

29538

Decision No. 29538.

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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.

ORIGINAL

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.

APPEARANCES

In addition to the appearances shown in Decision No. 28810 (40 C.R.C. 13) the following appearances have been entered in these proceedings:

Harold W. Dill, for Truck and Warehouse Association of San Diego and Imperial Counties.  
 H. W. Baugh, for Motor Truck Association of Southern California and Southwestern Motor Carrier Bureau.  
 W. E. Swayne, Jr., for Automotive Council of Orange County.

DEVLIN, Commissioner:

FIRST SUPPLEMENTAL OPINION

By Decision No. 28810 dated May 11, 1936 (40 C.R.C. 13) in the above entitled proceedings, the Commission established minimum rates to be observed by all radial highway common carriers, highway contract carriers and city carriers, as well as by the common carriers respondent in Case No. 4099, 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 and for accessorial services incident to the transportation of these commodities. Upon representations subsequently made by several carrier associations that certain of these rates were improper, and based upon their applications therefor, the proceedings were reopened for further hearing, which was had in San Francisco and Los Angeles.

Various proposals were made by carrier associations and individual carriers. They involve changes in the rates, rules and regulations heretofore established and affect both local and long distance moving as well as charges for accessorial services incident to such transportation. A tabulation of the more important suggested revisions showing by whom they were made and comparing the provisions now in effect is set forth in Appendix "A" attached hereto. In the interest of clarity, these proposals will be discussed according to the particular class of service involved.

Local Moving - (a) Uncrated Property

Proponents contend that the rates now in effect for the movement of uncrated property produce insufficient revenues, particularly on shipments requiring the services of helpers and the use of large vans and urge that they be increased. They introduced

evidence to show that the existing rates for shipments requiring helpers are not properly related to the basic rates and that the carriers' labor costs for helpers are in many instances equivalent to or in excess of the additional revenue accruing from the established rates and charges. In addition, several witnesses called on behalf of Council of Trucking Associations, testified that operators of open trucks and small vans are unable to compete with operators of large vans under equal rates. These witnesses, representing carriers operating both classes of equipment, were in accord that a differential of \$.50 per hour in favor of the small vans and open trucks is justified; that it would properly reflect the difference in value to the shipper between the two classes of equipment; and that it would remove the disadvantage under which carriers employing open trucks and small vans are said to be operating.

Minimum rates in cents per article for the transportation of uncrated property in lots of not more than 5 articles are proposed in lieu of the established minimum rates in cents per hour. It was pointed out that there is no basis upon which hourly charges may be prorated among shippers where two or more shipments are transported in the same vehicle; that small lot shipments consisting of not more than 5 articles readily lend themselves to consolidation for transportation; and that consolidation of such shipments in one vehicle is practical, necessary, and results in economy both to carrier and shipper. It was urged that piece rates are particularly essential in connection with the transportation of uncrated property from or to stores and that there is a pronounced demand for such rates between San Francisco on the one hand and East Bay points, San Mateo and Marin County points on the other hand.

Specific rates per piece were also proposed for the transportation of baggage, the movement of which was said to differ materially from the transportation service ordinarily rendered by household goods movers. However, the schedules submitted are indefinite.

and lack uniformity. Such uncertain terms as "box", "small bundle or box" and "other small pieces" are employed in the description of the article or articles upon which specific rates are intended.

Local Moving - (b) Crated Property.

San Francisco Movers, Inc., proposed substantial increases between points in Territory "A", contending that the present rates are insufficient. In justification of this proposal, they contrasted labor costs prevailing in Territory "A" with those experienced in Territory "B".<sup>1</sup> According to the testimony of witness Reed Bekins (San Francisco Movers, Inc.) labor costs in Territory "A" are at least 20% higher than the average labor costs prevailing in the balance of the State. He therefore suggested increasing the Territory "A" rates to a basis of 120% of the Territory "B" rates. Witnesses representing carriers and carrier associations in both territories also advocated the extension of the crated property rates so as to provide intercity as well as intracity rates. In this connection it was pointed out that many intercity movements are identical with intracity movements excepting that in transporting property in intercity service one or more municipal boundary lines are crossed.

