

ORIGINALDecision No. 69655

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 motor
 vehicles and related items (com-
 modities for which rates are provided
 in Minimum Rate Tariff No. 12).

Case No. 5604
 Petition for Modification
 No. 14

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. 12 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. 12 should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 12 (Appendix A of Decision No. 50218, as amended) is further amended by incorporating therein, to become effective October 9, 1965, Fifth Revised Page 9 and Fifth Revised Page 10, 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 said Decision No. 50218, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 8th day of September, 1965.

Fredrich B. Halchoff
President
Arthur E. McDonald
George T. Trover
Alvord
William L. Deuel
Commissioners

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT PICKUP</p> <p>The charge for transportation of a split pickup shipment (as defined in Item No. 15) shall be the charge applicable under rates in Items Nos. 400 or 410, or any combination of said rates, for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2.)</p> <ul style="list-style-type: none">(a) Under distance rates: Apply applicable rate for the distance from any one of the points of origin to point of destination, via each of the other points of origin. (See Exception.)(b) Under point-to-point rates: Point of destination and all points of origin must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.(c) Under combination of point-to-point rates and distance rates: Add to the point-to-point rate the applicable distance rate or rates for the distance between the territory or authorized route and the point or points of origin or the point of destination not located within the territories or along said authorized route. <p>ØEXCEPTION--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> <ul style="list-style-type: none">Ø1. 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.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.	Ø130

NOTE 1.--An additional charge of \$2.15 shall be made for each component part picked up.

NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under other provisions of this tariff:

- (a) If split delivery service is accorded.
- (b) Unless at the time of or prior to the first pickup a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name and address of the consignor, the points of origin, the point of destination, and a description of the motor vehicles in each component part.

Change, Decision No. **69655**

EFFECTIVE OCTOBER 9, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 42

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for transportation of a split delivery shipment (as defined in Item No. 15) shall be the charge applicable under rates in Items Nos. 400 or 410, or any combination of said rates, for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2.)</p> <ul style="list-style-type: none">(a) Under distance rates: Apply applicable rate for the distance from point of origin to any one of the points of destination via each of the other points of destination. (See Exception.)(b) Under point-to-point rates: Point of origin and all points of destination must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.(c) Under combination of point-to-point rates and distance rates: Add to the point-to-point rate the applicable distance rate or rates for the distance between the territory or authorized route and the point of origin or point or points of destination not located within the territories or along the authorized route. <p>ØEXCEPTION.--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> <ul style="list-style-type: none">Ø1. 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.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.	<p style="text-align: right; vertical-align: middle;">Ø140</p>

NOTE 1.--An additional charge of \$2.15 shall be made for each component part delivered.

NOTE 2.--The provisions of this item shall not apply and each component part shall be rated as a separate shipment under other provisions of this tariff:

- (a) If split pickup service is accorded.
- (b) Unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name and address of each consignee, the point of origin, the points of destination, and a description of the motor vehicles in each component part.

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