

Decision No. 9922

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 regu-)
lations of all common carriers as)
defined in the Public Utilities Act)
of the State of California, as)
amended, and all highway carriers)
as defined in Chapter 223, Stat-)
utes of 1935, as amended, for the)
transportation, for compensation)
or hire, of any and all commod-)
ities.)

ORIGINAL

Case No. 4246

In the Matter of the Establishment)
of maximum or minimum, or maximum)
and minimum rates, rules and regu-)
lations of all carriers as defined)
in the City Carriers' Act of the)
State of California (Statutes 1935,)
Chapter 312, as amended) for the)
transportation over the public)
highways within any city or city)
and county in the State of Cali-)
fornia, for compensation or hire,)
of any and all commodities.)

Case No. 4434

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

An adjourned hearing was held in these proceedings before Examiner Bryant in San Francisco on June 17, 1940, for the purpose of affording a hearing herein to certain highway carriers and city carriers who had not previously had an opportunity to be heard respecting the subject matter of these proceedings, minimum rates, rules and regulations applicable to all other highway carriers and city car-

riers having been heretofore established herein by Decision No. 32629.¹ The parties for whom such hearing was held include those who first obtained permits as radial highway common carriers, highway contract carriers or city carriers between October 25, 1939, and June 5, 1940, inclusive, and certain other radial highway common carriers, highway contract carriers and city carriers who obtained permits prior to that time but who had not previously been afforded an opportunity to be heard herein. The record shows that the Order Instituting Investigation herein was duly served on and notice of said hearing herein duly given all such carriers.

Evidence was introduced at the hearing, based upon studies of rates and costs of operation, that the minimum rates and charges and the rules and regulations established by said Decision No. 32629, and as set forth in City Carriers' Tariff No. 3 and Highway Carriers' Tariff No. 4, as modified, supplemented, and amended, are just, reasonable and nondiscriminatory for all highway carriers and city carriers, including those carriers hereinabove referred to as well as those previously subject thereto. No criticism was made of the propriety of those minimum rates and charges, rules and regulations and no reason was advanced why they should not be applied as minimum by said carriers. The minimum

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Decision No. 32629 of December 7, 1939, in the above entitled proceedings reestablished minimum rates and rules and regulations for the transportation of used property, consisting of household goods, personal effects and office and store fixtures and equipment, between points in California by radial highway common carriers, highway contract carriers and carriers as defined in Chapter 312, Statutes 1935, as amended, (herein referred to as "city carriers") which rates were originally established in Decision No. 32325 of September 19, 1939, in Cases Nos. 4086 and 4099. The rates and rules and regulations reestablished by Decision No. 32629 were promulgated in the form of a loose-leaf tariff entitled City Carriers' Tariff No. 3 and Highway Carriers' Tariff No. 4, which was attached to said Decision No. 32629 as Appendix "A" thereof.

rates and charges and rules and regulations contained in said City Carriers' Tariff No. 3 and Highway Carriers' Tariff No. 4 are based upon favorable conditions affecting the various types of operation and appear to be equally proper for the carriers for whom this hearing was provided as for the others.

We therefore conclude that the minimum rates, charges, accessorial charges, and the ratings, rules and regulations established in and by Decision No. 32629, and as set forth in said City Carriers' Tariff No. 3 and Highway Carriers' Tariff No. 4 should be established for and made applicable by all highway carriers and city carriers.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that the findings and orders in said Decision No. 32629 be and they are hereby adopted as the findings and orders herein to be observed by all radial highway common carriers, highway contract carriers, and city carriers who obtained permits between the dates of October 25, 1939, and June 5, 1940, inclusive, and by all radial highway common carriers, highway contract carriers and city carriers listed in Appendix "A" hereof, and a copy of said decision (including the appendix thereto) is attached hereto and is hereby referred to and made a part hereof.

IT IS HEREBY FURTHER ORDERED that any and all supplements to and modifications and amendments of said Decision No. 32629 hereafter made in these proceedings shall be, and shall be deemed to constitute, supplement to or modification or amendment of this decision also, without express reference to this decision therein, and all radial highway common carriers, highway contract carriers, and city carriers who obtained permits between the dates of Octo-

ber 25, 1939, and June 5, 1940, inclusive, and all radial highway common carriers, highway contract carriers and city carriers listed in Appendix "A" hereof, are hereby ordered and directed to observe and comply with any and all such supplements, modifications and amendments of said Decision No. 32629, as though this decision were expressly supplemented, modified and amended thereby.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 3rd day of July, 1940.

Ray L. Rice
Frank B. Allen
Karl W. Wapner
H. W. W.
Justin D. Casner
Commissioners.

