

Decision No. 69652

ORIGINAL

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
Petition for Modification
No. 20

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 69651 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. 3-A governing the determination 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. 3-A should be amended
 by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 3-A (Appendix A of Decision
 No. 55587, as amended) should be further amended by incorporating
 therein, to become effective October 9, 1965, Fourth Revised
 Page 9 and First Revised Page 9-A, 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 October 9,

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. 55587, as amended, shall remain in full force and effect.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 12th
day of SEPTEMBER, 1965.

Frederic B. Hollett
President
George A. Trover
Augustin
William B. Dwyer
Commissioners

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT PICKUP</p> <p>1. The charge for a split pickup shipment, as defined in Item No. 11, shall be the charge applicable for transportation of a single shipment of the same kind and quantity of livestock for 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), plus an added charge of \$1.85 per component</p> <p>EXCEPTION.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p style="padding-left: 40px;">(a) 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 points for the applicable metropolitan zone groups.</p> <p style="padding-left: 40px;">(b) 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.</p> <p>2. At the time of or prior to the first pickup, the carrier shall be furnished with manifest or written shipping instructions showing the name of each consignor, the points of origin, and the kind and quantity of livestock in each component part.</p> <p>3. No split pickup shipment shall be accorded split delivery.</p> <p>4. 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 2 hereof, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff.</p>	<p>ø170</p>

Change, Decision No. 69652

EFFECTIVE OCTOBER 9, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 48

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT DELIVERY</p> <p>1. The charge for a split delivery shipment, as defined in Item No. 11, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of livestock for 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), plus an added charge of \$1.85 per component part.</p> <p>EXCEPTION.--In the event that a shipment has origin and destination points within and without a mileage territory, and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <p style="margin-left: 40px;">(a) 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 points for the applicable metropolitan zone groups.</p> <p style="margin-left: 40px;">(b) 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.</p> <p>2. At time of tender of shipment, carrier shall issue a single agreement for carriage for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the points of destination, and the kind and quantity of livestock in each component part.</p> <p>3. No split delivery shipment shall be accorded split pickup.</p> <p>4. 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 2 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</p>	<p>Ø130</p>
<p>Ø Change, Decision No., 69652</p>	
<p>EFFECTIVE OCTOBER 9, 1965 -</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No.49</p>	