Minimum rates for the transportation of crated property other than household goods and related articles between points in San Francisco and between points in Oakland and East Bay cities were established in Cases Nos. 4084 and 4109, respectively, which are lower than those established in these proceedings and materially lower than those suggested by witness Bekins. In fact comparison indicates that the household-crated property rates now in effect are relatively high. In any event there appears to be no necessity for extending the application of crated property rates to intercity service. By Decision

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<sup>1</sup> Territory "A" embraces points of origin within the City and County of San Francisco, the counties of Alameda or San Mateo, or the cities of Palo Alto or Richmond. Territory "B" embraces all other points of origin within the State.

No. 28761 in Case No. 4088, Part "A", minimum rates for such service were, with certain exceptions, established between all points in the State served by common carriers. Moreover, only a limited number of common carriers transporting crated property in intercity service are respondents in Case No. 4099. Under these circumstances and in view of the prohibition contained in Section 10 of the Highway Carriers' Act,<sup>2</sup> the existing intracity scales of crated property rates cannot be effectually extended.

#### Long Distance Moving.

In support of the first proposal affecting long distance moving, set forth in Appendix "A" hereof, it was pointed out that combinations of specific rates or specific and distance rates result in lower charges than the specific rates to the more distant named point or the through distance rates.

The suggested revision permitting the application of rates now applicable from or to ground floors to embrace movements from or to single family dwellings of more than one story is said to be necessary in order to avoid weighing the portion of the shipments to be picked up from or delivered to other than the ground floor.<sup>3</sup>

#### Other Proposals

Numerous other revisions in the minimum rates, rules and regulations were proposed.<sup>4</sup> Other than for the bare assertions that

<sup>2</sup>

Section 10 of the Highway Carriers' Act provides in part: "In event the Commission establishes rates \* \* by highway carriers, such rates shall not exceed the current rates of common carriers for the transportation of the same kind of property between the same points."

<sup>3</sup>

With certain exceptions a charge of 5 cents per 100 pounds per flight above or below the ground floor is now provided.

<sup>4</sup>

These included, among many others, the substitution of a rate of 10 cents per 100 pounds in lieu of actual bridge or ferry tolls; the inclusion of property in trunks as crated property; specific rates per piece in lieu of hourly rates for the transportation of pianos and electric refrigerators; the limitation of local moving rates in Territory "A" to distances of not more than 15 miles; and the adoption of a minimum charge of \$2.50 per shipment on long distance moving, except on shipments including a piano, where a minimum charge of \$10.00 was proposed.

they were desirable or necessary, little or no evidence of probative value was offered in their justification. It may well be that one or more of these proposals have merit, but except to correct obvious errors or for the purpose of clarification, revisions in established rates should only be authorized upon a convincing showing.

The Commission's attention has also been directed to the need for certain corrections in the schedules now in effect. They are: (1) clarification of the description of points from and to which rates apply, (2) corrections in the volume of certain rates, and (3) clarification of minimum charge provisions for delivery of shipping containers. The order herein will make the necessary corrections. In addition it seems apparent that a suitable form of shipping order or freight bill should be prescribed in order that the carriers may be required to preserve, for administrative purposes, an adequate record of their operations in connection with the movement of the articles and commodities embraced in these proceedings.

#### Conclusions

Upon careful consideration of all the facts of record, I am of the opinion and find that Decision No. 28810 of May 11, 1936, in the above entitled proceeding should be modified to the extent indicated in the order herein. In all other respects said Decision No. 28810 shall remain in full force and effect. Proposed changes not covered by the order herein are found not justified on this record.

The following form of order is recommended:

## O R D E R

Public hearings having been held in the above entitled proceedings,

IT IS HEREBY ORDERED that Appendix "A" of Decision No. 28810 dated May 11, 1936, in the above entitled proceedings be and it is hereby amended as follows:

Eliminate Table of Contents, Alphabetical and Geographical Lists and Indices of Stations; all index numbers; and Item No. 220 covering Packing Charges.

