

ORIGINAL

Decision No. 77507

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 any and all commodities between and)
within all points and places in the)
State of California (including, but)
not limited to, transportation for)
which rates are provided in Minimum)
Rate Tariff No. 2).

Case No. 5432
(Petition for Modification
No. 581)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 77441 dated June 30, 1970, in this proceeding, authorized increases in rates and charges in Minimum Rate Tariff No. 2 to offset increases in certain labor costs and changes in taxes and insurance costs. Through inadvertence, charges for excessive split pickup or delivery components of split pickup or delivery shipments were not increased as authorized by the order.¹

In the circumstances, it appears, and the Commission finds, that the necessary increases should be made by the order herein. A public hearing is not necessary. The Commission concludes that Decision No. 77441, supra, should be amended accordingly.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to

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These charges for excessive components were not effective when the petition was filed but, according to petitioner, it testified at the hearing in this matter that the charges in question reflected old labor costs and should be increased.

become effective August 15, 1970, Twenty-fourth Revised Page 20-A and First Revised Page 20-E 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. 31606, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.

3. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff No. 2, are authorized to be maintained in connection with the increased rates directed to be established by ordering paragraph 2 hereof.

4. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff No. 2 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

5. Common carriers maintaining rates on the same level as Minimum Rate Tariff No. 2 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

6. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

7. Tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than August 3, 1970, on not less than one day's notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than August 15, 1970; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order.

8. 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.

9. In all other respects Decision No. 31606, as amended, shall remain in full force and effect.

The effective date of this order shall be July 24, 1970.

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

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

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

Chairman

William J. ...
[Signature]
Vernon L. Stinson
Commissioners

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM																		
<p style="text-align: center;">SPLIT PICKUP (Items 160, 161, 162 and 163)</p> <p>(E)A. Except as otherwise provided, the provisions of this item do not apply to:</p> <ol style="list-style-type: none"> Shipments, including any component part thereof, moving under provisions of Items 180, 181 or 182 (C.O.D. Shipments); nor Shipments, including any component part thereof, transported on Order Notify Bills of Lading. <p>(E)B. Each shipment shall be limited to the following numbers of split pickup components, including the original pickup:</p> <table> <tr> <th colspan="2">When The Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)</th><th>Maximum Number Of Split Pickup Components Allowed Will Be (See Exception)</th></tr> <tr> <th>Over</th><th>But Not Over</th><th></th></tr> <tr> <td>4,999</td><td>6,000</td><td>6</td></tr> <tr> <td>6,000</td><td>8,000</td><td>8</td></tr> <tr> <td>8,000</td><td>10,000</td><td>10</td></tr> <tr> <td>10,000</td><td></td><td>See Note</td></tr> </table> <p>NOTE.--One split pickup component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 pickup components per shipment.</p> <p>EXCEPTION.--The total number of split pickup components may exceed the allowed number shown, provided, however, that for each pickup component in excess of said allowed number, a charge of \$3.35 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 pickup components per shipment.</p> <p style="text-align: center;">(Continued in Item 161)</p>		When The Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Pickup Components Allowed Will Be (See Exception)	Over	But Not Over		4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	61.60
When The Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Pickup Components Allowed Will Be (See Exception)																		
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10,000		See Note																		
<p>(E) Expires with June 1, 1971.</p> <p> ◇ Change } ◇ Increase } Decision No. 77507 </p>																				
		EFFECTIVE AUGUST 15, 1970																		
Correction 2301	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA																			

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM																		
<p style="text-align: center;">SPLIT DELIVERY (Items 170, 171, 172 and 173)</p> <p>(E)A. Except as otherwise provided, the provisions of this item do not apply to:</p> <ol style="list-style-type: none"> Shipments, including any component part thereof, moving under provisions of Items 180, 181 or 182 (C.O.D. Shipments); nor Shipments, including any component part thereof, transported on Order Notify Bills of Lading. <p>(E)B. Each shipment shall be limited to the following numbers of split delivery components, including final destination:</p> <table> <tr> <th colspan="2">When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)</th><th>Maximum Number Of Split Delivery Components Allowed Will Be (See Exception)</th></tr> <tr> <th><u>Over</u></th><th><u>But Not Over</u></th><th></th></tr> <tr> <td>4,999</td><td>6,000</td><td>6</td></tr> <tr> <td>6,000</td><td>8,000</td><td>8</td></tr> <tr> <td>8,000</td><td>10,000</td><td>10</td></tr> <tr> <td>10,000</td><td></td><td>See Note</td></tr> </table> <p>NOTE.--One split delivery component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 delivery components per shipment.</p> <p>EXCEPTION.--The total number of split delivery components may exceed the allowed number shown, provided, however, that for each delivery component in excess of said allowed number, a charge of \$3.35 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 delivery components per shipment.</p> <p style="text-align: center;">(Continued in Item 171)</p>		When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Delivery Components Allowed Will Be (See Exception)	<u>Over</u>	<u>But Not Over</u>		4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	170
When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Delivery Components Allowed Will Be (See Exception)																		
<u>Over</u>	<u>But Not Over</u>																			
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8,000	10,000	10																		
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<p>(E) Expires with June 1, 1971.</p> <p> <input type="checkbox"/> Change <input type="checkbox"/> Increase } Decision No. 77507 </p>																				
		EFFECTIVE AUGUST 15, 1970																		
<p>Correction 2302</p>		<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																		