APPENDIX "A"

Kenneth W. Trowbridge and Lionel J. Tescher, dba Don Neher Motors
Charles F. Molinari
Lawrence A. Barbarick
Frank Bennici
Gordon Baker Moore
Edward L. Murphy
George W. Murphy
William F. Nesbit
William F. O'Brien
Charles E. Pearl
George A. Roseman
Sidney G. Stearns
T. C. Clairette
Frank Whisman, dba Economy Transfer
Lee E. Errett
John Farris
John Humes
C. W. Johnson
H. B. Lightfoot
Joe A. Vezeau
F. B. Wilson
James Wirth
Harry W. Shine, dba Sausalito Delivery Service
Michael Davila
A. L. McCormick
Chester A. Garrett
James L. Risdon
T. W. Billingslea
Harold F. Gridley
E. W. Hoover and Joseph Webb, dba Hoover & Company
Sausalito, Mill Valley & San Francisco Express Co.
George Stefan
Leon E. Thomas
James Vaughan
J. F. Jessee
Frank Confetti
Quirino Valenzuela
O. C. Robinson
Steven F. Shubin
Mable E. Smith, dba Allison Auto Express
J. C. Pittman, dba Base Line Transfer & Storage
Jose L. Miranda
Pacific Freight Lines
H. Reynolds and P. Bartell
Cordell Rupe and J. R. Griffith
Wells Transportation, Inc.
Mrs. V. Costa
Walter R. Painter and Loice M. Christian
K. O. Holte
Marshall V. Miller
Troy White
R. E. Rode and William Rode, dba Rode Trucking Company
S. W. Collins
Pete Granaroli
William B. Elliot
Salvatore Lucchesi
Ernest A. Kinkle

Decision No. 32623

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 common carriers as defined in the Public Utilities Act of the State of California, as amended, and all highway carriers as defined in Chapter 223, Statutes of 1935, as amended, for the transportation, for compensation or hire, of any and all commodities.

Case No. 4246

In the Matter of the Establishment of maximum or minimum or maximum and minimum rates, rules and regulations of all carriers as defined in the City Carriers' Act of the State of California (Statutes of 1935, Chapter 312, as amended) for the transportation over the public highways within any city or city and county in the State of California, for compensation or hire, of any and all commodities.

Case No. 4434

By the Commission: **OPINION**

The above entitled proceedings embrace, collectively, rates, rules and regulations for the transportation of property throughout the State by common, racial-highway, common, highway, contract, and city carriers and for accessorial services performed incidental thereto. At an adjourned public hearing held therein in San Francisco on October 31, 1939, before Examiner Prenton W. Davis a proposal was made that the minimum rates and charges and the rules and regulations set forth in or provided by Decision No. 32325 of September 19, 1939, in Cases Nos. 4086 and 4099, applying to the transportation of used household goods and related articles as described in said decision, be adopted and established in Cases Nos. 4246 and 4434. It was stated that the suggested action would tend to simplify the determination of applicable rates, since Cases Nos. 4086 and 4099 could then be discontinued and the number of current proceedings correspondingly reduced. Evidence was introduced to the effect that, on the basis of cost and rate studies, the minimum rates and charges and the rules and regulations set forth in or provided by said Decision No. 32325 would be just, reasonable and nondiscriminatory for adoption and re-establishment herein.

Upon consideration of the evidence, we conclude that the findings and orders in Decision No. 32325, as amended by Decision No. 32628, in Cases Nos. 4086 and 4099, should be adopted as the findings and order herein.

ORDER

Good cause appearing,

IT IS HEREBY ORDERED that the findings and order in Decision No. 32325, as amended by Decision No. 32628, in Cases Nos. 4086 and 4099, copies of which decisions are attached hereto and are by this reference made a part hereof, be and they are hereby adopted as the findings and order herein; and that Appendices "A" and "B" in and to the order in said Decision No. 32325, as amended, be and they are hereby adopted as Appendix "A" and "B", respectively, hereto.

IT IS HEREBY FURTHER ORDERED that, effective January 1, 1940, this order shall cancel and supersede Decisions Nos. 29891, 30482, 31220, 31224, 32325, and 32628, in Cases Nos. 4086 and 4099.

¹ The minimum rates and charges and the rules and regulations set forth in and provided by said Decision No. 32325 were originally scheduled to become effective December 8, 1939. The order was stayed, however, by the filing of petitions for rehearing by certain respondents. By Decision No. 32628 issued this day, said petitions for rehearing were denied and the effective date of the minimum rates and charges and rules and regulations was changed to January 1, 1940.

IT IS HEREBY FURTHER ORDERED that the Commission shall have and it does hereby retain jurisdiction of these proceedings for the purpose of altering or amending the rates, charges, rules and regulations hereby established or prescribed and for the purpose of establishing or approving such other just, reasonable and nondiscriminatory maximum or minimum or maximum and minimum rates, charges, classifications, rules and regulations to be charged, collected and observed by respondent common carriers, subject to the Public Utilities Act, radial highway common carriers and highway contract carriers, subject to the Highway Carriers' Act, and all carriers, subject to the City Carriers' Act, both for transportation service hereinabove described and for other transportation and accessorial services involved in these proceedings as may from time to time appear proper in the light of other or further 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.

This order shall become effective ten (10) days from the date hereof.

Dated at San Francisco, California, this 7th day of December, 1939.

RAY C. WALKERFIELD,
FRANK R. DEVLIN,
JUSTUS F. CRAEMER,
Commissioners.

Decision No. 32628

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.

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

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BY THE COMMISSION:

ORDER DENYING PETITIONS FOR REHEARING AND MODIFICATION
AND CHANGING EFFECTIVE DATE

By Decision No. 32325 of September 19, 1939, revised minimum rates, rules and regulations generally lower than those now in effect were prescribed in the above entitled proceedings to become effective December 8, 1939 for the transportation of household goods and related articles. Thereafter, petitions for rehearing of said decision were filed by certain carrier associations and individual carriers.¹ Oral argument on the petitions was had before the Commission en banc at San Francisco, on November 10, 1939. Said argument was limited to the points raised on the petitions, i.e. (1) whether the decision should be affirmed, (2) whether it should be modified on the present record, and (3) whether a rehearing should be had. The petitioners urged that the record did not justify the prescription of reduced rates but that on the contrary, rates even higher than those now in effect should be established. In the event that the Commission should not modify Decision No. 32325 on the present record, they sought a rehearing. Numerous specific instances in which they believed the decision to be in error were pointed out.

The granting of the petitions was opposed by California Movers Association, American Storage Service Club, and United American Independent Movers representing some 350 individual carriers. These associations urged that Decision No. 32325 be affirmed.

The Commission has carefully considered the petitions and arguments of the contending parties and is of the opinion that said Decision No. 32325 should be affirmed. The rates prescribed are minimum rates and as such are fully supported by the record. If they were maximum or "going" rates they would probably be too low for many carriers who maintain superior equipment and perform expedited service. In proceedings before this Commission where different transportation was involved it has been demonstrated that the established minimum rates became the "going" rates. Here, however, the record is clear that it is not impracticable to secure rates in excess of the prescribed minima where the equipment and service warrant. Moreover, the record shows that higher rates will divert a substantial portion of this business from the for-hire carriers through the medium of trucks rented by shippers who will perform their own transportation.

It will be the Commission's purpose to maintain a close watch over this matter and to reopen the proceeding when and if it appears that an adjustment in the prescribed rates is necessary.

¹ One was filed by California Van & Storage Association, San Francisco Movers, Inc., United Van & Warehousemen's Association and Alameda County Draymen's Association; another by fifty-three individual carriers.

The proposed effective date of December 8, 1939 was stayed by the filing of the petitions for rehearing. In order to allow sufficient time for the filing of tariffs, the rates contained in Decision No. 32325 should be made effective January 1, 1940 on not less than three (3) days notice to the Commission and to the public. Therefore, good cause appearing,

IT IS HEREBY ORDERED that the aforesaid petitions be and each of them is hereby denied.

IT IS HEREBY FURTHER ORDERED that Decision No. 32325 of September 19, 1939 in the above entitled proceedings be and it is hereby amended by changing the words "forty-five (45) days after the effective date of this order" contained in ordering paragraph No. 1 and ordering paragraphs Nos. 5 to 9 inclusive thereof to "January 1, 1940"; and by changing the words "ten (10) days" appearing in ordering paragraph No. 7 thereof to "three (3) days".

IT IS HEREBY FURTHER ORDERED that City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4 (Appendix "A" of Decision No. 32325) be and it is hereby amended by substituting "Original Title Page (Corrected)" for "Original Title Page," said page being attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that said Decision No. 32325, as amended by the order herein, shall become effective on the date hereof.

Dated at San Francisco, California, this 6th day of December, 1939.

RAY C. WAKEFIELD,
FRANK R. DEVLIN,
C. C. BAKER,
JUSTUS F. CRAEMER,
Commissioners.

**City Carriers' Tariff No. 3
Highway Carriers' Tariff No. 4**

**NAMING
MINIMUM RATES, RULES AND REGULATIONS
FOR THE
TRANSPORTATION OF USED PROPERTY, VIZ.:
HOUSEHOLD GOODS, PERSONAL EFFECTS AND OFFICE
AND STORE FIXTURES AND EQUIPMENT OVER
THE PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA**

BY

**CITY CARRIERS
RADIAL HIGHWAY COMMON CARRIERS
AND
HIGHWAY CONTRACT CARRIERS**

The original tariff contains rates, rules and regulations established in Decision No. 32325, in Case No. 4086. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

Correction No. 1

EFFECTIVE JANUARY 1, 1940.

Issued by
THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center,
San Francisco, California.

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 the 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

DEVELOP. Commissioner: all of the above-named persons by and through their

ADDITIONAL APPEARANCES

T. A. L. Lorets, by *L. W. Smith*, for California Household Goods Carriers' Bureau.
Daniel P. Bryant, for Bekins Van & Storage Co.
Wm. L. Carpenter, for Argonne Van Lines and Argonne Van & Storage Co.
Chas. Cooper, for Beverly Hills Transfer and Storage Co.
Edward Storn, for Railway Express Agency, Inc.
Jack Schaeffer, for California Movers Association.
Jon. J. Gosling, for American Van Lines, Inc.
Percis C. Thacker, for Pioneer Truck & Transfer Co.
A. E. DePue, for Southern California Music Company.
W. E. Hedritt and J. E. Moore, for Lawrence Moving & Storage Co.
H. Jensen, for Jensen Van & Storage Co.

SIXTH SUPPLEMENTAL OPINION

By Decision No. 28810 of May 11, 1936 (40 C. R. C. 12), in these proceedings, minimum rates, rules and regulations were established for the transportation of used household goods and related articles by highway common carriers, radial highway common carriers, highway contract carriers and city carriers. These rates, rules and regulations have been modified from time to time, based upon evidence received at later hearings. Further requests for modification made at hearings held in Los Angeles and San Francisco and not disposed of in previous orders are considered herein.