### Explanation of Technical Terms:

Substitute for those shown the following definitions of terms:

POINT OF ORIGIN means the precise location at which property is picked up or to be picked up and loaded in or on equipment of the carrier for transportation.

POINT OF DESTINATION means the precise location at which property is discharged or to be discharged from the equipment of the carrier.

SHIPMENT means a lot received from one shipper on one shipping order or bill of lading at one point of origin at one time for one consignee at one destination.

Eliminate definition of Garage or Stand.

Add the following definitions:

CONSOLIDATED LOT means two or more shipments of uncrated property subject to hourly rates transported in or on one vehicle.

PIECE MOVING means the transportation of a shipment of uncrated property consisting of not more than five (5) articles.

LIFT VAN means any vehicle body designed to be removed for shipment and having a cubic measurement in excess of 250 cubic feet.

UNCRATING means the removal of crated property from shipping containers.

### Item No. 10:

Add the following:

Subject to Note.

NOTE: The minimum rates named in this appendix do not apply to the transportation of baggage, namely, personal baggage consisting of wearing apparel, toilet articles and similar personal effects, not intended for other persons nor for sale; and sample baggage, consisting of baggage for the commercial as distinguished from the personal and restricted to catalogues, models and samples of goods, wares or merchandise tendered as baggage to be used in making sales or other disposition of the goods, wares or merchandise represented thereby.

Minimum Rates versus Common Carrier Rates:

Add a new item.

Item No. 15. In the event the application of the common carrier intrastate rates, rules and regulations for the same transportation of the same shipment of property from and to the same points and for the same accessorial services results in a lower aggregate charge than the charge resulting from the application of the minimum rates provided herein, such lower charge shall apply.

Item No. 20:

Insert under heading "Uncrated Property" in both the first and second paragraphs after "520", and before "Territory" the clause "the exception thereto contained in paragraph (b) sub-paragraph (2) of Item No. 50 and in Item No. 525."

Item No. 30:

Substitute the following for paragraph (b):

(b) Minimum rates for the transportation of uncrated property moving from, to or between points not named on pages 20 to 31 inclusive of the typewritten copy of Decision No. 28810 (pages 30 to 41 inclusive of the printed copy of said decision) shall be no lower than the specific rates named on said pages of said decision from, to or between the next more distant point or points, unless:

(1) The charges accruing under the distance rates shown in Item No. 700 are lower.

(2) A combination of distance and specific rates produces a lower charge. See note.

(3) A combination of two or more specific rates produces a lower charge. See note.

NOTE: To compute charges under combinations of distance and specific rates or under combinations of specific rates the rates provided for any quantity shipments shall be used as the basis for determining the through rate. The second and each succeeding rate used as a rate factor in computing the through rate shall be reduced 40 cents per 100 pounds.

Charges for shipments weighing not less than 2,000 pounds when the distance from point of origin to point of destination is 50 miles or more shall be computed at not less than 90% of the through rate determined under the provisions of the first paragraph of this note.



Charges for shipments weighing not less than 4,000 pounds when the distance from point of origin to destination is 100 miles or more shall be computed at not less than 80% of the through rate determined under the provisions of the first paragraph of this note.

Add a new paragraph.

(c) Except as otherwise provided, the specific rates named on pages 20 to 31 inclusive of the typewritten copy of Decision No. 28810 (pages 30 to 41 inclusive of the printed copy of said decision) include all points of origin and destination within the corporate limits of the points named. Unincorporated points named include all points of origin and destination within the commercial and residential limits of the communities named.

Item No. 40:

Substitute the following item:

When toll bridges or ferries are used by a carrier in transporting shipments of uncrated property subject to the rates provided in Section 1, or to the distance rates named in Item 700 of Section 2, the actual tolls (charges) assessed by such facilities against the carrier's equipment and the property loaded in or on the equipment in connection with the loaded movement of the vehicle shall be added to the transportation charges. To determine the amount of such tolls to be added to each shipment when the carrier's equipment contains two or more shipments, prorate the total toll charges according to the weight of each shipment.

