

ORIGINAL

Decision No. 77182

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. 29)  
(Filed April 1, 1970)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 77175, entered today in Case No. 5432, et al. the Commission found that various minimum rate tariffs should be amended to reflect the adoption of National Motor Freight Classification A-11 in lieu of National Motor Freight Classification A-10. The decision also provided that Minimum Rate Tariff No. 14-A should be amended by separate order 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 June 11, 1970, Eighth Revised Page 4 attached hereto and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 67397, as amended, are hereby directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered herein.

3. Tariff publications required to be made by common carriers as a result of the order herein shall be made effective June 11, 1970, on not less than five days' notice to the Commission and

to the public and 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 June 11, 1970, and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than August 10, 1970.

4. Common carriers, in establishing and maintaining the amendments 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 amendments published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. In all other respects Decision No. 67397, as amended, shall remain in full force and effect.

This order shall become effective thirty days after the date hereof.

Dated at San Francisco, California, this 5<sup>th</sup> day of May, 1970.

William Spear, Jr.  
President  
Augustin  
J. H. Stein  
James L. Sturgeon  
Commissioners

SECTION 1--RULES OF GENERAL APPLICATION

ITEM

DEFINITION OF TECHNICAL TERMS NOT DEFINED  
 IN INDIVIDUAL ITEMS  
 (Items 10 and 11)

**CARRIER** means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act.

**CARRIER'S EQUIPMENT** means any motor truck, motor trailer, trailer, semitrailer, or any combination of such highway vehicles operated as a single unit.

**COMMON CARRIER RATE** means:

1. Any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment;
2. Any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment;
3. Any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or 203(b)(8) of Part II of the Interstate Commerce Act

**CONSIGNEE** means the person, firm or corporation shown on the shipping document as the party to whom the property is physically delivered by the carrier.

**CONSIGNOR** means the person, firm or corporation shown on the shipping document as the party who physically delivers the property to the carrier for transportation.

**DEBTOR** means the person obligated to pay the freight charges to the carrier, whether consignor, consignee, or other party.

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**DISTANCE TABLE** means Distance Table 7.

**GOVERNING CLASSIFICATION** means National Motor Freight Classification A-11, including supplements thereto or reissues thereof.

**IN BULK** means not in bags, sacks, packages, or other containers, except bins, or except containers otherwise specified.

**INDEPENDENT-CONTRACTOR SUBHAULER** means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.

**POINT OF DESTINATION** means the location at which property is delivered to the consignee or his agent. All points within a single storage yard or structure, or within a single plant or receiving area of one consignee shall be considered as one point of destination. A plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

**POINT OF ORIGIN** means the location at which property is delivered by the consignor or his agent to the carrier for transportation. All locations at a single field or roadside stack, or within a single storage yard or storage structure, or within a single plant or shipping area of one consignor shall be considered as one point of origin. A plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare. The point of origin of a field pickup shipment (see Item 180) shall be the point in a single field or farm site nearest the point of destination.

**POWER EQUIPMENT** means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift truck equipment.

(Continued in Item 11)

Change, Decision No.

77182

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA