

Decision No. 70990

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 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
Petition for Modification
No. 404
(Filed January 24, 1966)

Arlo D. Poe, C. D. Gilbert and H. F. Kollmyer,
for California Trucking Association, petitioner.
Ralph Hubbard, for California Farm Bureau
Federation; David B. Porter, for Cannery League
of California; John T. Reed, for California
Manufacturers Association; D. R. Ranche, for
Standard Brands, Inc.; E. F. Westberg, for
California Retailers Association; interested
parties.
Theodore H. Peceimer and R. J. Carberry, for the
Commission staff.

O P I N I O N

This petition was heard and submitted March 18, 1966 before Examiner Thompson at San Francisco. Copies of the petition and notice of hearing were served in accordance with the Commission's procedural rules. There are no protests.

By this petition, California Trucking Association has directed the attention of the Commission to anomalies in Minimum Rate Tariff No. 2 concerning rules and rates for split-pickup and split-delivery shipments transported between San Francisco and points in the East Bay area. The anomalies result from the fact that the Commission in 1952 established blanket class rates for transportation

of shipments subject to a minimum weight of 20,000 pounds or more between San Francisco and South San Francisco on the one hand and East Bay points on the other. (Minimum Rate Tariff No. 2, Item No. 520; see Decision No. 47847, 52 Cal.P.U.C. 164.) The blanket rates so established were, and have been, set at levels equal to the distance class rates for movements between San Francisco and San Leandro and are therefore higher than the class rates provided for shorter distances. At the same time the lower distance rates were made inapplicable to shipments of 20,000 pounds or more moving between the points involved.

In 1964 the Commission revised the rules for the application of rates to split-pickup and split-delivery shipments to provide that only distance rates may be applied to such shipments. There is an anomaly in the tariff in that there are no distance rates between San Francisco and East Bay points. This was directed to the attention of the Commission staff and the Transportation Division issued Informal Ruling No. 119 which states that the blanket rates are not applicable and that therefore the distance rates should be applied to trans-bay split-pickup and split-delivery shipments. This, however, provides another anomaly in that the application of such rates provides lower charges for split-pickup and split-delivery shipments than are applicable under the tariff for straight shipments moving between the same points.

Petitioner's suggested solution to the problem is to amend the tariff to provide that the distance rates be applicable to such shipments subject to the condition that if the distance rate determined for any such shipment is lower than the blanket rate, the latter shall apply.

California Manufacturers Association is concerned in this proceeding only on the question of the staff's informal ruling. It opposes an adoption by the Commission of such ruling because of certain circumstances not connected with the rates for trans-bay shipments. It does not oppose the proposal by petitioner. For reasons which will appear later in this opinion it is not necessary to a determination of the issues presented in the petition to approve or reject the staff's informal ruling.

The facts presented by petitioner do not present the entire problem with respect to the anomalies in the tariff concerning trans-bay movements of split-pickup and split-delivery shipments. We take official notice of Decision No. 47718, Draymens Associations of Alameda County and San Francisco (1952), 52 Cal.P.U.C. 47, and of the subsequent decisions cited hereinafter, all of which have a bearing on the issues.

Draymens Associations, supra, concerned a petition to establish point to point rates for trans-bay movements of shipments subject to minimum weights of 20,000 pounds or more. The Commission found that there were conditions surrounding the movement of traffic between said points which resulted in unusually high operating costs of transporting truckload shipments. It found that the rate schedule proposed by petitioners, while not excessive per se, resulted in higher rates for shorter distances than for longer distances over the same route. It concluded that such rates would be contrary to the long- and short-haul provisions of the Constitution and of the Public Utilities Code and would be unjustly discriminatory. The Commission stated,

"Here the discrimination which would result outweighs all other considerations of record. While carriers should receive reasonable compensation for their services, they cannot be authorized to charge discriminatory rates as petitioners have proposed."