The proposed modifications involve not only changes in the volume of existing rates but, also, certain changes in the manner in which they are stated. It may be well, therefore, to describe the existing rate structure briefly. Under the present basis separate rates are provided for transportation within incorporated cities, metropolitan areas, defined groups and for distances of 30 actual highway miles or less (so-called "local moving") and for transportation for distances in excess of 30 miles (so-called "long distance" moving). The local moving rates are stated in cents per hour, per article, per shipment or per 100 pounds, depending upon the nature of the commodity, the amount shipped and the type of service accorded. They vary in volume with the locality in which the transportation is performed; the hourly rates vary also with the loading area of the equipment used. The long distance moving rates are stated as a mileage scale in cents per 100 pounds for three weight brackets (any quantity, 2,000 pounds and 4,000 pounds). The mileage scale is supplemented by numerous point-to-point rates. The local moving rates cover both crated and uncrated household goods; the long distance moving rates apply only to uncrated household goods. Crated household goods transported for

¹ The term "household goods" is deemed herein to embrace used property viz. household goods, personal effects, furniture, musical instruments, radios, office and store fixtures and equipment.

distances in excess of 30 miles are subject to the rates established for the transportation of general merchandise in Decision No. 31606, as amended, in Case No. 4246.

Cost Studies

Studies of the costs of transporting uncrated household goods under existing conditions were introduced by the Commission's associate engineer and by witnesses representing several carriers and carriers' associations.² Separate costs are developed in these studies for local moving in several sizes of equipment and for long distance moving by different types of operators.³ No new studies of the cost of transporting crated household goods were presented.

The local moving studies develop costs for three sizes of equipment, i.e., units having a loading area of less than 70 square feet, those having a loading area of from 70 to 120 square feet, and those having a loading area of more than 120 square feet. Costs are estimated separately for various parts of the state, due to differences in labor expenses encountered in the respective territories.⁴

Following is a comparison of the estimated costs for local moving service. (Costs are in cents per hour.)

Loading Area of Equipment in Square Feet	San Francisco- Oakland Territory		Los Angeles and Points Grouped Therewith				Balance of the State			
	Driver and Helper		Driver Only		Driver and Helper		Driver Only		Driver and Helper	
	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)*	(1)	(2)*
70 or less	221	337	373	470	296	500	287	375	184	264
Over 70 but not over 120	277	363	281	450	255	320	337	402	240	311
Over 120	331	423	430	516	311	390	393	462	250	369

Column (1)—Costs of Commission's engineer.

Column (2)—Costs of Carriers' witnesses.

*—Costs not submitted.

² Unfortunately, the Commission does not have the benefit of shipper participation in proceedings involving rates for the transportation of household goods. In Decision No. 29891, in these proceedings, it was explained that "Due to the very nature of the traffic here involved, household shippers as a group can hardly be expected to manifest the same degree of interest in transportation rate proceedings as commercial houses and firms shipping the many thousands of articles merchandised by them. In the one case the householder rarely contemplates more than one transportation transaction at a time, while in the other, the commercial firm must, of necessity, be ever watchful of its present and future transportation costs as an element of its general operating expenses."

³ Costs are developed by the engineer for a so-called San Francisco-Oakland Territory, embracing the City and County of San Francisco, the counties of Alameda and San Mateo and the cities of Palo Alto and Richmond; a so-called Los Angeles group embracing metropolitan Los Angeles as well as San Diego, Sacramento, San Bernardino and San Jose; and a group embracing the balance of the state. The carriers' witnesses adopted the same San Francisco-Oakland territory but included Marin County and the cities of Pomona, Ventura, Eureka, Visalia, Lodi, Riverside, Monterey, El Centro, Manteca, San Luis Obispo, Vallejo, Napa and Redlands in the Los Angeles group. An independent carrier from Marin County asserted that costs in that county are similar to those in and around San Francisco, and urged that Marin County be included in the San Francisco-Oakland Territory.

The carrier associations, on brief, attacked the engineer's local moving costs as being unduly low, by reason of the fact that these costs took into consideration hours of service in which the equipment was used in intercity hauling and hours in which it was used to transport other commodities, whereas, in calculating the miles operated per year, only the miles the equipment was employed in local moving service were included. They asserted that at least 80 per cent of the household goods carriers who perform local moving service engage in that type of transportation exclusively, and that the cost figures of those carriers are available and should be used. The carriers also objected to the fact that the engineer omitted to make allotments for commissions paid landlords or persons other than carriers for "leads" or "tips" to prospective business, and to the fact that he computed overhead and general expenses by expanding operating costs on a percentage basis rather than by using figures obtained from carriers' records.

For long distance moving, the Commission's engineer developed separate costs for (1) local movers who make occasional long distance trips; (2) carriers other than highway common carriers who regularly engage in long distance moving as well as in local moving; and (3) highway common carriers, on the theory that these three classes of movers enjoy different load factors or use essentially different types of equipment and, hence, experience different costs. The studies of the carriers' witnesses developed long distance moving costs only for two groups of carriers, viz.: (1) a group embracing occasional long distance movers as well as carriers regularly conducting both local and radial long distance moving operations, and (2) highway common carriers. The costs developed by the Commission's witness for long distance moving by occasional long distance carriers are compared in the following table with those developed by the carriers' witnesses for similar trans-

*The engineer's investigation of highway common carrier costs covered only three routes, viz.: Los Angeles-San Francisco (Coast or Valley), San Francisco-Oregon State Line, and Los Angeles-San Diego. These were said to embrace movements between so-called "traffic centers." The carriers' investigation did not cover the San Francisco-Oregon State Line route but did include the two other routes selected by the engineer and, also, the San Francisco-Sacramento route.

portation by the first group of carriers just described. (Costs are in cents per 100 pounds.)

