

Decision No. 28810.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations of all Radial Highway Common Carriers, Highway Contract Carriers and City Carriers, as defined in Chapters 223 and 312, respectively, Statutes of 1935, operating motor vehicles over public highways of the State of California, for the transportation for compensation or hire of household goods, furniture and personal effects, office and store fixtures and equipment, and for accessorial services incident to such transportation.

Case No. 4086.

In the Matter of the Investigation and Establishment of rates, charges, classifications, rules, regulations, contracts and practices, or any thereof, of Argonne Van & Storage Company, Baker Transfer and Storage Company, Bekins Van Lines, Inc., C. A. Buck, City Transfer Company, Dowd's Fashion Stables, Electric Transfer and Storage Company, Griggs Van Lines, Chas. Kuppinger Company, Liberty Van Line, Lyon Van Lines, Inc., Nickell Transfer Company, Stockton Transfer Company, Triangle Transfer and Storage Company, and U.C. Express and Storage Company, operating as Highway Common Carriers, for compensation, over the public highways of the State of California, of household goods, furniture and personal effects, office and store fixtures and equipment, and for accessorial services incident to such transportation.

Case No. 4099.

J. F. Vizzard and J. W. Barker, for San Francisco Movers, Inc.
D. G. Shearer, for Council of Trucking Associations.
E. E. Hart, for Draymen's Association of Alameda County.
Earl Wright, for Motor Truck Operators of Northern California.
E. Levy and G. E. Duffy, for The Atchison, Topeka and Santa Fe Railway Company; Modesto & Empire Traction Company; Central California Traction Company; and Sunset Railway Co.

- J. E. Lyons and F. C. Nelson, for Southern Pacific Company, Northwestern Pacific Railroad Company, and Pacific Motor Transport Company.
- J. L. Amos and L. N. Bradshaw, for The Western Pacific Railroad Company, Sacramento Northern Railway and Tidewater Southern Railroad Company, Ltd.
- Hal Remington, for San Francisco Chamber of Commerce.
- E. W. Hollingsworth, for Motor Carriers Traffic Council.
- H. J. Bischoff and R. N. Christensen, for Southern California Freight Lines.
- E. D. Lyman, and Overton Lyman and Plumb, for Los Angeles Transfer Company.
- H. W. Baugh, for Motor Truck Association of Southern California and Harbor Motor Truck Tariff Bureau.
- H. W. Dill, for Truck and Warehouse Association of San Diego County.
- Elmer Ahl, for Keystone Express Company, Keystone System, and Puente Truck and Transfer Company.
- Theodore S. Higley, for Higley's Storage and Transfer.
- Chickering & Gregory, by Allen L. Chickering, for Los Angeles Transfer.
- A. L. Whittle, for Southern Pacific Company, Northwestern Pacific Railroad Company, and Pacific Motor Transport Company.
- Floyd R. Bekins, for Bekins Van Lines.
- D. G. Shearer, for Lyon Van & Storage Company, Baker Transfer & Storage Company, and Certificated Highway Carriers, Inc. (interested party).

DEVLIN, Commissioner:

O P I N I O N

The Highway Carriers' Act (Chapter 223, Statutes of 1935) and the City Carriers' Act (Chapter 312, Statutes of 1935) provide, among other things, that this Commission shall establish or approve just, reasonable and non-discriminatory maximum or minimum or maximum and minimum rates to be charged by carriers subject to said Acts for the transportation of property and for accessorial services performed by such carriers and that it shall make such rules and regulations as may be necessary to the application of the rates established or approved pursuant thereto.¹

¹ A further discussion of the purposes and provisions of the Highway Carriers' Act will be found in Decision No. 28761 dated April 27, 1936, in Case No. 4088 (Part "A"), and of the City Carriers' Act in Decision No. 28632 dated March 16, 1936, in Case No. 4084.

Shortly after these Acts became effective the Council of Trucking Associations², San Francisco Movers, Inc., and others representing numerous carriers engaged in the transportation of household goods, personal effects, musical instruments, radios and office furniture, fixtures and equipment, urged the establishment or approval of rates for the transportation of such commodities over the public highways of this State. They alleged that the establishment of such rates was in the public interest and was necessary to eliminate demoralizing, disastrous, unfair and harmful competition.

Pursuant to these petitions the Commission issued its order instituting an investigation (Case No. 4086) for the purpose of establishing or approving rates for radial highway common, highway contract and city carriers and thereafter instituted an investigation (Case No. 4099) embracing the rates of highway common carriers engaged in the transportation of said commodities between points in this State for the purpose among others of providing "an equality of transportation rates for the transportation of said property between all such competing agencies of transportation".³

Public hearings were had in San Francisco and Los Angeles. By stipulation of the parties the proceedings were consolidated.

² This Council consists of eighteen motor truck associations of the State of California, including among others, United Independent Van & Warehousemen's Association, San Diego Truck & Warehouse Association, California Storage Association, San Gabriel Valley Transfer & Storage Association, and Certificated Highway Carriers, Inc.

³ During the 1935 Session the Public Utilities Act was amended by adding Section 32½, providing in part:

"Whenever the commission, after a hearing had upon its own motion or complaint, shall find that any rate or toll for the transportation of property is lower than a reasonable or sufficient rate and that said rate is not justified by actual competitive transportation rates of competing carriers, or the cost of other means of transportation, the commission shall prescribe such rates as will provide an equality of transportation rates for the transportation of property between all such competing agencies of transportation."

The majority of those participating in the proceedings propose that only minimum rates be approved or established at this time. San Francisco Movers, Inc., however, advocates the establishment of both maximum and minimum rates for application in the San Francisco Bay area.⁴ The rates submitted for the Commission's approval by Council of Trucking Associations and San Francisco Movers, Inc., are on the following bases:

1. Hourly rates for the transportation of the commodities here involved, uncrated, for 30 miles, except:

- (a) In the San Francisco Bay area, the application of hourly rates is proposed to be limited to hauls of 15 miles and less.
- (b) Rates in cents per 100 pounds are proposed between San Francisco on the one hand and Alameda, Berkeley, Emeryville, Oakland and Piedmont on the other.

2. Rates in cents per 100 pounds for distances of 30 miles and over between all points in the State.

3. Rates in cents per 100 pounds for the transportation of the commodities here involved, crated, for distances of less than 30 miles, except in the San Francisco Bay area the application of such rates is proposed to be limited to hauls between points in certain defined zones.⁵ In addition to the foregoing, certain other proposals were made.

OPERATING COSTS

Due in part to the peculiar characteristics of the commodities themselves, their value, susceptibility to damage and weight density, the transportation of household goods and other articles involved in these proceedings, uncrated, presents many problems not

⁴ San Francisco Bay area, as used herein, includes the City and County of San Francisco, the Counties of Alameda and San Mateo and the Cities of Palo Alto and Richmond.

⁵ Rate schedules are also proposed for hand moving; baggage and piece moving; piano and refrigerator moving; commercial piano and refrigerator moving; deliveries of packing material; lift van loading; packing and delivery to depots; theatrical moving; packing and crating, together with rules and regulations to govern the proposed rates.

experienced in the movement of ordinary crated merchandise. Accessorial services not generally rendered in the transportation of ordinary cargo are performed; special vans and other equipment are employed, and a different character of service is rendered.

The evidence of record indicates that both the load and use factors experienced by carriers engaged in this type of transportation are relatively low as compared to the load and use factors experienced by carriers transporting other commodities.⁶ The relatively low load factor experienced by carriers engaged in the transportation of household goods and related articles is due to the comparatively light weight density of the commodities, the difficulty of securing capacity loads for regular movement and the absence of available traffic for return loads.

The evidence indicates that the low use factor experienced by these carriers is due to the fact that the movement of this traffic is periodical in character, predominantly occurring on or about the 1st and 15th of each month. In order to accommodate peak loads extra equipment for which loads cannot be secured at all times during the month is required. It has also been shown that the articles here involved are usually assembled by the carrier from various parts of the premises where the shipment originates and distributed to various desired locations at destination. Under such handling it is evident that the time element, particularly when the property is transported only a short distance, is for these carriers of more than normal importance.

During the course of the hearings a witness from the Engineering Division of the Commission's staff presented a study of the cost

⁶ Load factor indicates the percentage relationship that the actual pay-load transported bears to the total pay-load capacity of the equipment for each mile operated.

The term "use factor" relates to the total number of days and hours a piece of equipment or fleet of equipment may be operated in a year or other given period of time.

of transporting the commodities here involved. Several studies designed to show similar costs were presented by individual carriers as well as by an association of carriers.⁷

The record indicates that the movement of the commodities here involved falls into two general classes, local moving and long distance moving.⁸ For this reason the evidence relating to local moving will be discussed first, following which long distance moving will be considered.

Local Moving

Costs are developed in the Commission's study for local moving under two theories. The first involves the use of motor vehicle equipment capable of transporting pay-loads of the commodities here involved in lots of approximately 5,000 pounds. The second theory involves the use of somewhat larger equipment capable of transporting greater pay-loads. The evidence indicates that the smaller equipment may be more efficiently employed than the larger for the movement of the traffic here involved. The Commission's study likewise develops somewhat higher costs in the San Francisco Bay area than in other sections of the State.⁹ The following tabulation shows the costs in dollars and cents per hour developed in the Commission's study for the San Francisco Bay area and elsewhere in the State compared with costs shown in studies presented by other witnesses:

⁷ Studies were thus presented by San Francisco Movers, Inc., Ray Hampton, R.P.Dix, G.W.Hover, Arthur Mosquiera, C.A.Chambers, H.B.Holt and by Jackson Kendall, Assistant Engineer for the Commission.

⁸ The term "local moving" as used herein may be taken to mean the transportation of the commodities here involved, crated and uncrated, for distances of less than 30 miles, including both intracity and intercity movements.

The term "long distance moving" includes the transportation of the commodities in issue for distances of 30 miles and over.

⁹ The greater costs prevailing in the San Francisco Bay area are attributable principally to higher wage scales for labor.

Exhibit No.	Territory	Costs Reduced to an Hourly Basis		
		Direct	Overhead	Total
1 (Commission Study)	A	\$2.39	\$1.32	\$3.71
5 (S.F.Movers, Inc.)	A	2.64	1.17	3.81
1 (Commission Study)	B	2.00	1.32	3.32
10 (Ray Hampton)	B	2.20	2.07	4.27
11 (R.P.Dix)	B	1.92	1.41	3.33
12 (G.W.Hover)	B	2.06	1.23	3.29
13 (A.Mosquera)	B	1.82	1.11	2.93
14 (C.A.Chambers)	B	2.10	1.25	3.35
16 (H.B.Holt)	B	2.27	1.05	3.32

A - San Francisco Bay area,
B - Balance of the State.

It will be observed that the costs developed by witnesses representing carriers are in some instances lower and in other instances higher than the costs shown in the Commission's study, but that on the average they are substantially the same.

Long Distance Moving

Costs developed in the Commission's study for long distance moving are stated in cents per 100 pounds. The study indicates that the most economical type of equipment involves the use of trucks and vans capable of transporting approximately 5,000 pounds.¹⁰ Costs are shown for varying length of haul of which the following are illustrative:

<u>Miles</u>	<u>Cost in Cents per 100 Pounds</u>
50	130.5
100	159.5
200	228.0
300	300.0
400	375.0
500	449.0

¹⁰ The evidence shows that the average weighted haul for long distance moving is approximately 4,000 pounds.

The studies presented by carrier witnesses show average costs in dollars and cents per hour for actual operations conducted involving indefinite length of hauls including both local and long distance moving. They afford no basis of comparison with the costs developed in the Commission's study.

RATES

A number of carrier witnesses testified with respect to the level of the proposed minimum rates. In brief, their testimony may be summarized as approving the proposed basis of minimum rates as sufficient in volume to return the reasonable cost of performing the service.

One or two witnesses representing carriers enjoying a relatively small volume of traffic seek a differential under the rates of the larger carriers. In support of such a differential, they urge that they cannot secure a fair share of the business against the larger operators on an equality of rates. Their contention, however, is unsupported on this record.

Local Moving

Council of Trucking Associations propose a sliding scale of minimum rates in dollars and cents per hour for the movement of uncrated household goods, varying in volume according to the size and type of equipment employed in performing the service. Such rates were recommended for distances up to 30 miles. On the other hand, San Francisco Movers, Inc., suggest the establishment of both maximum and minimum rates for the movement of the same commodities in the San Francisco Bay area and oppose the establishment of the suggested sliding scale of minimum rates, particularly insofar as they might apply in the San Francisco Bay area. It is said by those favoring the establishment of both maximum and minimum rates that the so-called sliding scale of minimum rates proposed by Council of Trucking Associations will fail to promote stabilization.

Minimum rates in cents for varying units of weight are suggested for the movement of crated household goods and the related articles here involved in intracity and intercity service for distances up to 30 miles, except in the San Francisco Bay area, where it is proposed to restrict the application of such rates to distances of less than 15 miles. Subsequent to the submission of these proceedings minimum rates for radial highway common and highway contract carriers for the transportation of all commodities in lots of less than 18,000 pounds between substantially all points in the State served by common carriers were established to become effective June 1, 1936 in Case 4083 (Part "A").¹¹ While the peculiar circumstances surrounding the movement of uncrated household goods and related articles undoubtedly justify special consideration and further treatment at this time, the record here made with respect to the movement of crated used household goods and related articles between points in California other than between points located within the limits of a single city does not justify the establishment of minimum rates on a basis different from that approved in Case 4083 (Part "A"), supra.

Little evidence was offered in support of the approval of the suggested rates for hand moving; baggage and piece moving; piano and refrigerator moving; commercial piano and refrigerator moving; packing and delivery to depots; or theatrical moving. Indeed, hand moving and the transportation of scenery and theatrical appurtenances are not in issue in these proceedings.

II

Decision No. 22761, April 27, 1936, in re: Establishment of maximum or minimum or maximum and minimum rates, rules and regulations of all Radial Highway Common Carriers and Highway Contract Carriers, etc.

Long Distance Moving

The evidence indicates that the proposed rates for long distance moving, although somewhat lower than some of the cost studies would seem to justify, are, in the opinion of the carriers, sufficient to defray the cost of performing the service and yield some return on investment. Examination of the proposed rates reveals that they are substantially the same in volume as the published rates of highway common carriers engaged in the transportation of the traffic here involved. The record indicates that the latter carriers have not realized an abnormal return on investment, and indeed in many instances have suffered substantial losses.

CONCLUSIONS

Upon consideration of all the facts of record I am of the opinion and find:

1. That the proposed minimum rates, rules and regulations, as modified and set forth in Appendix "A" hereof, have been justified and should be approved as the just, reasonable and non-discriminatory minimum rates for the transportation of the commodities here involved between points in this State by radial highway common and highway contract carriers, and between points in each city in this State by city carriers. In all other respects, the proposed rates have not been justified on this record.

2. That transportation conditions and competition do not justify the maintenance of highway common carrier store-door to store-door rates applicable in connection with the articles and commodities here involved between points in this State lower than the minimum rates set forth in Appendix "A" hereof.

I recommend the following form of order:

O R D E R

Public hearings having been held in the above entitled proceedings, and based upon the evidence received at the hearings held therein and upon the conclusions set forth in the preceding opinion,

IT IS HEREBY ORDERED that the rates, rules and regulations set forth in Appendix "A" attached hereto and made a part hereof, be and they are hereby approved and established, to become effective July 1, 1936, as the just, reasonable and non-discriminatory minimum rates to be charged and collected by all radial highway common carriers and highway contract carriers, as defined in Chapter 223, Statutes of 1935, and by carriers as defined in Chapter 312, Statutes of 1935, for the transportation of used household goods and personal effects; and second-hand furniture, musical instruments, radios, office and store fixtures and equipment over the public highways between all points in the State, and between all points in each city of the State, and for the accessorial services described in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that minimum rates herein established for the transportation of the articles and commodities described in the next preceding paragraph when uncrated supersede the minimum rates established in Decision No. 28761 in Case 4088 (Part "A").

IT IS HEREBY FURTHER ORDERED that Argonne Van & Storage Company, Baker Transfer and Storage Company, Bekins Van Lines, Inc., C.A. Buck, City Transfer Company, Dowd's Fashion Stables, Electric Transfer and Storage Company, Griggs Van Lines, Chas. Kuppinger Company, Liberty Van Line, Lyon Van Lines, Inc., Nickell Transfer Company, Stockton Transfer Company, Triangle Transfer and Storage Company, and U. C. Express and Storage Company be and they are hereby ordered to cease and desist on or before July 1, 1936, and thereafter abstain from applying, demanding, collecting or receiving for the transportation of the articles and commodities described in the second pre-

ceding paragraph hereof between points in this State, rates less than the rates set forth in Appendix "A" hereof.

IT IS HEREBY FURTHER ORDERED that the respondents named in the next preceding paragraph and each of them be and they are hereby ordered and directed to establish on or before July 1, 1936, upon not less than five (5) days' notice to the Commission and the public for the transportation of the articles and commodities described in the third preceding paragraph between points in this State, rates no lower than those set forth in Appendix "A" hereof.