Item No. 50:

Substitute the following item:

Computation of Time for Hourly Rates and Exception to Hourly Rates.

Except as provided in paragraph (b) sub-paragraph (1) of this item, hourly rates shall be computed as follows:

(a) Loading time plus double the driving time from point of origin to point of destination plus unloading time.

(b) When two or more shipments of uncrated property are offered to a carrier for consolidation and transportation in or on one vehicle and the carrier is able to effect a consolidation of shipments and transport two or more lots in or on one vehicle, rates shall be computed as follows:

(1) For intra-city movement: The hourly rates named in Item No. 520 are subject to the following basis for computing time: Double the driving time over the route of movement of the consolidated lot from the point of origin at which the last of the shipments is loaded in or on the vehicle to the first point of destination at which a shipment is discharged from the vehicle. Divide the time so computed by the number of shipments included in the consolidated lot and add to this result the loading time and the unloading time for each shipment.

(2) For inter-city movements: (Exception to Hourly Rates:) Weight rates computed as follows shall be observed: The minimum rate for each shipment shall be computed on the basis of  $1\frac{1}{2}$  cents per 100 pounds per mile plus 40 cents

per 100 pounds, but not less than 70 cents per 100 pounds when the point of origin is within Territory "A", or 60 cents per 100 pounds when the point of origin is within Territory "B". (Subject to Item No. 70.)

(c) In computing time under the basis outlined in paragraphs (a) and (b) sub-paragraph (1) the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined, convert it into hours and minutes and dispose of the minutes in accordance with the following table:

Less than 15 minutes - - omit.

15 minutes or more but not more than 44 minutes shall be counted as 1/2 hour.

45 minutes or more shall be counted as 1 hour.

Item No. 60:

Add the following:

Subject to Note.

NOTE: Applies only in connection with hourly rates.

Item No. 70:

Substitute the following item:

Pick-up and Delivery.

Applies only in connection with the Long Distance Moving Rates named in Section 2 and the weight rates for intercity movements named in Item No. 50, paragraph (b) sub-paragraph (2).

Rates include ground floor pick-up and delivery. Except as otherwise provided in sub-paragraphs (b) and (d) of Note 1, hereof, when it is necessary to transport property up or down stairs, add 5 cents per 100 pounds per flight. Subject to 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.

(d) Rates include pick-up and delivery at all floors of single dwellings.

Item No. 230:

Substitute the following item:

Packing Requirements.

(a) CRATED PROPERTY as described in Item 10 must be securely packed in salesmen's hand sample cases, suit cases, over-

night or boston bags, brief cases, hat boxes, valises, traveling bags, trunks, lift vans, 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, or straw matting).

(b) UNCRATED PROPERTY as described in Item 10 not packed in accordance with the requirements of paragraph (a) and moving under Item 520, or exceptions thereto, 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.

Item No. 240:

Substitute for the words "Rates published", appearing in the first paragraph, the words "Rates shown in Section 2 and in Item No. 50 paragraph (b) sub-paragraph (2)".

Eliminate the numeral "1" after the word "Note".

Item No. 500:

Eliminate Note 1.

Item No. 510:

Eliminate Note 1.

Substitute the following rates for distances of 3 miles and under for weights shown:

<u>Pounds</u>	<u>Cents</u>
Over 6400 to 6600	2,100
" 6600 " 6800	2,100
" 6800 " 7000	2,100

Item No. 520:

Substitute the following item:

Rates named in this item apply for the transportation of uncrated property (as described in Item 10) for distances not to exceed 30 miles and for accessorial services. Subject to Note.				
Rates and Minimum Charges in cents per vehicle.				
DESCRIPTION OF VEHICLE	TERRITORY "A"		TERRITORY "B"	
	Rates per hour	Minimum charges per shipment	Rates per hour	Minimum charges per shipment
Vehicles having a loading area of 90 square feet or over, excluding tailgate:		150		125
Vehicle and driver	300		250	
Vehicle, driver and helper #	400		325	