Loading Area of Equipment in Square Feet	Miles	San Francisco-Oakland Territory		Los Angeles and Points Grouped Therewith		Balance of the State*	
		(1)	(2)	(1)	(2)	(1)	(2)
70 or less	40	48	174	147	122	80	109
	60	151	174	117	157	109	147
	100	167	223	185	209	147	178
Over 70 but not over 120	40	74	87	66	79	62	74
	60	92	107	80	86	74	80
	100	118	134	111	120	108	118
Over 120	40	74	90	66	80	65	74
	60	92	108	80	100	80	107
	100	116	134	113	127	107	118
	200	191	211	184	201	180	204

Column (1)—Costs of the Commission's engineer.
 Column (2)—Carriers' costs.
 *—Costs not submitted.

As previously stated, the Commission's engineer developed, in addition to the foregoing costs for occasional long distance moving, costs experienced by carriers who engage in long distance moving more extensively than the occasional long distance carriers. These costs are somewhat lower than those set forth above for occasional long distance carriers. No comparable costs were introduced by the carriers' witnesses, it being their position that no carriers other than highway common carriers ordinarily obtain any appreciable number of return loads. Highway common carrier costs for the San Francisco-Los Angeles routes, drawn from the cost studies of record, are shown in the following table. The differences shown in the figures of the Commission's engineer and those of the carriers are illustrative of the differences between their estimated costs for other highway common carrier routes.

(Costs are in cents per 100 pounds.)

Miles	Weight in Pounds															
	1,000				2,000				4,000				7,000			
	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	(1)	(2)	(4)	
100.....	214	206	208	166	167	164	127	119	144	128	131	66	115	164	84	
250.....	209	257	214	208	263	205	213	162	230	179	147	130	166	127		
450.....	413	324	339	260	367	272	298	219	344	246	263	190	233	184		

Column (1)—Carriers' costs for single units.
 Column (2)—Carriers' costs for truck and trailer units.
 Column (3)—Carriers' average costs.
 Column (4)—Costs of the Commission's engineer.
 *—Columns (1) and (3) omitted account shipments of such size not handled on single units.

The engineer's long distance moving costs were assailed by the carriers in several respects. For example, they complained that he based the estimated driving speeds and loading and unloading times on opinions of carriers and records of doubtful value, rather than upon actual tests; and that he computed common carrier costs with reference only to two large carriers rather than upon a cross-section of all carriers engaged in transporting household goods between traffic centers. They objected here, also, to the omission of allotments for commissions.

It may be well to summarize the cost evidence at this point. Although the cost studies of the Commission's engineer and the carriers' witnesses were constructed to conform to the same general plan, the final figures differ widely. These differences appear to be attributable principally to the use by the Commission's engineer of lower labor costs and gross revenue expenses and higher use factors than were employed in the carriers' studies, and to the fact that he gave less weight to costs experienced by carriers whose operations he did not believe to be reasonably efficient. The labor cost estimates used in the carriers' studies include allowances for overtime, lost time, and broken time wages which are paid in certain parts of the state. The engineer's did not make such allowances. Differences in gross revenue expenses developed in the studies appear to result principally from the fact that the carriers, unlike the Commission's witness, included as expense items commissions paid for "leads" or "tips" to prospective business. The engineer's higher use factor resulted mainly from his giving weight to use factors experienced by carriers engaged in transporting other property as well as household goods, whereas the carriers' witnesses considered only the use factors of carriers engaged almost exclusively in household goods transportation. Also, it is attributable partly to the fact that the engineer gave less weight than did the carriers to the low load factors which are experienced in performing so-called "expedited" service, in which outbound loads are transported immediately upon their tender without regard to whether or not return loads are available.

In general, it may be said that the studies of the Commission's engineer reflect the theoretical minimum costs of performing the service by what he deemed to be reasonably efficient methods, whereas those of the carriers give effect to averages of the expenses actually experienced by practically all of the carriers whose operations were studied, only the experience of those carriers whose records disclosed either extremely high or extremely low costs being discarded.

Rate Studies

The Commission's assistant rate expert submitted a form of tariff containing rates, rules and regulations which he recommended be adopted as minimum for the transportation of uncrated household goods and for local moving of crated household goods. These rates are based principally upon the costs developed by the Commission's engineer, adjusted, however, in accordance with the rate witness' judgment as to the volume and form of rates necessary to provide a reasonable and nondiscriminatory rate structure.

The proposed tariff restricts the application of local moving rates to transportation within incorporated cities, metropolitan areas and defined groups, and transportation for not to exceed 15 "constructive" highway miles, as contrasted with the present restriction of 30 actual highway miles.⁶ It contains different scales of rates for uncrated household goods within three territories, conforming generally to the areas in which the Commission's engineer found costs to vary materially.⁶ It provides that for transportation between territories the rates applicable to the lower rated territory will govern. Two scales of rates are provided in each territory, one for units of equipment having 70 square feet or less loading area, the other for units having a greater loading area. The witness stated that the proposed rates were designed for equipment which will accommodate ordinary local moving jobs and pointed out that the carriers would be at liberty to charge higher rates for extra large equipment if they so desired.

For local moving of crated household goods, when accessorial services are not involved, rates similar to those established by Decision No. 31606, supra, as amended, which apply to the transportation of general merchandise, are set forth in the tariff. The charges for accessorial services are identical with those provided for similar services in connection with long distance moving. The witness pointed out that the use of special equipment or the employment of men trained in household goods moving is not essential for transportation of crated property but that skilled workers are necessary for the proper rendition of accessorial services performed in connection therewith.