The effective date of this order shall be twenty (20) days from the date hereof.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 11th day of May, 1936.

W. B. Lewis
Leon A. Whitley
W. A. Carr
W. J. McArthur
Graves R. Dwyer
Commissioners

A P P E N D I X "A"

Naming
Minimum Rates and Rules and Regulations
for the
Transportation of Used Household Goods, Personal
Effects, Furniture, Musical Instruments, Radios,
Office and Store Fixtures and Equipment
over the
Public Highways of the State of California by
Carriers as defined in the Highway Carriers' Act
and the City Carriers' Act, Statutes of 1935,
effective
July 1, 1936

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ALPHABETICAL LIST AND INDEX OF STATIONS TO AND FROM WHICH SPECIFIC RATES CONTAINED IN SECTION 2 APPLY			
STATION	INDEX NUMBER	STATION	INDEX NUMBER
Bakersfield	4060	Oakland	2920
Barstow	2430	Oceanside	1370
Bishop	2775	Orick	8455
Blythe	2100	Oroville	5790
		Oxnard	800
Camarillo	805		
Castaic Jct.	920	Paso Robles	540
Chico	6180	Petaluma	7545
Cloverdale	7775	Pomona	1780
Crescent City	8600	Porterville	3700
Delano	3990	Red Bluff	6835
Dunsmuir	7230	Redding	6855
		Redlands	2020
El Centro	2175	Riverside	1830
Eureka	8275		
		Sacramento	4945
Fresno	3390	Salida	3150
		Salinas	445
Garberville	8075	San Bernardino	2330
Gilroy	400	San Diego	1435
		San Francisco	5
Healdsburg	7725	San Jose	370
Hollister	405	San Luis Obispo	595
		Santa Ana	1325
Indio	2080	Santa Barbara	755
		Santa Maria	640
King City	490	Santa Paula	905
		Santa Rosa	7705
Laguna Beach	1230	Sonoma	8995
Laytonville	7925	Stockton	4525
Lebec	4215	Summerland	765
Lone Pine	2720		
Long Beach	1130	Truckee	5510
Los Angeles	1030	Tulare	3960
Madera	3370	Ukiah	7835
Manteca	3035		
Marysville	5680	Ventura	775
Merced	3230	Visalia	3665
Modesto	3155		
Mojave	2605	Weed	7315
Moorpark	815	Willits	7885
		Willows	6770
Napa	9060		
Needles	2565	Yreka	7380

**GEOGRAPHICAL LIST AND INDEX OF STATIONS TO AND FROM WHICH
SPECIFIC RATES CONTAINED IN SECTION 2 APPLY**

INDEX : NUMBER :	STATION	INDEX : NUMBER :	STATION
5	San Francisco	3150	Salida
370	San Jose	3155	Modesto
400	Gilroy	3230	Merced
405	Hollister	3370	Madera
445	Salinas	3390	Fresno
490	King City	3685	Visalia
540	Paso Robles	3700	Porterville
595	San Luis Obispo	3960	Tulare
640	Santa Maria	3990	Delano
755	Santa Barbara	4060	Bakersfield
765	Summerland	4215	Lebec
775	Ventura	4525	Stockton
800	Oxnard	4945	Sacramento
805	Camarillo	5510	Truckee
815	Moorpark	5680	Marysville
905	Santa Paula	5790	Oroville
920	Castaic Jct.	6180	Chico
1030	Los Angeles	6770	Willows
1130	Long Beach	6835	Red Bluff
1230	Laguna Beach	6855	Redding
1325	Santa Ana	7230	Dunsmuir
1370	Oceanside	7315	Weed
1435	San Diego	7380	Yreka
1780	Pomona	7545	Petaluma
1830	Riverside	7705	Santa Rosa
2020	Redlands	7725	Healdsburg
2080	Indio	7775	Cloverdale
2100	Blythe	7835	Ukiah
2175	El Centro	7885	Willits
2330	San Bernardino	7925	Laytonville
2480	Barstow	8075	Garberville
2565	Needles	8275	Eureka
2605	Mojave	8455	Orick
2720	Lone Pine	8600	Crescent City
2775	Bishop	8995	Sonoma
2920	Oakland	9060	Napa
3035	Manteca		

EXPLANATION OF TECHNICAL TERMS AND ABBREVIATIONS

EXPLANATION OF TECHNICAL TERMS

The terms used in this appendix are defined as follows:

CRATED PROPERTY means property as described in Item 230, Paragraph (a).

GARAGE OR STAND means the point or place from which carriers' unit or units of equipment leave for point of origin of shipment.

POINT OF ORIGIN means the point or place where a shipment of property is picked up, or to be picked up, and loaded in or on the unit or units of equipment of the carrier for transportation.

POINT OF DESTINATION means the point or place where a shipment of property is discharged, or to be discharged, from the unit or units of equipment of the carrier.

DEFINITION OF A SHIPMENT. The term "shipment" as used herein, shall mean a lot received from one shipper, on one shipping order or bill of lading, at one point, at one time, for one consignee and one destination.

UNCRATED PROPERTY means property as described in Item 230, Paragraph (b).

VEHICLE means every motor truck, tractor or other self-propelled vehicle used for transportation of property over the public highways otherwise than upon fixed rails or tracks, and any trailer, semi-trailer, dolly, or other vehicle drawn thereby.

"RATES NAMED HEREIN" means rates named in this appendix.

EXPLANATION OF ABBREVIATIONS

Ave.	Avenue	Min.	Minimum
Blvd.	Boulevard	No.	Number
C.O.D.	Collect on	St.	Street
	Delivery	%	Per Centum
Incl.	Inclusive	¢	Cents
Mi.	Mile	\$	Dollars

APPLICATION OF RATES

ITEM
NO.

APPLICATION OF APPENDIX

- 10 Rates named herein are minimum rates and apply to the transportation of used household goods, personal effects, furniture, musical instruments, radios, office and store fixtures and equipment over the public highways of the State of California by Radial Highway Common Carriers and Highway Contract Carriers as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935) and Carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935).

APPLICATION OF RATES PROVIDED IN SECTION 1

Uncrated Property:

Rates named in Item 520, Territory "A" apply to all transportation for distances of not more than 30 miles and accessorial services where the point of origin is within the City and County of San Francisco, the Counties of Alameda or San Mateo, or the Cities of Palo Alto or Richmond. (See Items 400-420 incl.)

- 20 Rates named in Item 520, Territory "B" apply to all transportation for distances of not more than 30 miles and accessorial services where the point of origin is not included within the limits of "Territory 'A'".

Crated Property:

Rates named in Items 500 and 510 apply to the transportation of crated property in intra-city movement, for distances not to exceed 15 miles.

APPLICATION OF RATES

ITEM
NO.

APPLICATION OF RATES PROVIDED IN SECTION 2

(a) Rates named in Section 2 apply only on uncrated property transported in excess of 30 miles, and will not apply on shipments having origin and destination within the limits of the same city or town.

- 30 (b) Minimum rates for the transportation of uncrated property moving from, to or between points not named on pages 20 to 31, inclusive, hereof, shall be no lower than the specific rates named from, to or between the next more distant point or points named on pages 20 to 31, inclusive, hereof, unless the charges accruing under the distance rates shown in Item 700 are lower than the charges accruing under specific rates named on pages 20 to 31, inclusive, hereof, on the same shipments, in which event the lower of such charges will apply.

BRIDGE AND FERRY TOLLS

- 40 In computing transportation charges under Section 1, bridge or ferry tolls shall be added when such facilities are used by the carrier.

COMPUTATION OF TIME FOR HOURLY RATES

- 50 Hourly rates shall be computed on the following basis: The driving time from carrier's garage or stand to point of origin, not to exceed 15 minutes, plus loading time, plus double the driving time from point of origin to point of destination, plus unloading time.

OVERTIME

- 60 Service performed on customer's instructions between the hours of 5:30 P.M. and 7:30 A.M., or on Sundays and the following holidays shall be considered OVERTIME and a penalty of 25% shall be added to the rates provided herein for such service: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day.

APPLICATION OF RATES

ITEM :
NO. :

PICK-UP AND DELIVERY

70

Rates named in cents per 100 pounds or per other unit of weight include ground floor pick-up and delivery. When it is necessary to transport property up or down stairs, add 5 cents per 100 pounds per flight (except on pianos add \$1.00 per flight per piano). See Note 1.

Note 1. (a) A series of not more than 7 steps or stairs shall be considered as "ground floor"; a series of 8 and not more than 20 steps or stairs shall be considered one flight; and each series of not more than 20 steps thereafter shall be considered as an additional flight.