Item No. 520 (Continued):

DESCRIPTION OF VEHICLE	TERRITORY "A"		TERRITORY "B"	
	Rates per hour	Minimum Charges per shipment	Rates per hour	Minimum Charges per shipment
Vehicles, having a loading area of less than 90 square feet excluding tailgate:		125		100
Vehicle and driver	250		200	
Vehicle, driver and helper #	350		275	
# For additional helpers the charge per man, per hour, shall be \$1.25 in Territory "A"; \$1.00 in Territory "B".				
NOTE: See Item No. 50 for rules governing the computa- tion of time for hourly rates and exception to hourly rates; Item No. 525 for piece moving rates, and Item No. 20 for descriptions of Territories "A" and "B".				

Piece Moving:

Add a new item.

Item No. 525.

Rates in cents for the transportation of shipments of uncrated property consisting of not more than 5 articles. Subject to Note:										
DISTANCE IN MILES	TERRITORY "A"					TERRITORY "B"				
	Number of Articles					Number of Articles				
	1	2	3	4	5	1	2	3	4	5
Not over 5	75	100	125	150	175	50	75	100	125	150
Over 5 but not more than 10	100	125	150	175	200	75	100	125	150	175
" 10 " " " "	125	150	175	200	225	100	125	150	175	200
" 15 " " " "	150	175	200	225	250	125	150	175	200	225
" 20 " " " "	175	200	225	250	275	150	175	200	225	250
" 25 " " " "	200	225	250	275	300	175	200	225	250	250
NOTE: When a lower charge accrues under the hourly rates provided in Item No. 520 and exception thereto, such lower charge may be applied.										

Section 2 - Long Distance Moving:

Add the following:

The points of origin and destination included in the named  
points in this section are governed except as otherwise provided  
herein by Item 30 paragraph (c).

EXCEPTION: (1) Los Angeles in addition to all points of  
origin and destination within the corporate limits includes all

points of origin and destination within the following boundaries:

Beginning at the intersection of a projection of the line of Sunset Boulevard at its western terminus with the Pacific Ocean; thence northerly and easterly along Sunset Boulevard to Laurel Canyon Road; thence northerly along Laurel Canyon Road to Hollywood Boulevard; thence easterly and southerly along Hollywood Boulevard to Sunset Boulevard (U.S. No. 101) to Elysian Park Avenue; thence easterly along Elysian Park Avenue to Lilac Road; thence southeasterly along Lilac Road to Adobe Street; thence northeasterly along Adobe Street to Bernard Street; thence easterly along Bernard Street to North Broadway; thence northeasterly along North Broadway to Pasadena Avenue; thence northeasterly along Pasadena Avenue to Avenue 20; thence northwesterly along Avenue 20 to North Figueroa Street; thence northeasterly along North Figueroa Street to Pasadena Avenue; thence southwesterly along Pasadena Avenue to Daly Street; thence southerly along Daly Street to North Broadway; thence easterly along North Broadway to Mission Road; thence southwesterly along Mission Road to Alhambra Avenue (Valley Boulevard); thence easterly along Alhambra Avenue (Valley Boulevard) to Bonnie Beach Street; thence southeasterly along Bonnie Beach Street to Cotton Street; thence northeasterly along Cotton Street to Eastern Avenue; thence southerly along Eastern Avenue to Third Street; thence easterly on Third Street to the San Gabriel River to the Pacific Ocean; thence northwesterly to the point of beginning. (NOTE: Where the boundary line intersects the limits of an incorporated city, the boundary line shall follow the city limits so as to include the city within the boundary.)

(2) San Diego in addition to all points of origin and destination within the corporate limits includes all points of origin and destination within the corporate limits of La Mesa, El Cajon, Coronado, National City, and Chula Vista.

(3) Oakland in addition to all points of origin and destination within the corporate limits includes all points of origin and destination within the corporate limits of Alameda, San Leandro, Emeryville, Piedmont, Berkeley, Albany, El Cerrito, and Richmond.

