

ORIGINALDecision No. 71554

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 property
 in Los Angeles and Orange Counties
 (transportation for which rates are
 provided in Minimum Rate Tariff
 No. 5).

Case No. 5435
 Petition for Modification
 No. 73

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 71553, entered today, the Commission revised the provisions of Minimum Rate Tariff No. 5 and of two other minimum rate tariffs relating to the alternation of common carrier rates with the rates specifically published in said tariffs. That decision also found that, in order to avoid duplication of tariff distribution, each tariff should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 5 (Appendix A of Decision No. 32504, as amended) is further amended by incorporating therein, to become effective December 17, 1966, Twenty-first Revised Page 17, which page is 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 December 17, 1966.

3. Common carriers, in establishing and maintaining the rates authorized hereinabove, are 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. 32504, 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 9th day of NOVEMBER, 1966.

[Signature]
President

George T. Crow

Frederick B. Holcomb

Augustin

William B. Bennett
Commissioners

| Item No. | SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued) | | | | | | | | | | |
|-----------------------------|--|----------------------|--------------|---------|-----------|----------------------------|-----------|-----------------------------|------------|------------------|------------------------|
| 130 | <p style="text-align: center;">SPLIT DELIVERY</p> <p>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 property from point of origin to that point of destination of any component part which produces the highest charge, plus an added charge as provided in paragraph (1):</p> <p>(1) Table of added charges:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Number of Deliveries</th> <th style="text-align: center;">Added Charge</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2 -----</td> <td style="text-align: center;">600 cents</td> </tr> <tr> <td style="text-align: center;">3 to and including 5 -----</td> <td style="text-align: center;">795 cents</td> </tr> <tr> <td style="text-align: center;">6 to and including 10 -----</td> <td style="text-align: center;">1005 cents</td> </tr> <tr> <td style="text-align: center;">11 or more -----</td> <td style="text-align: center;">110 cents per delivery</td> </tr> </tbody> </table> <p>(2) At time of tender of shipment carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the point of destination, and the kind and quantity of property in each component part.</p> <p>(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.</p> | Number of Deliveries | Added Charge | 2 ----- | 600 cents | 3 to and including 5 ----- | 795 cents | 6 to and including 10 ----- | 1005 cents | 11 or more ----- | 110 cents per delivery |
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| 140 | <p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates (other than common carrier railroad switching rates) may be applied in lieu of the rates provided in this tariff when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination and for the same accessorial services than results from the application of the rates herein provided.</p> <p>When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: (See Note.)</p> <ul style="list-style-type: none"> (a) For loading onto carrier's equipment, the charges provided in paragraph (d). (b) For unloading from carrier's equipment, the charges provided in paragraph (d). (c) For other accessorial services for which charges are provided in the tariff, the additional charge or charges so provided. (d) 5 cents per 100 pounds. |
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NOTE.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

∅ Change)
◊ Increase) Decision No. 71554

EFFECTIVE DECEMBER 17, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 509