(b) Elevator service shall be equivalent to one flight of stairs.

(c) For accessorial services other than pick-up and delivery, see Section 3.

RULES AND REGULATIONS

ITEM
NO.

ACTUAL WEIGHT VERSUS MINIMUM WEIGHT

- 200 When the charges accruing on a shipment based upon actual weight exceed the charges computed from a rate based upon the next greater unit of minimum weight, the latter will apply.

C.O.D. CHARGES

- 210 (a) Except as otherwise provided, the following charges will apply for collection and return of money on C.O.D. shipments:
- | | |
|---|--------|
| Under \$100.00, $\frac{1}{2}$ of 1%, minimum charge ... | \$0.25 |
| \$100.00 and not over \$200.00..... | .50 |
| Over \$200.00 and not over \$300.00..... | .70 |
| Over \$300.00 and not over \$500.00 | .80 |
- All amounts over \$500.00 add 25¢ per \$100.00 or fraction thereof.
- (b) Delivering carrier shall, immediately upon collection of any and all moneys, and in no event later than ten (10) days after delivery to the consignee, unless consignor, in writing, instructs otherwise, remit to the consignor all moneys collected by it on such shipment.

PACKING CHARGES

- 220 Charges for packing are set forth in Section 3. Delivery of boxes, barrels and cartons will be charged for at rates shown in Item 810 if delivered to point of origin in advance of the equipment transporting the shipment.

RULES AND REGULATIONS

ITEM
NO.

PACKING REQUIREMENTS

230

(a) CRATED PROPERTY as described in Item 10 and moving in intra-city service under Items 500 and 510 of this Appendix must be securely packed in barrels, boxes, cartons, crates, cases, baskets, pails, kits, tubs, drums, bags (jute, cotton, burlap or gunny), bundles (completely wrapped in jute, cotton, burlap, gunny, fibreboard, straw matting or two or more thicknesses of paper).

(b) UNCRATED PROPERTY as described in Item 10 and moving under Item 520 or rates named in Section 2 of this Appendix will be accepted when in the opinion of the carrier the articles may be transported without loss or damage.

VALUATION

Rates published herein apply on commodities, the declared value of which does not exceed ten cents per pound, except as provided in Note 1.

240

NOTE 1 - (a) When declared value exceeds ten cents per pound, but does not exceed twenty cents per pound, add 25% to rates published herein.

(b) When declared value exceeds twenty cents per pound, but does not exceed fifty cents per pound, add 50% to rates published herein.

(c) When declared value exceeds fifty cents per pound a charge of fifteen cents per \$100.00 of valuation will be assessed in addition to the rate set forth in (b) above for each \$100.00 of valuation in excess of fifty cents per pound.

(Continued on Page 11)

RULES AND REGULATIONS

ITEM
NO.

VALUATION (Concluded)

240

(d) Shippers are required to state specifically in writing the agreed or declared value of the property to be transported. If shipper declines to declare the value or agree to a released value in writing the shipment will not be accepted. The agreed or declared value shall be deemed to relate to all services undertaken by the carrier or its agents and to each article separately and not to a shipment as a whole. Shippers may declare on specific articles a valuation in excess of the value declared on the shipment as a whole, and each such article must be described and its excess declared value set forth.

(e) Declaration of value shall be set forth in the following form: "The agreed or declared value of the property to be transported is hereby specifically stated by the shipper to be not exceeding _____ \$ per pound, per article."

ZONES

ITEM NO.	Territory "A" described in Item 20 is divided into the following zones, and is applicable in connection with Item 500 only.
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CITY AND COUNTY OF SAN FRANCISCO

- | | |
|-----|--|
| 400 | <p><u>Zone 1.</u> - District bounded on the West by the eastern boundary of the Presidio from the Bay to Arguello Blvd., Arguello Blvd. from the Presidio to Parnassus Ave., Parnassus Ave. thence to Stanyan St., Stanyan St. thence to 17th St., 17th St. thence to Clayton St., Clayton St. thence to Market St., Market St. thence to Burnett Ave., Burnett Ave. thence to 30th St. - bounded on the South by 30th St. from Burnett Ave. to Bernal Ave., thence Bernal Ave. northerly to Army St. and Army St. easterly to Potrero Ave. - bounded on the East by Potrero Ave. from Army St. to Division St., thence Division St. to Channel St., thence Channel St. to the Bay - bounded on the North by the Bay.</p> <p><u>Zone 2.</u> - District bounded on the North by the southern boundary of the Presidio, on the West by 25th Ave. and on the South and East by Taraval St. from 25th Ave. to Kensington Way, thence Kensington Way to Portola Drive, thence Portola Drive and Market St. to Clayton St., thence Clayton St. to 17th St., thence 17th St. to Stanyan St., thence Stanyan St. to Parnassus Ave., thence Parnassus Ave. to Arguello Blvd., thence Arguello Blvd. to the Presidio. Also the district bounded on the North by Channel and Division Sts., on the West by Potrero Ave., on the South by Army St., and on the East by the Bay. Also the district bounded on the North by Army St., on the West by Bernal and San Jose Aves., on the South by Tingley St. and Silver Ave., and on the East by Bayshore Blvd.</p> <p><u>Zone 3.</u> - All districts within the City and County of San Francisco, not included in Zones 1 and 2.</p> |
| | |
| | |
| | |

ZONES	
ITEM NO.	
410	Territory "A" described in Item 20 is divided into the following zones, and is applicable in connection with Item 500 only.
	<u>CITY OF OAKLAND</u>
	<u>Zone 1.</u> - All territory, 55th Street and south, and High Street and West.
	<u>Zone 2.</u> - All territory north of 55th Street.
420	<u>Zone 3.</u> - All territory east of High Street.
	<u>PALO ALTO, RICHMOND AND ALL CITIES (EXCEPT OAKLAND)</u> <u>WITHIN ALAMEDA AND SAN MATEO COUNTIES</u>
	<u>Zone 1.</u> - All territory within the City limits.

SECTION 1

LOCAL MOVING

Naming Rates for the Transportation of Crated Property, in Intra-city Service, for Distances not to exceed 15 miles; and Rates on Uncrated Property, for Distances not to exceed 30 miles.

See Section 3 for Crating and Uncrating Charges.

SECTION 1 - LOCAL MOVING

ITEM
No.

CRATED PROPERTY, as described in Item 10, In INTRACITY
MOVEMENT ONLY, between points in Territory "A" (See
Item 20). For Zones see Items 400-420, Incl.

Weight of Shipment	Rates Named in Cents per 100 Pounds		
	Between Points in Zone 1	Between Points in Zone 1 and Zone 2	Between Points in Zone 1 and Zone 3

1000 lbs. and under	35	42	46
Over 1000 lbs. to 2500 lbs.	30	36	40
" 2500 " " 5000 "	25	30	33
" 5000 " " " "	25	30	32

NOTE 1 (a) Rates named include Ground Floor Pick-up and
Delivery, Subject to Item 70.

(b) See Section 3 for charges to be assessed for
crating and uncrating.

SECTION 1 - LOCAL MOVING

ITEM
NO.

CRATED PROPERTY, as Described in Item 10, IN
INTRA-CITY MOVEMENT ONLY, Between Points in
Territory "B" (See Item 20).

Rates Named in Cents per Unit of Weight

Weight in Pounds	3 Mi. and Under	Over 3 Mi. and up to 5 mi.	Over 5 Mi. and up to 7 Mi.	Over 7 Mi. and up to 9 Mi.	Over 9 Mi. and up to 11 Mi.	Over 11 Mi. and up to 15 Mi.
200 lbs. and under	100	125	150	200	250	300
Over 200 to 300	150	175	200	275	350	425
" 300 to 400	200	250	275	350	425	500
" 400 to 500	250	300	350	450	550	625
" 500 to 600	275	325	425	525	625	700
" 600 to 700	325	375	475	600	725	800
" 700 to 800	400	475	550	700	850	925
" 800 to 900	450	550	625	775	925	1000
" 900 to 1000	500	625	700	850	1000	1100
" 1000 to 1200	600	700	775	1000	1225	1250
" 1200 to 1400	675	800	875	1075	1275	1375
" 1400 to 1600	700	850	950	1125	1300	1400
" 1600 to 1800	775	900	1050	1200	1325	1450
" 1800 to 2000	825	975	1100	1225	1350	1500
" 2000 to 2200	875	1000	1125	1275	1425	1550
" 2200 to 2400	925	1075	1200	1350	1500	1600
" 2400 to 2600	975	1125	1250	1425	1600	1650
" 2600 to 2800	1050	1200	1325	1500	1675	1700
" 2800 to 3000	1100	1250	1400	1550	1700	1800
" 3000 to 3200	1150	1325	1475	1625	1775	1900
" 3200 to 3400	1225	1425	1550	1700	1850	2000
" 3400 to 3600	1275	1475	1600	1775	1950	2100
" 3600 to 3800	1350	1575	1700	1850	2000	2200
" 3800 to 4000	1400	1650	1750	1900	2050	2300
" 4000 to 4200	1450	1700	1825	2000	2175	2400
" 4200 to 4400	1550	1775	1925	2125	2325	2500
" 4400 to 4600	1600	1825	2025	2225	2425	2600
" 4600 to 4800	1675	1900	2100	2300	2500	2700

(Continued)

510

SECTION 1 - LOCAL MOVING

ITEM
NO.