Substitute the following rates in cents per 100 pounds between the points and in the columns specified below and eliminate rates now shown between the points and in the columns where no rates are shown.

BETWEEN	AND	C O L U M N		
		HA	WB	WC
San Francisco	Hollister	155	140	
"	Sacramento	180	160	
"	Truckee	310	279	248
"	Marysville	220	198	176
"	Oroville	255	229	204
"	Petaluma	95		
"	Santa Rosa	115	103	
"	Healdsburg	135	121	
"	Cloverdale	155	140	
"	Sonoma	105		
"	Napa	110	99	
San Jose	Hollister	95		
"	Salinas	110	99	

BETWEEN	AND	C O L U M N		
		"A"	"B"	"C"
San Jose	Oakland	90		
"	Manteca	120	108	
"	Merced	180	162	144
"	Madera	195	176	156
"	Fresno	225	203	180
"	Visalia	275	248	220
"	Stockton	125	113	
"	Petaluma	155	140	
"	Santa Rosa	175	158	140
"	Healdsburg	195	176	156
"	Cloverdale	215	194	172
"	Sonoma	160	144	
"	Napa	150	135	
San Luis Obispo	Paso Robles	80		
"	Santa Maria	80		
"	Merced	295	266	236
"	Madera	255	230	204
"	Fresno	225	203	180
"	Visalia	220	198	176
"	Porterville	235	212	188
"	Tulare	225	203	180
"	Delano	210	189	168
"	Bakersfield	220	198	176
Santa Barbara	Santa Maria	135	122	
"	Oxnard	90		
"	Santa Paula	95		
Los Angeles	Laguna Beach	105	95	
"	Santa Ana	85		
"	Pomona	(1)		
"	Redlands	120	108	
"	Indio	200	180	160
"	Blythe	325	293	260
"	San Bernardino	110	99	
San Diego	Laguna Beach	130	117	
"	Oceanside	85		
"	Indio	265	239	212
"	Blythe	420	378	336
"	Needles	480	432	384
El Centro	Long Beach	315	284	252
"	Laguna Beach	285	257	228
"	Pomona	270	243	216
San Bernardino	Los Angeles	110	99	
"	Santa Ana	105	95	
"	Indio	130	117	
"	Bakersfield	240	216	192
Oakland	San Jose	90	81	
"	Hollister	145	131	
"	Manteca	125	113	
"	Modesto	145	131	
"	Merced	190	171	152
"	Stockton	130	117	
"	Sacramento	150	135	
"	Truckee	285	257	228
"	Marysville	190	171	152
"	Oroville	215	194	172
"	Petaluma	105		
"	Santa Rosa	125	113	
"	Healdsburg	140	126	
"	Cloverdale	165	149	
"	Sonoma	110		
"	Napa	100		

BETWEEN	AND	C O L U M N		
		"A"	"B"	"C"
Merced	San Jose	180	162	144
"	Gilroy	145	131	
"	Hollister	140	126	
"	Salinas	175	158	140
"	King City	230	207	184
"	Paso Robles	260	234	208
"	San Luis Obispo	295	266	236
"	Santa Maria	335	302	268
"	Oakland	190	171	152
"	Modesto	85		
"	Madera	80		
"	Porterville	200	180	160
"	Tulare	165	149	
"	Delano	205	185	164
"	Stockton	125	113	
"	Santa Rosa	285	257	228
"	Healdsburg	305	275	244
"	Cloverdale	315	284	252
"	Ukiah	350	315	280
"	Willits	380	342	304
"	Sonoma	260	234	208
"	Napa	240	216	192
Fresno	San Jose	225	203	180
"	Gilroy	190	171	152
"	Hollister	180	162	144
"	Salinas	220	198	176
"	King City	260	234	208
"	Paso Robles	190	171	152
"	San Luis Obispo	225	203	180
"	Santa Maria	265	239	212
"	Visalia	90		
"	Porterville	130	117	
"	Tulare	95		
"	Delano	135	122	
"	Cloverdale	385	347	308
"	Sonoma	330	297	264
"	Napa	310	279	248
Bakersfield	Gilroy	320	288	256
"	Hollister	315	284	252
"	Salinas	310	279	248
"	King City	250	225	200
"	Paso Robles	180	162	144
"	San Luis Obispo	220	198	176
"	Santa Paula	170	153	136
"	Laguna Beach	245	221	196
"	Santa Ana	225	203	180
"	Pomona	210	189	168
"	Redlands	250	225	200
"	Indio	330	297	264
"	San Bernardino	240	216	192
"	Visalia	135	122	
"	Porterville	110	99	
"	Delano	80		
"	Sacramento	320	288	256
"	Truckee	440	396	353
"	Willows	380	342	304
"	Marysville	380	342	304
"	Oroville	400	360	320
"	Chico	400	360	320

