

ORIGINAL

Decision No. 71468

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. 8
(Filed January 24, 1966)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 71461, entered today in Case No. 5432 (Petition for Modification No. 405) et al., established revised provisions in Minimum Rate Tariff No. 2 and Minimum Rate Tariff No. 14-A governing the issuance of a freight bill by the carrier for each shipment transported. The decision also provided that, in order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 14-A should be amended by a separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 14-A (Appendix A of Decision No. 67397, as amended) is hereby further amended by incorporating therein, to become effective December 3, 1966, the revised pages attached hereto and by this reference made a part hereof, which revised pages are numbered as follows:

Fourth Revised Page 11
Second Revised Page 18
First Revised Page 19.

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 December 3, 1966; and 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; 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. 67397, 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 25th day of OCTOBER, 1966.

W. E. Hill
President
George G. Grover
Frederick B. Holdcraft
Auguston
William A. Bennett
Commissioners

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>ø(c) *Except as provided in paragraph 4 of Item No. 251, 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>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>(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)

Ø Change)
* Addition) Decision No. 71468

EFFECTIVE DECEMBER 3, 1966

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

Correction No. 39

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>1. The carrier shall collect all transportation and accessorial charges before relinquishing possession of the shipment; or, at its discretion, may extend credit in the amount of such charges for a period not to exceed seven calendar days after presentation of the freight bill to the debtor.</p> <p>2. Except as provided in Item No. 180. Field Pickup Shipment, the freight bill shall be presented to the debtor within seven calendar days after delivery of the shipment.</p>	240
<p style="text-align: center;">ISSUING DOCUMENTS (Items Nos. 250 and 251)</p> <p>1. A shipping document shall be issued by the carrier to the debtor for each shipment received for transportation. The shipping document shall be issued at the time of or prior to the pickup of the shipment. It shall show the following information:</p> <ul style="list-style-type: none">(a) Name of carrier.(b) Date of shipment.(c) Name of debtor, name of consignor and name of consignee.(d) Point of origin and point of destination.(e) Description of kind and quantity of property constituting the shipment. <p>2. Special provisions for shipping documents applicable in connection with multiple lot shipments, split pickup, split delivery and field pickup shipments are set forth in Items Nos. 140, 141, 150, 160 and 180, respectively.</p> <p>3. A freight bill shall be issued by the carrier to the debtor for each shipment transported. *Only one freight bill shall be issued for each shipment transported, and the carrier shall not apportion, prorate, or otherwise divide the freight charges between or among the consignor(s), consignee(s), or any other parties. The freight bill shall show the following information:</p> <ul style="list-style-type: none">(a) Name of carrier.(b) Date of freight bill.(c) Date of shipment.(d) Name of debtor, name of consignor and name of consignee.	250

- (e) Point (or points) of origin and point (or points) of destination.
- (f) Description of shipment.
- (g) Weight of the shipment.
- (h) Rate and charge assessed.
- (i) Accessorial charges for delays to equipment and/or for stopping in transit, if any.
- (j) Such other information as may be necessary to accurately determine the applicable minimum rate and charge.

(Continued in Item No. 251)

Change)
* Addition) Decision No. 71468

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Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 40

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	Item No.
<p style="text-align: center;">ISSUING DOCUMENTS (Concluded) (Items Nos. 250 and 251)</p> <p>4. An accessorial service document shall be issued by the carrier to the debtor *who requested or ordered any accessorial service be rendered by the carrier which is not authorized to be performed under the transportation rates named in this tariff. The accessorial service document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of carrier. (b) Date of issuance. (c) Name of debtor, consignor or consignee, or their representative, ordering or requiring the services, or for whom they are rendered. (d) Shipping document numbers or other identification of the shipment in connection with which the services are rendered. (e) Address at which the accessorial service is performed. (f) Time loading or unloading begun and completed. (g) Free time allowable. (h) Time or weight on which charges are based. (i) Rate and charges assessed. (j) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>5. A copy of each shipping document, freight bill, accessorial service document, multiple lot document, single split pickup document and single split delivery document shall be retained and preserved by the issuing carrier at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p>	<p>251</p>
<p>∅ Change) * Addition) Decision No. 71468</p>	
<p>EFFECTIVE DECEMBER 3, 1966</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 41</p>	