

**ORIGINAL**

Decision No. 72875

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. 14) ) (Filed June 28, 1967; amended July 3, 1967)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 72874, entered today in Case No. 5432 (Petition for Modification No. 463) et al., authorized revisions in Minimum Rate Tariffs Nos. 2, 3-A, 8 and 14-A to permit payment of freight charges on split delivery shipments by one debtor. The decision also provided that Minimum Rate Tariff No. 14-A should be amended by a separate order in this proceeding to avoid duplication of tariff distribution.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 14-A (Appendix A to Decision No. 67397, as amended) is hereby further amended by incorporating therein, to become effective September 16, 1967, Fifth Revised Page 11 attached hereto and by this reference made a part hereof.

2. Tariff publications 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, 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 page incorporated in this order.

3. Common carriers, in establishing and maintaining the rules 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 rules published under this authority shall make reference to 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-five days after the date hereof.

Dated at San Francisco, California, this 8<sup>th</sup> day of August, 1967.

\_\_\_\_\_  
President  
*William J. ...*  
\_\_\_\_\_  
August 8, 1967  
*William J. ...*  
*John P. ...*  
\_\_\_\_\_  
Commissioners

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

SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	Item No.
<p data-bbox="662 385 1041 447">SPLIT DELIVERY SHIPMENT (Items Nos. 160 and 161)</p> <p data-bbox="235 481 1340 1132">           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.            (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.            (c) Except as provided in paragraph 4 of Item No. 251, all charges for a split delivery shipment must be prepaid, and shall be billed to and collected from only one debtor.         </p> <p data-bbox="235 932 1323 1132">           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 data-bbox="367 1158 1323 1315"> <b>EXCEPTION.--</b>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 data-bbox="367 1354 1323 1549">           (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 data-bbox="367 1575 1255 1705">           (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 data-bbox="298 1744 1289 1966">           (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 data-bbox="452 2005 1255 2070">           (1) The component parts to be treated as separate shipments; and         </p>	<p data-bbox="1417 1002 1485 1041">160</p>

(2) The points between which the separate shipment rates are to be applied.

(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. 72875

EFFECTIVE SEPTEMBER 16, 1967

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

Correction No. 46