BETWEEN	AND	C O L U M N		
		"A"	"B"	"C"
Stockton	San Jose	125	113	
"	Gilroy	165	149	
"	Hollister	180	162	144
"	Petaluma	180	162	144
"	Santa Rosa	195	176	156
"	Healdsburg	210	189	168
"	Cloverdale	220	198	176
"	Ukiah	260	234	208
"	Willits	290	261	232
"	Sonoma	165	149	132
"	Napa	150	135	
Sacramento	Bakersfield	320	288	256
"	Oroville	135	122	
"	Petaluma	155	140	
"	Santa Rosa	165	149	132
"	Healdsburg	185	167	148
"	Cloverdale	195	176	156
"	Ukiah	230	207	184
"	Willits	260	234	208
"	Sonoma	140	126	
"	Napa	120	108	

Add the following rates in cents per 100 pounds between the points and in the columns specified below:

Los Angeles	Santa Barbara	Column "C"	112
San Francisco	San Jose	Column "B"	90

Eliminate rates shown between Castaic Jct. and all head line points.

Item 800:

Substitute the following item:

Uncrating charges. Subject to Note.			
TERRITORY "A"		TERRITORY "B"	
Rate in cents per 100 lbs.	Rate in cents per man, per hour *	Rate in cents per 100 lbs.	Rate in cents per man, per hour *
15	125 **	10	100 ***
<p>* Fractions of an hour shall be disposed of in accordance with the table contained in Item 50, paragraph (c).</p> <p>** Minimum charge - 75 cents.</p> <p>*** Minimum charge - 50 cents.</p> <p>NOTE: (1) Rates named in this item apply only in connection with crated property rates provided in Items Nos. 500 and 510 of Section 1.</p> <p>(2) To determine the minimum rate to be</p>			



Item 800 (Concluded):

applied compute charges on both weight and hourly bases. The lower charge shall be the minimum rate.

(3) See Item 20 for descriptions of Territories "A" and "B".

Item 810:

Substitute the following Item:

Charges for delivery of shipping containers in advance of the equipment transporting the shipment.

Boxes, Barrels or cartons - - - 25 cents each.

Minimum charge - - - - - 50 cents per delivery.

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 and directed to establish on or before thirty (30) days from the effective date of this order, on not less than ten (10) days' notice to the Commission and to the public, rates, rules and regulations no lower in volume or effect than those set forth in Appendix "A" of said Decision 28810 as amended by the first ordering paragraph herein, for the transportation of the commodities for which rates are provided in said Appendix, as amended, which rates, rules and regulations are hereby found to be reasonable and sufficient.

IT IS HEREBY FURTHER ORDERED that the rates, rules and regulations set forth in Appendix "A" of Decision No. 28810 of May 11, 1936, as amended by the first ordering paragraph herein, be and they are hereby approved and established effective thirty (30) days from the effective date of this order as the just, reasonable and non-discriminatory minimum rates to be charged, collected and observed by any and 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 the commodities for which rates are provided in said Appendix, as amended, over the public highways between all points in the state and between all points in each city of the state.

IT IS HEREBY FURTHER ORDERED that all respondents in these proceedings be and they are hereby ordered to cease and desist on or before thirty (30) days from the effective date of this order and thereafter abstain from charging, collecting or observing rates, rules and regulations lower in volume or effect than those set forth in Appendix "A" of Decision 28810 as amended by the first ordering paragraph herein.