For long distance moving of uncrated property, the tariff provides a mileage scale of rates. Point-to-point rates are included for transportation between metropolitan Los Angeles on the one hand and San Francisco-Oakland Territory and metropolitan San Diego on the other. For long distance moving of crated property no rates are set forth in

⁶ The "constructive" highway miles referred to are the mileages approved and adopted by the Commission in Decision No. 31605, as amended, in Case No. 4246. The mileages are based on actual short line highway mileages with increments added to compensate for adverse operating conditions where they exist.

⁷ The Los Angeles group proposed by this witness includes, in addition to those embraced by the engineer's Los Angeles group, points presently grouped with the cities of Sacramento, San Bernardino, San Jose and San Diego.

the tariff but the witness pointed out that Decision No. 31606, supra, as amended, provides rates applicable to this transportation.

The carriers' witnesses also submitted a proposed tariff. It places the dividing line between local and long distance moving at 30 constructive miles in lieu of the present 30 actual miles. They claimed that experience under the existing rates had led them to the conclusion that the 15 constructive mile limit advocated by the rate witness from the Commission's staff would not embrace movements which properly should be subjected to hourly rates. Their tariff does not permit the alternation of hourly and weight rates and provides that rates between territories should be the rates applicable to the higher rated territory.

A comparison of the proposed and existing rates for local moving is set forth in the following tabulation. (Rates are in cents per hour.)

Loading Area of Equipment in Square Feet	San Francisco- Oakland Territory						Los Angeles and Points Grouped Therewith					
	Driver only			Driver and Helper			Driver only			Driver and Helper		
	(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)
70 or less.....		230	350		335	450		205	300		290	375
Less than 90.....	325			400			275			360		
Over 70.....		290	400		385	500		255	375		340	450
90 or over.....	375			450			325			400		

Column (1)—Established rates.

Column (2)—Rates proposed by the Commission's assistant rate expert.

Column (3)—Rates proposed by the carriers' witnesses.

It will be noted that the carriers' proposed rates for local moving are substantially higher than those advocated by the assistant rate expert of the Commission and are even higher than rates now in effect. The carriers asserted that local moving operations have produced little if any profit under existing rates, and have sometimes resulted in losses.

For long distance moving, the carriers' proposed tariff contains a mileage scale substantially higher than that proposed by the Commission's witness. This scale is supplemented by point-to-point rates from and to the same points as proposed by the assistant rate expert, and, in addition, from, to and between certain intermediate points on the Los Angeles-San Francisco route; rates between San Diego and points on the Los Angeles-San Francisco run; between San Francisco and Oakland on the one hand and Sacramento and San Diego on the other; and between the Oregon-California Line and certain terminal and intermediate points on the other routes. For movements from or to points not covered by specific rates a scale of proportional rates is proposed to be added to the specific rates, the through rates thus determined to alternate with the mileage scale.

A comparison of rates proposed in the two tariffs and those now in effect for long distance moving between representative points is set forth below. (Rates are in cents per 100 pounds.)

From Locality to BETWEEN	To Locality (1) AND	Any Quantity			Minimum 2,000 Pounds			Minimum 4,000 Pounds		
		(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)
		Los Angeles.....	San Francisco.....	260	288	370	324	276	320	288
Los Angeles.....	San Diego.....	150	124	185	135	102	160	122	85	135
Los Angeles.....	San Bernardino.....	90	124	162	90	102	125	90	85	105
Los Angeles.....	Bakersfield.....	180	180	240	162	150	190	144	125	160
Los Angeles.....	Marysville.....	410	358	550	369	300	500	328	249	395
San Francisco.....	Stockton.....	353	158	211	140	132	170	132	110	128
San Francisco.....	Yuba.....	320	318	333	298	295	286	256	221	225
San Francisco.....	El Centro.....	350	429	667	468	366	617	440	405	475
San Francisco.....	Redding.....	300	262	363	270	216	318	240	182	247
Oakland.....	Oceanside.....	85	109	144	85	50	108	88	75	90
San Diego.....	Bakersfield.....	320	288	380	288	236	350	256	200	275

Column (1)—Established rates.

Column (2)—Rates proposed by the Commission's assistant rate expert.

Column (3)—Rates proposed by the carriers' witnesses.

As illustrated by the foregoing tabulations, there are sharp differences in the proposed rate schedules. They reflect the differences in the cost studies upon which the rates are predicated and the dissimilar views of the rate witnesses as to the nature of a reasonable and proper minimum rate. The position of the carrier witnesses, in substance, is that minimum rates should cover average costs of carriers in the field plus a reasonable profit. The rate witness from the Commission, on the other hand took the position that minimum rates should be predicated upon the experience of carriers rendering usual and ordinary service by reasonably efficient means. He contended that minimum rates should not be designed to insure that all carriers in the field will earn a profit, without regard to whether or not their services are required to serve the public adequately or whether their mode of operation is reasonably efficient. He pointed out that carriers rendering unusually high-class or special services would be at liberty to charge in excess of the minimum rates therefor, if they so elect.

In the interest of uniformity, adoption of rules and regulations patterned after similar provisions contained in Decision No. 31606, supra, as amended, were recommended by the Commission's witness. He urged that the rate of 25 cents per box, barrel or carton, presently provided for the accessorial service of delivering shipping containers in advance of shipment be eliminated until a more comprehensive record is made, because of asserted inequalities in the resulting charges. He recommended, also, that the 25 per cent additional charge applicable when local moving work is performed during overtime periods on customer's instructions, be abolished, on the grounds that such a pro-

vision is unnecessary in a schedule of minimum rates and can not be practically enforced.