CRATED PROPERTY, as Described in Item 10, IN
INTRA-CITY MOVEMENT ONLY, Between points in
Territory "B" (See Item 20) - Concluded.

Weight in Pounds			Rates Named in Cents per Unit of Weight					
			Over 3: 3 Mi. and Under	Over 5: Mi. and up to 5 Mi.	Over 7: Mi. and up to 7 Mi.	Over 9: Mi. and up to 9 Mi.	Over 11: Mi. and up to 11 Mi.	Over 15: Mi. and up to 15 Mi.
Over 4800 to 5000			1700	1975	2150	2350	2550	2800
" 5000 " 5200			1750	2000	2200	2400	2600	2900
" 5200 " 5400			1825	2050	2250	2450	2650	3000
" 5400 " 5600			1850	2075	2300	2500	2700	3100
" 5600 " 5800			1950	2175	2400	2600	2800	3200
" 5800 " 6000			2000	2225	2450	2650	2850	3300
" 6000 " 6200			2050	2275	2500	2700	2900	3400
" 6200 " 6400			2100	2350	2575	2775	2975	3500
" 6400 " 6600			2150	2400	2650	2800	3025	3500
" 6600 " 6800			2200	2450	2725	2900	3100	3500
" 6800 " 7000			2250	2450	2800	2900	3150	3500
" 7000, per 100 lbs.			30	35	40	40	45	50

NOTE 1 (a) Rates named include Ground Floor Pick-up
and Delivery, subject to Item 70.

(b) See Section 3 for charges to be assessed
for crating and uncrating applicable in
connection with this item.

SECTION 1 - LOCAL MOVING

ITEM
NO.

Rates named herein apply for the transportation of property, uncrated, as described in Item 10 for distances not to exceed 30 miles.

HOURLY RATES, per Vehicle	Rate in Cents per Hour	
	Territory "A"	Territory "B"

Minimum Charge 1 Hour

300*

250*

* includes vehicle and driver

375**

300**

** includes vehicle, driver and helper

520

Charge for Additional Help shall be as follows:

Territory "A"

\$1.00 per hour per man

Territory "B"

\$0.75 per hour per man

NOTE 1: See Item 20 for description of Territories "A" and "B".

SECTION 2

LONG DISTANCE MOVING

Naming Rates for the Transportation
of Uncrated Property for Distances in
excess of 30 Miles and including ground
floor pick-up and delivery at points
of origin and destination.

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Rates in Cents per 100 Pounds

Index No.	Between----- And	SAN FRANCISCO			SAN JOSE			SAN LUIS OBISPO		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
5	San Francisco	-	-	-	100	-	-	270	243	216
370	San Jose	100	-	-	-	-	-	250	225	200
400	Gilroy	130	117	-	85	-	-	220	198	176
405	Hollister	155	139	124	110	99	-	210	189	168
445	Salinas	160	144	128	120	108	-	190	171	152
490	King City	200	180	160	160	144	128	150	135	-
540	Paso Robles	240	216	192	210	189	168	85	-	-
595	San Luis Obispo	270	243	216	250	225	200	-	-	-
640	Santa Maria	290	261	232	290	261	232	90	-	-
755	Santa Barbara	350	315	280	350	315	280	170	153	136
765	Summerland	360	324	288	360	324	288	170	153	136
775	Ventura	360	324	288	360	324	288	200	180	160
800	Oxnard	360	324	288	360	324	288	210	189	168
805	Camarillo	360	324	288	360	324	288	220	198	176
815	Moorpark	360	324	288	360	324	288	220	198	176
905	Santa Paula	360	324	288	360	324	288	210	189	168
920	Castaic Jct.	360	324	288	360	324	288	250	225	200
1050	Los Angeles	360	324	288	360	324	288	260	234	208
1130	Long Beach	385	346	308	385	346	308	285	256	228
1230	Laguna Beach	445	400	356	445	400	356	345	310	276
1325	Santa Ana	415	373	332	415	373	332	315	283	252
1370	Oceanside	470	423	376	470	423	376	370	333	296
1435	San Diego	470	423	376	470	423	376	370	333	296
1780	Pomona	380	342	304	380	342	304	280	252	224
1830	Riverside	400	360	320	400	360	320	300	270	240
2020	Redlands	415	373	332	415	373	332	315	283	252
2080	Indio	460	414	368	460	414	368	360	324	288
2100	Blythe	560	504	448	560	504	448	460	414	368
2175	El Centro	550	495	440	550	495	440	450	405	360
2330	San Bernardino	415	373	332	415	373	332	315	283	252
2480	Barstow	485	436	388	485	436	388	385	346	308
2565	Needles	615	553	492	615	553	492	525	472	420
2605	Mojave	380	342	304	390	351	312	335	301	268
2720	Lone Pine	425	383	340	425	383	340	435	391	348
2775	Bishop	425	383	340	425	383	340	495	445	396
2920	Oakland	(1)	(1)	(1)	100	-	-	270	243	216
3035	Manteca	150	135	-	130	117	-	320	288	256
3150	Salida	160	144	-	140	126	-	330	297	264
3155	Modesto	160	144	-	150	135	-	340	306	272
3230	Merced	200	180	160	190	171	152	360	324	288
3370	Madera	230	207	184	220	198	176	360	324	288
3390	Fresno	250	225	200	240	216	192	360	324	288
3665	Visalia	290	261	232	280	252	224	320	288	256
3700	Porterville	300	270	240	310	279	248	310	279	248
3960	Tulare	290	261	232	280	252	224	310	279	248
3990	Delano	330	297	264	320	288	256	280	252	224

(1) Rates named in Section 1 apply.

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments

Column "B" rates apply on shipments weighing not less than 2000 Pounds.

Column "C" rates apply on shipments weighing not less than 4000 Pounds.

Index No.	Between And	Rates in Cents per 100 Pounds								
		SAN FRANCISCO			SAN JOSE			SAN LUIS OBISPO		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
4060	Bakersfield	340	306	272	350	315	280	250	225	200
4215	Lebec	360	324	288	390	351	312	250	225	200
4525	Stockton	160	144	-	150	135	-	320	288	256
4945	Sacramento	190	171	152	180	162	144	350	315	280
5510	Truckee	325	292	260	315	283	252	500	450	400
5680	Marysville	235	211	188	225	202	180	420	378	336
5790	Oroville	270	243	216	260	234	208	395	355	316
6180	Chico	250	225	200	240	216	192	405	364	324
6770	Willows	220	198	176	210	189	168	430	387	344
6835	Red Bluff	280	252	224	270	243	216	435	391	348
6855	Redding	310	279	248	300	270	240	450	405	360
7230	Dunsmuir	370	333	296	360	324	288	470	423	376
7315	Weed	395	355	316	385	346	308	490	441	392
7380	Yreka	420	378	336	410	369	328	510	459	408
7545	Petaluma	110	-	-	170	153	-	340	306	272
7705	Santa Rosa	140	126	-	200	180	160	370	333	296
7725	Healdsburg	150	135	-	215	193	172	375	337	300
7775	Cloverdale	170	153	-	225	202	180	375	337	300
7835	Ukiah	190	171	152	230	207	184	375	337	300
7885	Willits	215	193	172	230	207	184	375	337	300
7925	Laytonville	250	225	200	290	261	232	430	387	344
8075	Garberville	280	252	224	330	297	264	470	423	376
8275	Eureka	320	288	256	340	306	272	480	432	384
8455	Orick	345	310	276	385	346	308	515	463	412
8600	Crescent City	375	337	300	395	355	316	525	472	420
8995	Sonoma	130	-	-	180	162	144	350	315	280
9060	Napa	130	-	-	175	157	-	345	310	276

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Rates in Cents per 100 Pounds

