

ORIGINAL

Decision No. 77497

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 rock, sand
and gravel and related items
(commodities for which rates are
provided in Minimum Rate Tariff 17).

Case No. 5437
Order Setting Hearing No. 193
(Filed November 12, 1969)

OPINION AND ORDER

Decision No. 77493, entered today in Case No. 5432 (Order Setting Hearing No. 564) et al., established revised tariff provisions governing split pickup and split delivery shipments, including the alternative use of common carrier rates, in Minimum Rate Tariff No. 2 and found that comparable amendments should also be made in the like provisions of Minimum Rate Tariff 17. The decision also provided that, in order to avoid duplication of tariff distribution, Minimum Rate Tariff 17 should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff 17 (Appendix B of Decision No. 69469, as amended) is further amended by incorporating therein, to become effective August 22, 1970, the revised pages attached hereto and made a part hereof by this reference, said pages being specifically identified as:

Forty-Fourth Revised Page 1-2
First Revised Page 1-18

C. 5437 (OSH 193) ds
MRT 17

2. In all other respects Decision No. 69469, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty-four days after the date hereof.

Dated at San Francisco, California, this 14th
day of JULY, 1970.

Chairman

William J. ...

...

Yuan L. Sturgeon
Commissioners

Commissioner J. P. Vukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner A. W. Gatov, being necessarily absent, did not participate in the disposition of this proceeding.

SECTION 1--RULES (CONTINUED)

*TARIFF PAGES CHECK SHEET

ORIGINAL AND REVISED PAGES AS NAMED BELOW AND SUPPLEMENT 8 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF IN EFFECT ON THE DATES SHOWN THEREON. DECISION NUMBERS AND DATES ARE NOT SHOWN OPPOSITE PAGE REVISIONS BELOW WHICH WERE IN EFFECT PRIOR TO APRIL 20, 1968. THE DECISION NUMBERS AND DATES WILL BE SHOWN ON FURTHER REVISIONS OF SUCH PAGES.

PAGE NUMBER	REVISION NUMBER	DECISION NUMBER	DATE SIGNED	PAGE NUMBER	REVISION NUMBER	DECISION NUMBER	DATE SIGNED
TITLE	4TH	76369	11/4/69	1-20	ORIGINAL		
1	ORIGINAL			1-21	5TH	75249	1/28/69
1-1	6TH	76575	12/23/69	1-22	3RD	75249	1/28/69
1-2	*44TH			1-23	1ST	73653	1/23/68
1-2.1	10TH	77074	4/14/70	2	2ND		
1-2.2	8TH	77204	5/12/70	2-1	2ND	76331	10/28/69
1-2.3	5TH	77295	6/3/70	2-2	1ST	75317	2/11/69
1-2.4	11TH	77295	6/3/70	2-3	2ND	75317	2/11/69
1-3	6TH	77204	5/12/70	2-4	2ND	76331	10/28/69
1-3.1	6TH	77204	5/12/70	2-5	2ND	76331	10/28/69
1-4	4TH	77204	5/12/70	2-6	3RD	76943	3/17/70
1-4.1	2ND	75249	1/28/69	2-7	2ND	76331	10/28/69
1-5	4TH	76369	11/4/69	2-8	2ND	76331	10/28/69
1-6	5TH	74755	10/1/68	2-9	2ND	76331	10/28/69
1-7	4TH	75249	1/28/69	2-10	3RD	76943	3/17/70
1-8	6TH	76369	11/4/69	2-11	1ST	75317	2/11/69
1-8.1	1ST	74999	11/26/68	3	ORIGINAL		
1-9	3RD	77204	5/12/70	4	2ND		
1-10	2ND	77204	5/12/70	4-A	6TH	76575	12/23/69
1-11	ORIGINAL			4-A-1	6TH	76575	12/23/69
1-12	ORIGINAL			4-A-2	7TH	76917	3/10/70
1-13	1ST	74755	10/1/68	4-B	6TH	76575	12/23/69
1-13.1	ORIGINAL	73999	4/16/68	4-B-1	6TH	76575	12/23/69
1-13.2	ORIGINAL	73999	4/16/68	4-B-2	7TH	76917	3/10/70
1-14	5TH	77204	5/12/70	4-CC	6TH	76575	12/23/69
1-14.1	ORIGINAL			4-CC-1	6TH	76575	12/23/69
1-15	5TH	77204	5/12/70	4-E	6TH	76575	12/23/69
1-15.1	2ND	77204	5/12/70	4-E-1	6TH	76575	12/23/69
1-15.2	ORIGINAL	77204	5/12/70	4-E-2	7TH	76917	3/10/70
1-16	4TH			4-F	6TH	76575	12/23/69
1-17	ORIGINAL			4-F-1	6TH	76575	12/23/69
1-18	*1ST			4-F-2	7TH	76917	3/10/70
1-19	ORIGINAL						

* CHANGE

EFFECTIVE

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

CORRECTION 1508

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Items 420 and 421)</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination the rate provided in this tariff, applicable to the weight of entire shipment, from point of origin to any such team track or private railhead from which the common carrier rate used applies. (See Notes 1, 2 and 3)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, 5 cents per ton per mile for each mile or fraction thereof traversed from any such team track or private railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3)</p> <p>(c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate applying between any railheads (A) the rate provided in this tariff, applicable to the weight of the entire shipment, from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, from which the common carrier rate used applies, and (B) 5 cents per ton per mile for each mile or fraction thereof traversed from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3)</p> <p style="text-align: center;">(Continued in Item 421)</p>	*420
<p>* CHANGE</p>	
EFFECTIVE	
CORRECTION 1509	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA