -----	30--31
Application of Governing Classification and Exception Ratings Tariff -----	50
Charges for Accessorial Services or Delays -----	145
Collection of Charges -----	250
Collect on Delivery (C.O.D.) Shipments -----	180--182
Combination Rates, Method of Computing -----	295
Computation of Distances -----	100
Delays to Equipment -----	142--143
Escort Service, Charges for -----	124
Exceptions to Governing Classification and Exception Ratings Tariff -----	280--400
Failure to Accomplish Delivery -----	141
Gross Weight -----	70
Intermediate Application (See Routing)	
Issuance of Documents -----	255
Minimum Charge -----	150
Mixed Shipments -----	90
Permit Shipments, Charges for -----	128
Pickup and Delivery Zones -----	260-1--260-10
Pool Shipments -----	176, 177, 179
Rates Based on Varying Minimum Weights -----	80
References to Items and Other Tariffs -----	55
References to Named Points or Communities -----	105
Shipments to be Rated Separately -----	60
Shipments Transported in Multiple Lots -----	85
Small Shipment Service -----	149
∅ Split Delivery -----	170-*171
∅ Split Pickup -----	160-*161
Stringing Services -----	175
Technical Terms, Definition of -----	10--12
Temperature Control Services -----	185--186-1
Territorial Descriptions -----	270--270-3
Units of Measurement to Be Observed -----	257
Volume Incentive Service -----	292

∅ Change) Decision No. 68210
* Addition)

EFFECTIVE DECEMBER 12, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1558

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">SPLIT PICKUP (Items Nos. 160 and 161)</p> <p>The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1 in Item No. 161:</p> <p>ø(a) Subject to the alternative provided in paragraph (e) 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. *The published distance between two or more metropolitan zones within a single related mileage territory shall be used in such determination. (See Exception)</p> <p>EXCEPTION: Add to the distance determined under the provisions of paragraph (a) above, 2 constructive miles for each point in excess of one located within:</p> <ol style="list-style-type: none"> (1) a single metropolitan zone, or (2) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (3) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <p>ø160</p> <p>(b) 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 (c) of this item, for execution by the shipper and carrier prior to or at the time of the initial pickup, will constitute compliance with this paragraph.</p> <p>(c) 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 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>

(d) 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 (b) hereof, or if all of the component parts are not received by the carrier within a period of two calendar days, 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.

(e) 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) hereof): provided that the written instructions furnished to the carrier under paragraph (b) 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.

(Continued in Item No. 161)

* Addition, Decision No. **68210**

EFFECTIVE DECEMBER 12, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1559

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																
	<p>SPLIT PICKUP (Concluded) (Items Nos. 160 and 161)</p> <p>NOTE 1.-In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:</p> <p>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:</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <thead> <tr> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">Split Pickup Charge for Each Component Part in Cents</th> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">Split Pickup Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: center;"><u>Over</u> <u>But Not</u> <u>Over</u></th> <th></th> <th style="text-align: center;"><u>Over</u> <u>But Not</u> <u>Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100..... 180</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000..... 315</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250..... 205</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000..... 410</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500..... 215</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000..... 480</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000..... 240</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">..... 545</td> </tr> </tbody> </table> <p>2. For split pickup shipments, except as provided in paragraph 1:</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <thead> <tr> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">Split Pickup Charge for Each Component Part in Cents</th> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">Split Pickup Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: center;"><u>Over</u> <u>But Not</u> <u>Over</u></th> <th></th> <th style="text-align: center;"><u>Over</u> <u>But Not</u> <u>Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100..... 205</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000..... 540</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250..... 245</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000..... 675</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500..... 265</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000..... 805</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000..... 365</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">..... 935</td> </tr> </tbody> </table>	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	<u>Over</u> <u>But Not</u> <u>Over</u>		<u>Over</u> <u>But Not</u> <u>Over</u>		0	100..... 180	1,000	2,000..... 315	100	250..... 205	2,000	4,000..... 410	250	500..... 215	4,000	10,000..... 480	500	1,000..... 240	10,000 545	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	<u>Over</u> <u>But Not</u> <u>Over</u>		<u>Over</u> <u>But Not</u> <u>Over</u>		0	100..... 205	1,000	2,000..... 540	100	250..... 245	2,000	4,000..... 675	250	500..... 265	4,000	10,000..... 805	500	1,000..... 365	10,000 935
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	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1560</p>																																																