Index No.	Between-----> And	SANTA BARBARA			LOS ANGELES			SAN DIEGO		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
5	San Francisco	350	315	280	360	324	288	470	423	376
370	San Jose	350	315	280	360	324	288	470	423	376
400	Gilroy	320	288	256	360	324	288	470	423	376
405	Hollister	310	279	248	360	324	288	470	423	376
445	Salinas	300	270	240	360	324	288	470	423	376
490	King City	250	225	200	320	288	256	430	387	344
540	Paso Robles	200	180	160	290	261	232	400	360	320
595	San Luis Obispo	170	153	136	260	234	208	370	333	296
640	Santa Maria	140	126	-	220	198	176	330	297	264
755	Santa Barbara	-	-	-	140	126	-	250	225	200
765	Summerland	(1)	(1)	(1)	120	108	-	230	207	184
775	Ventura	(1)	(1)	(1)	110	99	-	220	198	176
800	Oxnard	100	-	-	110	99	-	220	198	176
805	Camarillo	100	-	-	100	90	-	210	189	168
815	Moorpark	120	108	-	100	90	-	210	189	168
905	Santa Paula	105	-	-	110	99	-	220	198	176
920	Castaic Jct.	140	126	-	100	-	-	210	189	168
1030	Los Angeles	140	126	-	-	-	-	150	135	120
1130	Long Beach	165	148	132	(1)	(1)	(1)	150	135	120
1230	Laguna Beach	225	202	180	125	112	-	140	126	-
1325	Santa Ana	195	175	156	95	-	-	150	135	120
1370	Oceanside	250	225	200	150	135	120	105	-	-
1435	San Diego	250	225	200	150	135	120	-	-	-
1780	Pomona	185	166	148	85	-	-	175	157	140
1830	Riverside	205	184	164	105	94	-	190	171	152
2020	Redlands	225	202	180	125	112	-	215	193	172
2080	Indio	275	247	220	205	184	164	300	270	240
2100	Blythe	375	337	300	340	306	272	455	409	364
2175	El Centro	365	328	292	300	270	240	190	171	152
2330	San Bernardino	220	198	176	120	108	-	195	175	156
2480	Barstow	315	283	252	215	193	172	325	292	260
2565	Needles	445	400	356	345	310	276	500	450	400
2605	Mojave	265	238	212	165	148	132	265	238	212
2720	Lone Pine	360	324	288	260	234	208	360	324	288
2775	Bishop	420	378	336	320	288	256	420	378	336
2920	Oakland	350	315	280	360	324	288	470	423	376
3035	Manteca	440	396	352	360	324	288	470	423	376
3150	Salida	430	387	344	360	324	288	470	423	376
3155	Modesto	430	387	344	350	315	280	460	414	368
3230	Merced	390	351	312	330	297	264	440	396	352
3370	Madera	350	315	280	290	261	232	400	360	320
3390	Fresno	330	297	264	270	243	216	380	342	304
3665	Visalia	300	270	240	240	216	192	350	315	280
3700	Porterville	280	252	224	220	198	176	330	297	264

(1) Rates named in Section 1 apply.

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Index No.	Between ----- And	Rates in Cents per 100 Pounds								
		SANTA BARBARA			LOS ANGELES			SAN DIEGO		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
3960	Tulare	290	261	232	230	207	184	340	306	272
3990	Delano	250	225	200	200	180	160	310	279	248
4060	Bakersfield	220	198	176	180	162	144	290	261	232
4215	Lebec	180	162	144	140	126	-	250	225	200
4525	Stockton	430	387	344	360	324	288	470	423	376
4945	Sacramento	450	405	360	360	324	288	470	423	376
5510	Truckee	540	486	432	505	454	404	595	535	476
5680	Marysville	460	414	368	410	369	328	500	450	400
5790	Oroville	470	423	376	435	391	348	525	472	420
6180	Chico	480	432	384	455	409	364	535	481	428
6770	Willows	500	450	400	470	423	376	555	499	444
6835	Red Bluff	510	459	408	475	427	380	565	508	452
6855	Redding	520	468	416	490	441	392	580	522	464
7230	Dunsmuir	530	477	424	510	459	408	600	540	480
7315	Weed	540	486	432	530	477	424	620	558	496
7380	Yreka	550	495	440	550	495	440	640	576	512
7545	Petaluma	420	378	336	430	387	344	540	486	432
7705	Santa Rosa	450	405	360	460	414	368	570	513	456
7725	Healdsburg	455	409	364	470	423	376	575	517	460
7775	Cloverdale	460	414	368	480	432	384	575	517	460
7835	Ukiah	465	418	372	490	441	392	580	522	464
7885	Willits	465	418	372	490	441	392	580	522	464
7925	Laytonville	515	463	412	550	495	440	640	576	512
8075	Garberville	555	499	444	590	531	472	680	612	544
8275	Eureka	565	508	452	600	540	480	690	621	552
8455	Orick	600	540	480	650	585	520	740	666	592
8600	Crescent City	610	549	488	650	585	520	740	666	592
8995	Sonoma	430	387	344	440	396	352	550	495	440
9060	Napa	425	382	340	435	391	348	545	490	436

Car

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Rates in Cents per 100 Pounds

Index No.	Between And	EL CENTRO			SAN BERNARDINO			OAKLAND		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
5	San Francisco	550	495	440	415	373	332	(1)	(1)	(1)
370	San Jose	550	495	440	415	373	332	100	-	-
400	Gilroy	525	472	420	395	355	316	130	117	-
405	Hollister	515	463	412	390	351	312	155	139	124
445	Salinas	505	454	404	385	346	308	160	144	128
490	King City	495	445	396	375	337	300	200	180	160
540	Paso Robles	480	432	384	345	310	276	240	216	192
595	San Luis Obispo	450	405	360	315	283	252	270	243	216
640	Santa Maria	410	369	328	290	261	232	290	261	232
755	Santa Barbara	365	328	292	220	198	176	350	315	280
765	Summerland	355	319	284	195	175	156	360	324	288
775	Ventura	330	297	264	170	153	136	360	324	288
800	Oxnard	320	288	256	160	144	128	360	324	288
805	Camarillo	320	288	256	160	144	128	360	324	288
815	Moorpark	310	279	248	150	135	120	360	324	288
905	Santa Paula	310	279	248	150	135	120	360	324	288
920	Castaic Jct.	340	306	272	160	144	-	360	324	288
1030	Los Angeles	300	270	240	120	108	-	360	324	288
1130	Long Beach	325	292	260	130	117	-	385	346	308
1230	Laguna Beach	310	279	248	130	117	-	445	400	356
1325	Santa Ana	290	261	232	110	99	-	415	373	332
1370	Oceanside	240	216	192	165	148	132	470	423	376
1435	San Diego	190	171	152	195	175	156	470	423	376
1780	Pomona	275	247	220	75	-	-	380	342	304
1830	Riverside	225	202	180	(1)	(1)	(1)	400	360	320
2020	Redlands	230	207	184	(1)	(1)	(1)	415	373	332
2080	Indio	150	135	-	135	121	-	460	414	368
2100	Blythe	250	225	200	245	220	196	560	504	448
2175	El Centro	-	-	-	235	211	188	550	495	440
2330	San Bernardino	235	211	188	-	-	-	415	373	332
2480	Barstow	315	283	252	140	126	-	485	436	388
2565	Needles	475	427	380	325	292	260	615	553	492
2605	Mojave	375	337	300	185	166	148	380	342	304
2720	Lone Pine	475	427	380	285	256	228	425	382	340
2775	Bishop	530	477	424	340	306	272	425	382	340
2920	Oakland	550	495	440	415	373	332	-	-	-
3035	Manteca	545	490	436	405	364	324	140	126	-
3150	Salida	540	486	432	400	360	320	160	144	-
3155	Modesto	535	481	428	400	360	320	160	144	-
3230	Merced	520	468	416	385	346	308	200	180	160
3370	Madera	495	445	396	355	319	284	230	207	184
3390	Fresno	475	427	380	335	301	268	250	225	200

(1) Rates named in Section 1 apply.

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments
 Column "B" rates apply on shipments weighing not less than 2000 pounds.
 Column "C" rates apply on shipments weighing not less than 4000 pounds.

