

**ORIGINAL**Decision No. 69457

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 fresh or )  
 green fruits and vegetables and )  
 related items (commodities for )  
 which rates are provided in )  
 Minimum Rate Tariff No. 8). )

Case No. 5438  
 Petition for Modification  
 No. 49  
 (Filed February 15, 1965)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 69455 entered today in Case No. 5432, Petition for Modification, No. 371, et al., the Commission found that revised rules should be established in Minimum Rate Tariff No. 2 and Minimum Rate Tariff No. 8 governing the computation of constructive mileages for split pickup and split delivery shipments. That decision also found that, in order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 8 should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 8 (Appendix C to Decision No. 33977, as amended) is further amended by incorporating therein, to become effective September 4, 1965, Third Revised Page 14-A, Thirteenth Revised Page 15 and Thirteenth Revised Page 16, attached hereto and by this reference made a part hereof.
2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than September 4, 1965; 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 tenth day after the effective date of this order, and may be made effective on not less than ten 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. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby 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 rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

4. In all other respects Decision No. 33977, 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 27th day of JULY, 1965.

Frederick B. Holdhoff  
President  
George T. Grover  
[Signature]

~~Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.~~

Commissioners

~~Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.~~

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
157	REFRIGERATION - MECHANICAL		
	<p>Commodities as described in Item No. 40, transported at rates subject to minimum weights of 18,000 pounds or more, if refrigerated with mechanical units by the carrier at the request of the shipper or his agent, shall be subject to the following charges which shall be in addition to all other applicable charges provided in this tariff (Subject to Note 1):</p>		
	<p>NOTE 1.--(a) Mileages to be used in determining the minimum charge in connection with shipments transported under the provisions of Items Nos. 170, 180, 220, 230 or 240 shall be computed in the same manner as the mileage employed in determining the line-haul rate specifically named in this tariff.</p>		
	<p>(b) The minimum charge applicable in connection with shipments moving under combinations of rates named in this tariff shall be determined under the provisions of Item No. 200.</p>		
	<p>(c) Minimum refrigeration charges shall be based on the actual weight of the shipment.</p>		
	Miles		Charge
	Over	But Not Over	(In Cents per 100 Pounds)
	0	15 -----	2½
	15	30 -----	3½
	30	50 -----	4½
50	100 -----	5½	
100	150 -----	6½	
150	200 -----	7-¾	
200	300 -----	8-¾	
300	400 -----	10	
400	500 -----	12	
500 -----		13	
(1) 160	MINIMUM CHARGE		
	<p>The minimum charge per shipment shall be as follows:</p>		
	<p>(a) When the constructive distance from point of origin to point of destination does not exceed 175 miles:</p>		
	<u>Weight of Shipment</u>	<u>Minimum Charge in Cents</u>	
	Any quantity	150	
	<p>(b) When the constructive distance exceeds 175 miles:</p>		
	<p>The charge for 100 pounds at the commodity rate applicable thereto but not less than \$1.75.</p>		

(1) Item No. 160 shown on this page formerly appeared  
on Twelfth Revised Page 15.

ø Change, Decision No. **69457**

EFFECTIVE SEPTEMBER 4, 1965

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 447

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>6170</p>	<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>6(a) 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. *(See Exception).</p> <p>*EXCEPTION.-In the event that a shipment has component parts both within and without a mileage territory, the shortest distance shall be computed subject to the following provisions:</p> <ol style="list-style-type: none"> <li>1. Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing point for the applicable metropolitan zone group.</li> <li>2. Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.</li> </ol> <p>(b) For each split pickup shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the initial pickup the carrier shall be furnished with written instructions showing the name of the consignor, the point or points of origin and the description and weight of property in each component part of such shipment.</p> <p>(c) If split delivery is performed on a split pickup shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph (b) hereof, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff.</p>

NOTE: 1--In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:

Weight of Component Part (In Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But not over	
0	100	94
100	500	125
500	1,000	155
1,000	2,000	225
2,000	4,000	290
4,000	10,000	415
10,000	20,000	540
20,000		660

(1) Item No. 160 formerly shown on this page transferred to Third Revised Page 14-A.

/ Change                    )  
 \* Addition                 ) Decision No. 69457

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 San Francisco, California.  
 Correction No. 448

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 Note 1:

- (a) 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. \*(See Exception)

\*EXCEPTION.-- In the event that a shipment has component parts both within and without a mileage territory, the shortest distance shall be computed subject to the following provisions:

1. Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing point for the applicable metropolitan zone group.

2. Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones.

- (b) For each split delivery shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination and the description and weight or property in each component part of such shipment.

- (c) If split pickup is performed on a split delivery shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph (b) hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.

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NOTE 1: In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

Weight of Component Part (In Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But not over	
0	100 -----	94
100	500 -----	125
500	1,000 -----	155
1,000	2,000 -----	225
2,000	4,000 -----	290
4,000	10,000 -----	415
10,000	20,000 -----	540
20,000	-----	660

See Item No. 120, paragraph 2, for Deliveries Within a Single Market Area.

Change }  
\* Addition } Decision No. 69457

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