Following said decision, the petitioners revised their proposals and further hearing was held after which the Commission entered Decision No. 47847, 52 Cal.P.U.C. 164. The decision states:

"The minimum rates in question are the class rates set forth in Highway Carriers' Tariff No. 2 Minimum Rate Tariff No. 27 applicable to the transportation of general commodities between San Francisco and South San Francisco, on the one hand, and Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Pablo, Stege and San Leandro, on the other hand. Only those class rates subject to minimum weights of 20,000 pounds or more are involved. The present trans-bay rates are at three different levels. The lowest is applicable from and to all of the East Bay points except Richmond, San Pablo, Stege and San Leandro. Richmond, San Pablo and Stege rates are on an intermediate level. San Leandro rates are on the highest of the three levels. Petitioners initially proposed increases following this rate pattern. The rates then sought exceeded rates from and to points more distant than Richmond and San Leandro. Under petitioners' revised proposals, rates of the same volume as the present San Leandro rates would be made applicable from and to all of the East Bay points in issue. Such rates are either the same volume as, or lower than, the rates from and to the more distant points."

The Commission fixed the highest of the rates (the San Leandro rates) as the minimum rates for all points within the blanket territory in Item No. 520. It found that such rates were not excessive and stated:

"Indeed, it is apparent that unless shipper requirements and demands for service change so that carriers are able to meet them with less movement of empty equipment, or a better balance in trans-bay traffic is otherwise achieved by the carriers, or provision is made for additional charges being assessed in those instances when the shippers require service entailing substantially greater than average costs, further increases in the rates involved will inevitably become necessary."

In Decision No. 48189, dated January 19, 1953, 52 Cal.P.U.C. 385, 390, the Commission stated:

"San Francisco-East Bay truckload and 20,000 pound less truckload traffic is surrounded by circumstances and conditions discussed at some length in Decisions Nos. 47718 of September 16, 1952, and 47847 of October 21, 1952 in this proceeding. The rates for this traffic should be adjusted to the new rate scales for from 35 to 40 miles^{1/} in order to give proper recognition to the costs and other transportation considerations prevailing for this traffic. Otherwise, reductions which the costs of record indicate would be unwarranted would result. The moderate further increases involved are well supported by the rate-making considerations of record."

From 1952 until 1964, trans-bay split-delivery shipments and split-pickup shipments were subject to the rates in Item No. 520 and the additional charges provided in Items Nos. 170 and 160.

On December 10, 1963, in re Minimum Rate Tariff No. 2 (Decision No. 66453), 62 Cal.P.U.C. 14, the Commission revised the rules for the application of rates to split-pickup and split-delivery shipments. Petitioner therein (California Trucking Association) proposed cancellation of the use of all point to point rates for split-pickup and split-delivery shipments and the substitution therefor of the use of distance rates computed along a route passing through all points of origin and destination. This proposal also included the adding of a mileage increment when two or more points are located in the same city or mileage zone. With a modification the Commission adopted that proposal stating:

"The record is clear that the additional charges for component parts of split-pickup and split-delivery shipments do not include any factor for extra distance traveled, and that the use of point to point rates produces many instances where the charges will not cover the cost of performing the service. It is clear that computation of mileages through all points of origin and destination will

1/ In 1953, and thereafter until 1964, the constructive mileages from San Francisco to San Leandro was 37 miles and from South San Francisco to San Leandro was 39 miles.

result in a more reasonable basis of charges. The Examiner's recommendation as to the use of two miles was made to provide a more reasonable and easier applicable basis than actual miles within a zone or city."

The opinion refers to point to point rates generally.

Except in the case of the trans-bay rates in Item No. 520 the point to point rates are lower than the distance rates and, on straight shipments, are applied alternately with the distance rates.^{2/} The trans-bay rates at the time Decision No. 66453 was issued were as high as, or higher than, any of the class rates for distances between any of the points covered by Item No. 520. Furthermore, the distance rates specifically had been made inapplicable to transportation for which rates were provided in Item No. 520. The order in said decision did eliminate a note in Item No. 520 which had provided that in computing the charges on split-pickup or split-delivery shipments all points named therein in the East Bay were to be considered as one territory and San Francisco and South San Francisco were to be considered one territory.

A further complicating factor arose when the Commission issued Decision No. 67531 on July 14, 1964, 63 Cal.P.U.C. 124, adopting Distance Table No. 5 to govern Minimum Rate Tariff No. 2, effective November 1, 1964. That decision changed the entire structure of distance rates in the tariff. As a part of that order, Item No. 520 was amended to provide that the trans-bay rates are applicable to shipments subject to a minimum weight of 20,000 pounds or more

^{2/} Item No. 190 of Minimum Rate Tariff No. 2.

transported between the San Francisco Metropolitan Zone Group, on the one hand, and the East Bay Metropolitan Zone Group, on the other hand. The rates themselves were maintained at the distance class rate levels for over 35 but not over 40 miles. The effect of the decision was to expand the territory to which the rates were applicable.^{3/}

The foregoing relates the manner in which the provisions of Minimum Rate Tariff No. 2 concerning trans-bay rates have been modified since 1952. The findings and conclusions of the Commission in those proceedings do not disclose any intention to prescribe rates on split-pickup or split-delivery shipments lower than those for straight shipments. The establishment of provisions in the minimum rate tariff which could be construed to permit such result was unintended and inadvertent.

The evidence discloses the following facts.

1. At least since the issuance of Informal Ruling No. 119 by the Transportation Division it is, and has been, the practice of some carriers, including highway common carriers, to charge and assess the distance rates named in Item No. 505 for transportation of split-pickup and split-delivery shipments between points named in Item No. 520.

2. In many instances the rates and charges so assessed are and have been lower than the rates in Item No. 520 for transportation of straight shipments between the same mileage basing point areas.

3. In some instances shippers have changed their shipping practices in order to avail themselves of the lower rates and charges resulting from the application of the distance rates in Item No. 505.

^{3/} The San Francisco Metropolitan Zone Group includes points in the area extending from the Golden Gate to the southerly limits of the City of Burlingame. The East Bay Metropolitan Zone Group extends almost to the northerly limits of the City of Hayward.

We take official notice of one additional fact, already noted in Certification of Certain Carriers, "San Francisco-East Bay Cartage Zone" (December 14, 1954), 53 Cal.P.U.C. 696, and borne out by the establishment of the metropolitan zones in Distance Table No. 5 made applicable to Minimum Rate Tariff No. 2 in Decision No. 67531, supra; that is that the trend of industrial growth of the area involved has been southward from San Francisco on the Peninsula and outward from Oakland in the East Bay.

After consideration of the entire record, we find that:

1. Rates for the transportation of split-pickup or split-delivery shipments between points in the San Francisco Metropolitan Zone Group, on the one hand, and points in the East Bay Metropolitan Zone Group, on the other hand, which are lower than the rates named in Item No. 520 are, and for the future will be, unreasonable, unjust, and unduly discriminatory.
2. Distance rates (computed in accordance with the provisions of Items Nos. 160 and 170) no lower than the rates named in Item No. 520 for transportation of split-pickup and split-delivery shipments, respectively, between points in the San Francisco Metropolitan Zone Group, on the one hand, and points in the East Bay Metropolitan Zone Group, on the other hand, are, and for the future will be, the lowest of the lawful rates to be charged by highway carriers for such transportation, and are, and for the future will be, the just, reasonable and nondiscriminatory minimum rates for such transportation.
3. Increases in rates resulting from the establishment of said minimum rates are justified.

We conclude that Minimum Rate Tariff No. 2 should be amended in accordance with the foregoing findings and as set forth in the order that follows. We further conclude that although the

record discloses what may appear to be other discrepancies among the provisions of the tariff concerning the transportation of shipments between the points involved herein, the issues in the petition do not cover those matters nor would the record herein support any findings or conclusions respecting them.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D of Decision No. 31606, as amended) is further amended by incorporating therein, to become effective August 27, 1966, the revised pages attached hereto and listed in Appendix A, also attached hereto.
2. Tariff publications required or authorized 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; such tariff publications as are required shall be made effective not later than August 27, 1966; as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.
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; 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. 31606, 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 19th day of JULY, 1966.