Index No.	Between ----- AND	Rates in Cents per 100 Pounds								
		EL CENTRO			SAN BERNARDINO			OAKLAND		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
3665	Visalia	470	423	376	320	288	256	290	261	232
3700	Porterville	460	414	368	300	270	240	300	270	240
3960	Tulare	455	409	364	300	270	240	290	261	232
3990	Delano	450	405	360	280	252	224	330	297	264
4060	Bakersfield	440	396	352	260	234	208	340	306	272
4215	Lebec	380	342	304	200	180	160	360	324	288
4525	Stockton	550	495	440	415	373	332	150	135	-
4945	Sacramento	550	495	440	415	373	332	180	162	-
5510	Truckee	645	580	516	550	495	440	315	283	252
5680	Marvsville	575	517	460	460	414	368	225	202	180
5790	Oroville	585	526	468	480	432	384	260	234	208
6180	Chico	590	531	472	485	436	388	240	216	192
6770	Willows	600	540	480	495	445	396	210	189	168
6835	Red Bluff	625	562	500	520	468	416	270	246	216
6855	Redding	645	580	516	550	495	440	300	270	240
7230	Dunsmuir	665	598	532	575	517	460	360	324	288
7315	Weed	675	607	540	585	526	468	385	346	308
7380	Yreka	700	630	560	595	535	476	410	369	328
7545	Petaluma	610	549	488	480	432	384	110	-	-
7705	Santa Rosa	650	585	520	515	463	412	140	126	-
7725	Healdsburg	665	598	532	530	477	424	150	135	-
7775	Cloverdale	675	607	540	540	486	432	170	153	-
7835	Ukiah	690	621	552	555	499	444	190	171	152
7885	Willits	715	643	572	580	522	464	215	193	172
7925	Laytonville	740	666	592	605	544	484	250	225	200
8075	Garberville	765	688	612	630	567	504	280	252	224
8275	Eureka	790	711	632	655	589	524	320	288	256
8455	Orick	810	729	648	675	607	540	345	310	276
8600	Crescent City	840	756	672	705	634	564	375	337	300
8995	Sonoma	590	531	472	460	414	368	120	-	-
9060	Napa	575	517	460	445	400	356	115	-	-

SECTION 2 - LONG DISTANCE MOVING

Column "A" Rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Index No.	Between -----> And	Rates in Cents per 100 Pounds								
		MERCED			FRESNO			BAKERSFIELD		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
5	San Francisco	200	180	160	250	225	200	340	306	272
370	San Jose	190	171	152	240	216	192	350	315	280
400	Gilroy	235	201	188	270	243	216	380	342	304
405	Hollister	260	234	208	295	265	236	380	342	304
445	Salinas	270	243	216	300	270	240	380	342	304
490	King City	310	279	248	350	315	280	330	297	264
540	Paso Robles	360	324	288	360	324	288	280	252	224
595	San Luis Obispo	360	324	288	360	324	288	250	225	200
640	Santa Maria	400	360	320	400	360	320	250	225	200
755	Santa Barbara	390	351	312	330	297	264	220	198	176
765	Summerland	380	342	304	310	279	248	210	189	168
775	Ventura	360	324	288	290	261	232	190	171	152
800	Oxnard	360	324	288	290	261	232	190	171	152
805	Camarillo	360	324	288	290	261	232	190	171	152
815	Moorpark	360	324	288	290	261	232	180	162	144
905	Santa Paula	350	315	280	280	252	224	180	162	144
920	Castaic Jct.	330	297	264	250	225	200	150	135	-
1030	Los Angeles	330	297	264	270	243	216	180	162	144
1130	Long Beach	355	319	284	295	265	236	205	184	164
1230	Laguna Beach	415	373	332	355	319	284	265	238	212
1325	Santa Ana	385	346	308	325	292	260	235	211	188
1370	Oceanside	440	396	352	380	342	304	290	261	232
1435	San Diego	440	396	352	380	342	304	290	261	232
1780	Pomona	350	315	280	300	270	240	225	202	180
1830	Riverside	370	333	296	320	288	256	245	220	196
2020	Redlands	395	346	308	335	301	268	265	238	212
2080	Indio	430	387	344	380	342	304	345	310	276
2100	Blythe	530	477	424	485	436	388	450	405	360
2175	El Centro	520	468	416	475	427	380	440	396	352
2330	San Bernardino	385	346	308	335	301	268	260	234	208
2480	Barstow	420	378	336	370	333	296	260	234	208
2565	Needles	540	486	432	490	441	392	350	315	280
2605	Mojava	280	252	224	240	216	192	125	112	-
2720	Lone Pine	315	283	252	315	283	252	225	202	180
2775	Bishop	315	283	252	315	283	252	285	256	228
2920	Oakland	200	180	160	250	225	200	340	306	272
3035	Manteca	110	99	-	170	153	136	280	252	224
3150	Salida	110	99	-	160	144	128	270	243	216
3155	Modesto	90	-	-	155	139	124	270	243	216
3230	Merced	-	-	-	110	99	-	230	207	184
3370	Madera	85	-	-	(1)	(1)	(1)	190	171	152
3390	Fresno	110	99	-	-	-	-	170	153	136

(1) Rates named in Section 1 apply.

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Index No.	Between	Rates in Cents per 100 Pounds								
		MERCED			FRESNO			BAKERSFIELD		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
3665	Visalia	155	139	-	95	-	-	150	135	-
3700	Porterville	205	184	164	135	121	-	120	108	-
3960	Tulare	175	157	140	105	-	-	120	108	-
3990	Delano	210	189	168	140	126	-	90	-	-
4060	Bakersfield	230	207	184	170	153	136	-	-	-
4215	Lebec	290	261	232	210	189	168	100	-	-
4525	Stockton	130	117	-	190	171	152	300	270	240
4945	Sacramento	170	153	136	230	207	184	330	297	264
5510	Truckee	275	247	220	305	274	244	345	310	276
5680	Marysville	205	184	164	235	211	188	275	247	220
5790	Oroville	245	220	196	275	247	220	325	292	260
6180	Chico	265	238	212	295	265	236	345	310	276
6770	Willows	250	225	200	280	252	224	320	288	256
6835	Red Bluff	300	270	240	360	324	288	400	360	320
6855	Redding	335	301	268	365	328	292	405	364	324
7230	Dunsmuir	375	337	300	405	364	324	445	400	356
7315	Weed	395	355	316	425	382	340	465	418	372
7380	Yreka	410	369	328	440	396	352	475	427	380
7545	Petaluma	270	243	216	330	297	264	420	378	336
7705	Santa Rosa	300	270	240	350	315	280	440	396	352
7725	Healdsburg	325	292	260	375	337	300	445	400	356
7775	Cloverdale	350	315	280	390	351	312	450	405	360
7835	Ukiah	380	342	304	410	369	328	460	414	368
7885	Willits	395	355	316	425	382	340	465	418	372
7925	Laytonville	410	369	328	440	396	352	475	427	380
8075	Garberville	435	391	348	465	418	372	500	450	400
8275	Eureka	460	414	368	490	441	392	525	472	420
8455	Orick	480	432	384	510	459	408	550	495	440
8600	Crescent City	510	459	408	540	486	432	575	517	460
8995	Sonoma	280	252	224	340	306	272	430	387	344
9060	Napa	275	247	220	335	301	268	425	382	340

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Rates in Cents per 100 Pounds

Index No.	Between ----- And	STOCKTON			SACRAMENTO			YREKA		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
5	San Francisco	160	144	-	190	171	152	420	378	336
370	San Jose	150	135	-	180	162	144	410	369	328
400	Gilroy	170	153	136	200	180	160	420	378	336
405	Hollister	195	175	156	225	202	180	430	387	344
445	Salinas	200	180	160	230	207	184	440	396	352
490	King City	250	225	200	280	252	224	450	405	360
540	Paso Robles	300	270	240	330	297	264	465	418	372
595	San Luis Obispo	320	288	256	350	315	280	510	459	408
640	Santa Maria	350	315	280	390	351	312	525	472	420
755	Santa Barbara	430	387	344	450	405	360	550	495	440
765	Summerland	430	387	344	450	405	360	550	495	440
775	Ventura	410	369	328	430	387	344	560	504	448
800	Ornard	400	360	320	420	378	336	570	513	456
805	Camarillo	400	360	320	420	378	336	580	522	464
815	Moorpark	390	351	312	410	369	328	570	513	456
905	Santa Paula	390	351	312	410	369	328	560	504	448
920	Castaic Jet.	360	324	288	360	324	288	550	495	440
1030	Los Angeles	360	324	288	360	324	288	550	495	440
1130	Long Beach	385	346	308	385	346	308	575	517	460
1230	Laguna Beach	445	400	356	445	400	356	600	540	480
1325	Santa Ana	415	373	332	415	373	332	585	528	468
1370	Oceanside	470	423	376	470	423	376	620	558	496
1435	San Diego	470	423	376	470	423	376	640	576	512
1780	Pomona	380	342	304	380	342	304	570	513	456
1830	Riverside	400	360	320	400	360	320	590	531	472
2020	Redlands	415	373	332	415	373	332	595	535	476
2080	Indio	460	414	368	460	414	368	645	580	516
2100	Blvthe	560	504	448	560	504	448	725	652	580
2175	El Centro	550	495	440	550	495	440	700	630	560
2330	San Bernardino	415	373	332	415	373	332	595	535	476
2480	Barstow	450	405	360	450	405	360	560	504	448
2565	Needles	570	513	456	570	513	456	670	603	536
2605	Mojave	350	315	280	360	324	288	525	472	420
2720	Lone Pine	315	283	252	335	301	268	535	481	428
2775	Bishop	315	283	252	335	301	268	535	481	428
2920	Oakland	150	135	-	180	162	-	410	369	328
3035	Mantece	(1)	(1)	(1)	110	99	-	360	324	288
3150	Salida	(1)	(1)	(1)	115	103	-	365	328	292
3155	Modesto	(1)	(1)	(1)	120	108	-	370	333	296
3230	Merced	130	117	-	170	153	136	410	369	328
3370	Madera	170	153	136	210	189	168	430	387	344
3390	Fresno	190	171	152	230	207	184	440	396	352

(1) Rates named in Section 1 apply.

