

ORIGINAL

Decision No. 69656

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation for the purpose of considering and determining revisions in or reissues of Minimum Rate Tariff No. 14-A.	} Case No. 7857 } Petition for Modification } No. 4 } (Filed February 15, 1965)
--	--

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. 14-A 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. 14-A should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 14-A (Appendix A to Decision No. 67397, as amended) is further amended by incorporating therein, to become effective October 9, 1965, Third Revised Page 10 and Third Revised Page 11, 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 day 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. 67397, 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.

Fredrick B. Hallock
President

Charles H. Smith

George L. Thayer

Raymond

William B. Smith
Commissioners

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p>SPLIT PICKUP SHIPMENT (Items Nos. 150 and 151)</p> <p>1. (a) A split pickup shipment is a shipment consisting of two or more component parts, transported under one shipping document for one debtor, picked up at more than one point of origin, and delivered to one consignee at one point of destination.</p> <p>(b) All parts of a split pickup shipment shall be picked up within a period of two calendar days.</p> <p>2. (a) Subject to the alternative provided in subparagraph 2(b) of this item, the rate for the transportation of a split pickup shipment 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>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> <p>Ø(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>(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>(b) 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 provided that the written instructions furnished to the carrier under paragraph 4 of this item show the following information:</p> <p>(1) The component parts to be treated as separate shipments; and</p> <p>(2) The points between which the separate shipment rates are to be applied.</p>	<p>Ø150</p>

(c) Territorial rates shall be applied only when all points of origin are within the same territory.

3. In addition to the charge for transportation, the additional charges provided in Item No. 170 shall be assessed on each component part of the split pickup shipment.
4. At the time of or prior to the first pickup, the carrier shall be furnished with written shipping instructions showing the name of each consignor, the points of origin and the kind and quantity of property in each component part. Preparation by the debtor of the required single split pickup document referred to in paragraph 5 of this item, for execution by the debtor and carrier at the time of or prior to the first pickup, will constitute compliance with this paragraph.

(Continued in Item No. 151)

Change, Decision No. 69656

EFFECTIVE OCTOBER 9, 1965.

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

Correction No. 36

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
SPLIT DELIVERY SHIPMENT (Items Nos. 160 and 161)	
<p>1. (a) A split delivery shipment is a shipment consisting of two or more parts, transported under one shipping document for one debtor, picked up from one consignor at one point of origin and delivered to one or more consignees at one or more points of destination.</p> <p>(b) Except as provided in Items Nos. 140 and 141, Shipments Transported in Multiple Lots, all parts of a split delivery shipment shall be picked up within a period of two calendar days.</p> <p>(c) Charges for a split delivery shipment shall be prepaid when there is more than one consignee.</p> <p>2. (a) Subject to the alternative provided in subparagraph 2(b) of this item, the rate for the transportation of a split delivery shipment 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)</p>	
<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> <p>Ø(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>(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>(b) 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 to point or points of destination of such component parts providing that the written instructions furnished to the carrier under paragraph 4 of this item show the following information.</p> <p>(1) The component parts to be treated as separate shipments; and</p> <p>(2) The points between which the separate shipment rates are to be applied.</p>	<p>Ø160</p>

(c) Territorial rates shall be applied only when all points of destination are within the same territory.

(Continued in Item No. 161)

Change, Decision No. **69656**

EFFECTIVE OCTOBER 9, 1965 ..

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

Correction No. 37