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
170	<p data-bbox="745 443 959 473" style="text-align: center;">SPLIT DELIVERY</p> <p data-bbox="670 507 1034 537" style="text-align: center;">(Items Nos. 170 and 171)</p> <p data-bbox="318 570 1414 637">The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1 in Item No. 171:</p> <p data-bbox="378 665 1405 886">§(a) Subject to the alternative provided in paragraph (e) 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. *The published distance between two or more metropolitan zones within a single related mileage territory shall be used in such determination. (See Exception)</p> <p data-bbox="469 901 1343 996">EXCEPTION: Add to the distance determined under the provisions of paragraph (a) above, 2 constructive miles for each point in excess of one located within:</p> <ol data-bbox="518 1029 1389 1251" style="list-style-type: none">(1) a single metropolitan zone, or(2) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or(3) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <p data-bbox="398 1411 1359 1760">(b) 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 (c) 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>

- (c) 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.
- (d) If split pickup is performed on a split delivery shipment or if written information does not conform with the requirements of paragraph (b) 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.
- (e) 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) hereof) to point or points of destination of such component parts; provided that the written instructions furnished to the carrier under paragraph (b) 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.

(Continued in Item No. 171)

/ Change)
 * Addition) Decision No. 68210

EFFECTIVE DECEMBER 12, 1964

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 1561

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																											
171	<p>SPLIT DELIVERY (Concluded) (Items Nos. 170 and 171)</p> <p>NOTE 1.-In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:</p> <p>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:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">Split Delivery Charge for Each Component Part in Cents</th> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">Split Delivery Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">Over</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100-----</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000-----</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250-----</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000-----</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500-----</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">-----</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000-----</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000-----</td> <td></td> <td></td> </tr> </tbody> </table> <p>2. For split delivery shipments, except as provided in paragraph 1:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">Split Delivery Charge for Each Component Part in Cents</th> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">Split Delivery Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">Over</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100-----</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000-----</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250-----</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000-----</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500-----</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">-----</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000-----</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000-----</td> <td></td> <td></td> </tr> </tbody> </table>				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	But Not Over	Over	But Not Over	Over	0	100-----	2,000	4,000-----	100	250-----	4,000	10,000-----	250	500-----	10,000	-----	500	1,000-----			1,000	2,000-----			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	But Not Over	Over	But Not Over	Over	0	100-----	2,000	4,000-----	100	250-----	4,000	10,000-----	250	500-----	10,000	-----	500	1,000-----			1,000	2,000-----		
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>∅Charges on split pickup shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Items Nos. 160* and 161 results (See Note 1):</p> <p>∅(1) Compute the charge applicable under the rates named in this tariff for a split pickup shipment from the point or points of origin of the several component parts (See Items Nos. 160* and 161) to any team track or established depot. (See Note 2.)</p> <p>∅(2) Add to such charge the charge applicable under Items Nos. 200 and 210 for the weight of the composite shipment from such team track or established depot to point of destination.</p> <p>NOTE 1.-For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item No. 10 will be applicable.</p> <p>∅NOTE 2.-If the points of origin of all component parts are within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation to the team track or established depot from such points of origin is named in this tariff, the rates named in this tariff for transportation for the combined distances of 3 constructive miles from the first of such points of origin, *plus a distance of 2 constructive miles for each such additional point of origin, or the minimum rates established by the Commission for transportation within that city by carriers as defined in the City Carriers' Act, whichever are lower, shall apply to the composite shipment to such team track or established depot from such points of origin.</p>
∅220	<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split delivery shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Items Nos. 170* and 171 results (See Note 1):</p>
∅230	

(1) Compute the charge applicable under Items Nos. 200 and 210 for the weight of the composite shipment from point of origin to any team track or established depot.

∅ (2) Add to such charge the charges applicable under the rates named in this tariff for a split delivery shipment (See Items Nos. 170* and 171) from such team track or established depot to the point or points of destination of the several component parts. (See Note 2.)

NOTE 1.-For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item No. 10 will be applicable.

∅NOTE 2.-If the points of destination of all component parts are within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation from the team track or established depot to such points of destination is named in this tariff, the rates named in this tariff for transportation or the combined distances of 3 constructive miles to the first of such points of destination, *plus a distance of 2 constructive miles for each such additional point of destination, or the minimum rates established by the Commission for transportation within that city by carriers as defined in the City Carriers' Act, whichever are lower, shall apply to the composite shipment from such team track or established depot to such points of destination.

∅Change)
*Addition) Decision No. 68210

EFFECTIVE DECEMBER 12, 1964

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

Correction No. 1563