The carriers agreed that the rules and regulations proposed were generally satisfactory. They urged, however, that in lieu of eliminating the charge for the accessorial service of delivering empty containers, the present charge of 25 cents per container be retained for 9 or less containers, and hourly rates be made applicable to the service of furnishing 10 or more containers. They objected, also, to the proposed elimination of the extra charge for overtime and urged that it not only be retained, but be made mandatory for work performed on Sundays and holidays, whether or not it is performed on those days under instructions from the customer or merely for the carriers' convenience.

The Commission's witness recommended, in addition, that property transported for the United States, state, county or municipal governments be exempted from the application of the rates established herein. He asserted that bids for transportation of government property often must be submitted on short notice; that frequently the service to be rendered or the specifications of the call for bids requires that the carrier seek authority to charge less than the established minimum rates; that procedural difficulties in such instances handicap prompt disposal of applications for this authority; and that common carriers subject to the Public Utilities Act otherwise would possess certain advantages over radial and contract carriers. The carriers objected to this proposal, contending that governmental transportation was often not essentially different from that performed for private persons.

The Commission's witness also recommended the exemption of used property transported from, to or between dealers, asserting that the transportation characteristics of such traffic are similar to like shipments of new articles. Under his proposal, the rates established in Decision No. 31606, supra, as amended, for general merchandise, would apply. The carriers proposed, on the contrary, that used household goods moving from, to, or between dealers be subjected to the same rates as those provided for householders. They offered no evidence or argument in support of this position.

A recommendation was also made by the assistant rate expert that respondent carriers be required to quote and assess charges in the same unit of measurement in which the minimum rates are stated, on the grounds that such a requirement would cure abuses arising from the

⁷Section 17 (a) 4 of the Public Utilities Act provides that "Every common carrier . . . may transport, free or at reduced rates, persons or property for the United States, state, county or municipal governments, . . ." Sections 11 and 10 of the Highway and City Carriers Acts, respectively, authorize the Commission to permit deviations from the rates established for carriers subject thereto upon a finding that the proposed rates are reasonable, but relief under these sections require the Commission's formal consideration in advance.

practice of quoting flat prices in advance of shipment and obviate enforcement difficulties. It was suggested by him that, as a further means of effective enforcement, carriers be directed to show on each shipping order or freight bill, in addition to the rate assessed and charges collected, all information necessary to an accurate determination of the minimum rate and the charges thereunder.

Conclusions

Certain of the items of cost used by the Commission's engineer in preparing his cost estimates appear to be somewhat low in comparison with the actual costs said by the carriers' witnesses to have been experienced by carriers engaged in household goods transportation. With this qualification, however, his studies seem to afford a reliable indication, at least, of the cost to reasonably efficient operators of performing the services covered thereby under usual and ordinary conditions. The carriers' studies, on the other hand, reflect the actual average costs experienced by the carriers selected for their investigation and study, without regard to whether or not the facilities of those carriers are necessary to provide adequate transportation service for the public, whether their operations are reasonably efficient or whether they embraced expedited or unusually expensive types of transportation. Consequently, the weight which can be accorded the latter studies is limited in so far as the fixation of minimum rates is concerned.

To the extent the rate proposals of record are based on the foregoing cost studies, they, too, are subject to the same observations. Manifestly, minimum rates should not be designed to protect the revenues of all carriers who choose to engage in given transportation, without regard to the facilities reasonably necessary to serve the public adequately and well, or to the efficiency of the operations of existing carriers. Nor should minimum rates be designed to cover expedited or unusual services to the prejudice of persons not requiring such service. On the other hand, theoretical cost estimates should not be accepted in preference to costs drawn from carriers' records, where it is shown that the carrier operates in a reasonably efficient manner and performs only the usual or ordinary type of service. Having the principles just stated in mind, rates have been developed which, it is believed, should be made effective in this proceeding. On the whole these rates are somewhat higher than those which would result from a strict projection of the costs developed by the Commission's engineer, but are substantially lower than those advocated by the carriers and than those now in effect. They are derived from a consideration of all the evidence of record and are designed to give recognition, in addition to the cost of performing

the service and the value of the facilities reasonably necessary to perform the service, to the value of the service and the other recognized rate-making elements. The recommended rates, together with appropriate rules and regulations, are set forth in a tariff annexed hereto as Appendix "A".

It will be noted, upon review of said Appendix "A", that, except in metropolitan areas or groups, local moving rates are limited to 30 constructive miles or less. This conforms to the basis now in effect and that advocated by the carriers. Rates in cents per 100 pounds, at the level of lowest scale of long distance moving rates (over 30 but not over 35 constructive miles), are permitted to alternate with the hourly rates for local moving of uncrated property. This is contrary to the existing basis and the proposal of the carriers. However, the weight rates for long distance moving are not subject to rules and regulations permitting more extensive accessorial service than that permitted for local moving for the same or a lesser distance. It seems clear, therefore, that local moving rates should not exceed the long distance rates. Weight rates, however, should be applicable only when the shipper requests, in advance, that the shipment be transported thereunder.