IT IS HEREBY FURTHER ORDERED that the 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 as amended in Case 4088, Part "A".

IT IS HEREBY FURTHER ORDERED that every radial highway common carrier, highway contract carrier and city carrier shall issue to the shipper, for each shipment received for transportation, a shipping order or freight bill in substantially the same form as set forth in Appendix "B" hereof, but may include in said form, such other reasonable and lawful provisions as may be deemed proper, and shall retain and preserve for reference, subject to the inspection of the Commission, a copy of each said freight bill for a period of not less than three (3) years from the date of its issuance.

IT IS HEREBY FURTHER ORDERED that the Commission shall have and it does hereby retain jurisdiction of these proceedings for the purpose of establishing or approving the just, reasonable and non-discriminatory maximum and minimum or maximum or minimum rates, charges, rules and regulations to be charged, collected and observed by radial

highway common carriers, highway contract carriers and city carriers both for the transportation service hereinabove described and for such other transportation and accessorial service as may from time to time appear proper in the light of other or future evidence received herein and for the purpose of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of the articles and commodities here involved between all competing agencies of transportation.

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 13<sup>th</sup> day of February, 1937.

Matthew Brown  
Leon A. Bickell  
Frederick R. Bickell  
  
Ray & Riley  
Commissioners.

# APPENDIX "A"

Tabulation of the more important suggested revisions showing by whom they were made, together with comparable provisions now in effect.

Local Moving Territory "A"			
Present	Proposed	Propon-ent	Effect of pro-posal
Rate for vehicle, driver and helper \$3.75 per hour	\$4.00 per hour	A	I
Rate for additional helpers: \$1.00 per man per hour	\$1.25 per man per hour	A	I
Used pianos and shipments of uncrated property consisting of not more than 5 pieces subject to hourly rates	Zoned rates on a piece basis for new and used pianos. Piece rates under zoning arrangement for shipments of uncrated property of not more than 5 pieces	A	IR
Crated property rates on a weight basis; zoning arrangement	Removal of limitation of rates to Intra-City movements. Substitution of distance rates 20% higher than existing Territory "B" rates	A	IN
Small lots of uncrated property between San Francisco on the one hand and East Bay, San Mateo and Marin County points on the other hand. No provision in effect permitting consolidation under hourly rates or application of weight rates	Rates on a weight basis between these points	A C	IR

Local Moving Territory "B"			
Rates for all vehicles:		Rate:	
Per Hour	Vehicle	Per Hour	
Vehicle and driver \$2.50	Closed over 500 feet capacity exclusive of tailgate:	B	I
Vehicle, driver and helper 3.00	Vehicle and driver \$2.75	D	
	Vehicle, driver and helper 3.50		

Local Moving Territory "B" (Concluded)			
Present	Proposed	Pro- pon- ent	Effect of pro- posal
Rate for additional helpers; \$.75 per man, per hour	\$1.00 per man, per hour	B D	I
Distance basis. Restricted to Intra-City movements.	Remove restriction limiting rates to Intra-City movement.		
Scale of distance rates provided extends to 15 miles only.	Extension of rates to in- clude distances of not to exceed 30 miles	B D	NR

Long Distance Moving			
Rates for movements for which no specific point to point rates are provided subject to specific rate from, to or between next more distant point or points unless distance rate is lower.	Combination of specific rates or specific and dis- tance rates if such combina- tions produce a lower basis	A B D E	R
Rates include ground floor pick-up and delivery	Single family dwellings of more than one story apply rate applicable to lower story	B	R

#### EXPLANATION OF REFERENCE MARKS

- A - San Francisco Movers, Inc.
- B - Council of Trucking Associations.
- C - Draymen's Association of Alameda County.
- D - Truck and Warehouse Association of San Diego and Imperial Counties.
- E - Truck Owners Association of California.
- I - Increase.
- N - No rates established by Decision No. 28810.
- R - Reduction.