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Rates in cents per 100 Pounds										
Index No.	Between ----> And	STOCKTON			SACRAMENTO			YREKA		
		"A"	"B"	"C"	"A"	"B"	"C"	"A"	"B"	"C"
3665	Visalia	230	207	184	270	243	216	460	414	368
3700	Porterville	260	234	208	300	270	240	465	418	372
3960	Tulare	230	207	184	270	243	216	470	423	376
3990	Delano	260	234	208	300	270	240	470	423	376
4060	Bakersfield	300	270	240	330	297	264	475	427	380
4215	Lebec	330	297	264	360	324	288	510	459	408
4525	Stockton	-	-	-	100	99	-	350	315	280
4945	Sacramento	100	90	-	-	-	-	320	288	256
5510	Truckee	225	202	180	175	157	140	395	355	316
5680	Marysville	155	139	-	105	-	-	280	252	224
5790	Oroville	195	175	156	145	130	-	260	234	208
6180	Chico	215	193	172	165	148	-	235	211	188
6770	Willows	200	180	160	150	135	-	240	216	192
6835	Red Bluff	230	207	184	215	193	172	215	193	172
6855	Redding	285	256	228	235	211	188	175	157	140
7230	Dunsmuir	325	292	260	275	247	220	100	-	-
7315	Weed	345	310	276	295	265	236	(1)	(1)	(1)
7380	Yreka	350	315	280	320	288	256	-	-	-
7545	Petaluma	220	198	-	250	225	-	410	369	328
7705	Santa Rosa	250	225	200	280	252	224	405	364	324
7725	Healdsburg	275	247	220	285	256	228	390	351	312
7775	Cloverdale	300	270	240	290	261	232	385	346	308
7835	Ukiah	320	288	256	290	261	232	380	342	304
7885	Willits	335	301	268	310	279	248	360	324	288
7925	Laytonville	350	315	280	320	288	256	340	306	272
8075	Garberville	375	337	300	340	306	272	345	310	276
8275	Eureka	400	360	320	370	333	296	350	315	280
8455	Orick	420	378	336	390	351	312	300	270	240
8600	Crescent City	450	405	360	420	378	336	265	238	212
8995	Sonoma	230	207	-	260	234	-	410	369	328
9060	Napa	225	202	-	255	229	-	410	369	328

(1) Rates named in Section 1 apply.

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Index No.	Rates in Cents per 100 Pounds			
	Between ----- And	EUREKA		
		"A"	"B"	"C"
5	San Francisco	320	288	256
370	San Jose	340	306	272
400	Gilroy	365	328	292
405	Hollister	380	342	304
445	Salinas	380	342	304
490	King City	415	373	332
540	Paso Robles	455	409	364
595	San Luis Obispo	480	432	384
640	Santa Maria	505	454	404
755	Santa Barbara	565	508	452
765	Summerland	570	513	456
775	Ventura	575	517	460
800	Oxnard	580	522	464
805	Camarillo	600	540	480
815	Moorpark	600	540	480
905	Santa Paula	595	535	476
920	Castaic Jct.	600	540	480
1030	Los Angeles	600	540	480
1130	Long Beach	625	562	500
1230	Laguna Beach	650	585	520
1325	Santa Ana	635	571	508
1370	Oceanside	670	603	536
1435	San Diego	690	621	552
1780	Pomona	620	558	496
1830	Riverside	640	576	512
2020	Redlands	655	589	524
2080	Indio	700	630	560
2100	Blythe	800	720	640
2175	El Centro	790	711	632
2330	San Bernardino	655	589	524
2480	Barstow	725	652	580
2565	Needles	850	765	680
2605	Mojave	575	517	460
2720	Lone Pine	585	526	468
2775	Bishop	585	526	468
2920	Oakland	320	288	256
3035	Manteca	410	369	328
3150	Salida	415	373	332
3155	Modesto	420	378	336
3230	Merced	460	414	368
3370	Madera	480	432	384
3390	Fresno	490	441	392

SECTION 2 - LONG DISTANCE MOVING

Column "A" rates apply on any quantity shipments.

Column "B" rates apply on shipments weighing not less than 2000 pounds.

Column "C" rates apply on shipments weighing not less than 4000 pounds.

Index No.	Rates in Cents per 100 Pounds				
	Between ----- And	EUREKA			
		"A"	"B"	"C"	
3665	Visalia	510	459	408	
3700	Porterville	515	463	412	
3960	Tulare	520	468	416	
3990	Delano	520	468	416	
4060	Bakersfield	525	472	420	
4215	Lebec	560	504	448	
4525	Stockton	400	360	320	
4945	Sacramento	370	333	296	
5510	Truckee	410	369	328	
5680	Marysville	320	288	256	
5790	Oroville	300	270	240	
6180	Chico	275	249	220	
6770	Willows	280	252	224	
6835	Red Bluff	255	229	204	
6855	Redding	235	211	188	
7230	Dunsmuir	295	265	236	
7315	Weed	325	282	260	
7380	Yreka	350	315	280	
7545	Petaluma	285	256	228	
7705	Santa Rosa	270	243	216	
7725	Healdsburg	255	229	204	
7775	Cloverdale	240	216	192	
7835	Ukiah	230	207	184	
7885	Willits	220	198	176	
7925	Laytonville	200	180	160	
8075	Garberville	135	121	-	
8275	Eureka	-	-	-	
8455	Orick	95	-	-	
8600	Crescent City	150	135	-	
8995	Sonoma	295	265	236	
9060	Napa	305	274	244	

SECTION 2 - LONG DISTANCE MOVING

ITEM:
NO.:

DISTANCE RATES

If the charge accruing under the distance rates shown in this item is lower than the charge accruing under specific rates named elsewhere in this section on the same shipment, such lower charge will apply.

Rates in Cents per 100 Pounds Per Mile

	Column "A"	(1) Column "B"	(2) Column "C"
Any Quantity Shipments	12*	-	-
In lots of not less than 2000 pounds	-	90% of Column "A"	-
In lots of not less than 4000 pounds	-	-	80% of Column "A"

700

(1) Applies only to distances 50 miles or more.

(2) Applies only to distances 100 miles or more.

* Plus 40 cents per 100 pounds for loading and unloading.

NOTE 1: Ferry and Toll Bridge Charges shall be added where such facilities are used by the carrier.

SECTION 3

ACCESSORIAL SERVICES

Naming Rates and Charges for Crating,
Uncrating and Drayage of Materials.

SECTION 3 - ACCESSORIAL SERVICES

ITEM :
NO. :

CRATING AND UNCRATING CHARGES

NOTE: Rates named in this Item apply only in connection with Items 300 and 510 series of Section 1.
(Rates do not include delivery or furnishing materials)

Territory "A"

Territory "B"

Rate in Cents	Rate in Cents	Rate in Cents	Rate in Cents
per 100 pounds:	per Hour	per 100 pounds:	per Hour

20#

150

15#

125

800

Uncrating only.

NOTE 1: (a) For description of Territories "A" and "B", see Item 20.

(b) If the charge accruing under hourly rates is lower than the charge accruing under the rates in cents per 100 pounds on the same shipment, such lower charge will apply.

CHARGES FOR DELIVERY OF SHIPPING CONTAINERS

Per Box, Barrel or Carton (see Note 1) . . . \$.25 each
Minimum Charge50 "

810

Subject to a minimum rate of \$2.00
per hour for Truck and Driver.

NOTE 1: See Item 220.

THE END