President
George J. Hoover

Friedrich B. Halbach

Augustin

William L. Bennett
Commissioners

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

APPENDIX A TO DECISION NO. 70990

List of Revised Pages to Minimum Rate Tariff No. 2

Authorized by Said Decision

Twenty-second Revised Page 20-A

Second Revised Page 20-B

Third Revised Page 20-C

Twenty-eighth Revised Page 21

Twenty-third Revised Page 42

Fifteenth Revised Page 44-B

(END OF APPENDIX A LIST)

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
160	<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 Item No. 161, 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 Exceptions 1, 2 *and 3)</p> <p>EXCEPTION 1.--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> <ul style="list-style-type: none"> (a) a single metropolitan zone, or (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (c) 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>EXCEPTION 2.--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"> (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. (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>*EXCEPTION 3.--On split pickup shipments subject to a rate based on a minimum weight of 20,000 pounds or more and transported between points in the San Francisco Metropolitan Zone Group, on the one hand, and points in the East Bay Metropolitan Zone Group, on the other hand, the rate shall be no less than the rate set forth in Item No. 520.</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 initial pickup, will constitute compliance with this paragraph.</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 No. 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.
- (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 a 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.

(Continued in Item No. 161)

(1) Paragraph (e) transferred from this page to Second Revised Page 20-B.

/ Change)
 * Addition) Decision No. **70990**

EFFECTIVE AUGUST 27, 1966

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

Correction No. 1759

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																															
	SPLIT PICKUP (Concluded) (Items Nos. 160 and 161)																															
	<p>(1) (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.</p>																															
	<p>NOTE 1.-In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:</p>																															
§161	<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="width: 100%; border-collapse: collapse;"> <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;">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;">185</td> <td style="text-align: center;">1,000 2,000.....</td> <td style="text-align: center;">330</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250.....</td> <td style="text-align: center;">215</td> <td style="text-align: center;">2,000 4,000.....</td> <td style="text-align: center;">425</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500.....</td> <td style="text-align: center;">225</td> <td style="text-align: center;">4,000 10,000.....</td> <td style="text-align: center;">500</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000.....</td> <td style="text-align: center;">250</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">565</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	But Not Over	Over	But Not Over	Over	0	100.....	185	1,000 2,000.....	330	100	250.....	215	2,000 4,000.....	425	250	500.....	225	4,000 10,000.....	500	500	1,000.....	250	10,000	565
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(1) Paragraph (e) transferred from Twenty-first Revised
Page 20-A.

Change, Decision No. **70990**

EFFECTIVE AUGUST 27, 1966

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

Correction No. 1760

Item No.

SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

SPLIT DELIVERY
(Items Nos. 170 and 171)

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:

6(a) Subject to the alternative provided in paragraph (e) of Item No. 171, 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 Exceptions 1, 2 and 3)

EXCEPTION 1.--Add to the distance determined under the provisions of paragraph (a) above, 2 constructive miles for each point in excess of one located within:

- (a) a single metropolitan zone, or
- (b) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or
- (c) 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.

6 170

EXCEPTION 2.--In the event that a shipment has origin and destination points within and without a mileage territory, and any such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:

- (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 group.
- (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.

*EXCEPTION 3.--On split delivery shipments subject to a rate based on a minimum weight of 20,000 pounds or more and transported between points in the San Francisco Metropolitan Zone Group, on the one hand, and points in the East Bay Metropolitan Zone Group, on the other hand, the rate shall be no less than the rate set forth in Item No. 520.

- (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.
- (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.

(Continued in Item No. 171)

(1) Paragraph (e) transferred from this page to Twenty-eighth Revised Page 21.

∅ Change) Decision No. **70990**
 * Addition)

EFFECTIVE AUGUST 27, 1966

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 1761

Item No. SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

SPLIT DELIVERY (Concluded)
 (Items Nos. 170 and 171)

(1) (e) In determining the charge for a split delivery shipment, component parts may be rates 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.

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

§171

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:

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
Over	But Not Over		Over	But Not Over	
0	100.....	185	2,000	4,000.....	425
100	250.....	215	4,000	10,000.....	500
250	500.....	225	10,000	565
500	1,000.....	250			
1,000	2,000.....	330			

2. For split delivery shipments, except as provided in paragraph 1:

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
Over	But Not Over		Over	But Not Over	
0	100.....	210	2,000	4,000.....	700
100	250.....	255	4,000	10,000.....	835
250	500.....	275	10,000	965
500	1,000.....	380			
1,000	2,000.....	565			

(1) Paragraph (e) transferred from Second Revised Page 20-C.

Change, Decision No. **70990**

EFFECTIVE AUGUST 27, 1966

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

Correction No. 1762

Item No.	SECTION NO. 2				CLASS RATES (Continued) In Cents Per 100 Pounds											
	MILES		Minimum Weight 10,000 Pounds except as provided in Note 1		Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (See Note 3)							
	But Not Over	Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
	0	3	56	50	46	39	33	30	26	23	17½	19½	16½	15	14½	13
	3	5	58	52	47	40	35	32	28	25	18½	20½	17½	16	15½	14
	5	10	60	54	48	41	36	33	29	26	20	21½	18½	17	16½	14½
	10	15	61	55	49	42	38	34	30	27	21	22½	19½	18	17	15
	15	20	63	56	50	43	39	35	31	28	22	23½	21	19	17½	15½
	20	25	64	57	51	44	40	36	32	29	23	24½	22	20	18	16
	25	30	65	58	52	45	41	37	33	30	24	26	23	20½	18½	16½
	30	35	66	59	53	46	43	39	34	31	25	28	24	21½	19	17
	35	40	68	61	54	47	44	40	35	32	26	29	24½	22	20	17½
	40	45	69	62	55	48	45	41	36	33	28	30	25	22½	21	18
505	45	50	71	64	56	50	47	42	37	34	29	31	26	23½	22	19
	50	60	73	66	58	51	49	44	39	35	31	32	27½	24½	23	20
	60	70	75	67	60	52	51	46	41	37	32	34	28½	26	24	21
	70	80	77	69	62	54	54	48	43	38	33	35	30	27	25	22
	80	90	80	72	64	56	56	50	45	39	34	36	31	29	26	23
	90	100	82	74	66	57	58	52	46	41	35	38	32	30	27	24
	100	110	85	76	68	59	60	54	48	43	37	40	34	31	28	25
	110	120	87	78	70	61	63	57	50	44	38	41	35	32	29	26
	120	130	90	81	72	63	65	59	52	46	40	42	37	33	30	27
	130	140	92	83	74	64	68	61	54	48	41	44	39	34	31	28
	140	150	95	85	76	66	70	63	56	49	43	46	40	35	32	29
	150	160	97	87	78	68	73	66	58	51	44	47	41	36	33	30
	160	170	100	90	80	70	75	68	60	53	45	49	43	38	34	31
	170	180	103	93	82	72	78	70	62	55	46	51	44	39	35	32
	180	190	106	95	84	74	80	72	64	56	48	52	45	40	37	33
	190	200	109	98	87	76	83	75	66	58	49	53	46	41	38	34
	200	220	111	100	89	78	85	77	68	60	52	55	48	43	39	35
	220	240	114	102	92	80	88	80	71	62	54	57	49	44	40	36
	240	260	117	105	94	82	92	83	74	64	57	60	51	46	42	37
	260	280	121	109	97	85	95	86	76	67	61	62	53	48	44	39

NOTE 1.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item No. 290.

NOTE 2.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.

NOTE 3.—Subject to the provisions of Item No. 292 for volume incentive service.

Change, Decision No. 70990

EFFECTIVE AUGUST 27, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1763

Item No.	SECTION NO. 2				CLASS RATES (Concluded) In Cents Per 100 Pounds					
6520	Rates in this item apply only to shipments having point of origin in the San Francisco Metropolitan Zone Group and point of destination in the East Bay Metropolitan Zone Group and to shipments having point of origin in the East Bay Metropolitan Zone Group and point of destination in the San Francisco Metropolitan Zone Group. *(See Note 3)									
	Minimum Weight 20,000 Pounds except as provided in Note 1				Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (See Note 2)					
	1	2	3	4	5	A	B	C	D	E
	44	40	35	32	26	29	24½	22	20	17½
	<p>NOTE 1.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p> <p>NOTE 2.-Subject to the provisions of Item No. 292 for volume incentive service.</p> <p>*NOTE 3.-Except as provided in Items Nos. 160 and 170, rates are not applicable to split pickup or split delivery shipments.</p>									
<p>∅ Change) * Addition) Decision No. 70990</p>										
EFFECTIVE AUGUST 27, 1966										
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1764</p>										