The local moving rates in the attached tariff are stated separately for units of equipment having a loading area of 70 square feet or less and for those having a greater loading area. The record indicates that units of equipment having a loading area in excess of 200 square feet are required in but relatively few instances, and, hence, separate rates have not been provided to cover the cost of operating this type of equipment. No one urged that this be done, and it would plainly be prejudicial to small householders to burden rates for units of from 70 to 200 square feet loading area with costs incurred by the carriers in procuring and maintaining the large equipment for occasional moving jobs. In general, the territorial groups selected for the establishment of local moving rates are those proposed by the carrier associations. However, due to the absence of evidence of probative value, certain cities were eliminated from the so-called Los Angeles group. For the same reason, points within 10 miles of the cities embraced by San Francisco-Oakland territory, but not otherwise within its boundaries, were not included therein.

The long distance moving rates herein found proper are set forth in the form of mileage scales, for three weight brackets (any quantity, 2,000 pounds and 4,000 pounds). In addition, point-to-point rates are provided between San Francisco-Oakland territory on the one hand and metropolitan Los Angeles and San Diego on the other hand, and between Los Angeles and San Diego. Although the associations' wit-

nesses advocated a greater number of point-to-point rates it will be recalled that their proposal contemplated a higher level of mileage rates than that here adopted. The reduced mileage scale obviates the need for additional exceptions.

Rates similar to those established in Decision No. 31606, supra, as amended, for the transportation of general merchandise should be provided for transportation of crated household goods, subject to additional hourly charges for accessorial services performed in connection therewith. It appears that these rates give reasonable recognition to the costs of operating adequate equipment and that higher rates would subject shippers to excessive charges for this class of service.

The showing made in support of the temporary exclusion of household goods transported for governmental agencies is persuasive that such action should be taken. It appears that such property is often tendered and accepted for transportation under conditions and circumstances far different from those surrounding ordinary transactions. The record fails to indicate how the governmental transactions of a more ordinary nature could be segregated from those that clearly require special treatment. For the reasons stated above and to place all carriers on a fair competitive basis, it seems necessary, on this record, to exempt all transportation of household goods for governmental agencies.

Similarly, a convincing showing has been made that property transported for sale or speculation has transportation characteristics substantially different from those of property moved between residences. It seems evident that the commercial hauling of used furniture, for example, is more closely related from a transportation standpoint to the service rendered in transporting similar new furniture than it is to the service involved in transporting used household goods. Property shipped for sale or speculation should be exempted from the rates fixed in these proceedings and the rates established for transportation of new property by highway carriers in Decision No. 31606, supra, as amended, and by city carriers in decisions affecting their operations should be made applicable.

The overtime charge of 25 per cent proposed by the carriers as a mandatory provision for Sunday and holiday work in connection with local moving, and as an extra charge during other overtime periods when the work is performed on customer's instructions, has not been

*For example the record indicates that although the transportation of the effects of a single household for a governmental agency is probably no different than a similar transaction involving another party, these agencies frequently have either large individual shipments or numerous shipments which in the aggregate amount to a substantial tonnage. The carriers admit that these so-called "volume movements" require different rate treatment than that accorded other shipments. However, they offered no means of distinguishing them from other shipments in a schedule of rates, contending that, where necessary, relief from the established rates should be applied for, as at present.

justified on the record. It may well be, as the record tends to show, that in certain metropolitan areas there is an added expense to the carriers in performing service during the overtime periods. The 25 per cent penalty, however, has not been shown to relate directly to the additional expense incurred. Nor has it been shown that added expenses for overtime or holiday work are ordinarily incurred throughout the state. No overtime penalty charge should be provided.

For the accessorial service of delivering shipping containers in advance of the equipment transporting the shipment, the carriers' proposal that the existing rate of 25 cents per box, barrel or carton be revised so as to include all other containers, except lift vans, and that hourly rates be applied where more than 10 containers are involved, seems to remedy for the most part the asserted inequalities in the existing rates for this service. However, it appears that instead of limiting hourly rates for this service to 10 or more containers as proposed, the hourly rates should alternate with the 25-cent container charge.

The recommendations of the assistant rate expert that carriers be required to quote and assess charges in the same unit of measurement in which the minimum rates are stated and that carriers be directed to show on each shipping order or bill of lading all information necessary to an accurate determination of the minimum rate and the charges thereunder, were not opposed on this record. From an administrative standpoint the need for such requirements appears evident. The proposals should be adopted.

In view of the findings with respect to hourly rates for local moving alternating with weight rates for long distance moving, as well as the statutory limitation of Section 10 of the Highway Carriers' Act that rates for radial highway common and highway contract carriers shall not exceed the current rates of common carriers, observance of the order herein will result in certain departures from the provisions of Article XII, Section 21 of the State Constitution and Section 24 (a) of the Public Utilities Act. Such departures are justified by differences in transportation conditions and will be authorized herein to be made by all carriers, other than highway common carriers, who may be deemed to be "transportation companies." Highway common carriers desiring similar authority should apply therefor.

Carriers who have been authorized under the provisions of Sections 10 and 11 respectively of the City and Highway Carriers' Acts to perform transportation services at less than the established minimum rates should be permitted to continue such services under the conditions and for the period of time authorized but not to exceed one year from the effectiveness of the rates provided by the order herein.

In numerous instances the record on further hearing shows that there is no dispute as to the course of action which the Commission should pursue. Where such action is consistent with proper rate-making policy, no useful purpose would be served by specific treatment of such proposals. They should be given effect without discussion. It may be said in this regard that all of the evidence of record has been given careful consideration and the failure to particularize upon individual portions of such evidence is not to be construed as an indication that any of the evidence has been disregarded.

The conclusions herein contemplate substantial reductions in minimum rates now in effect. These reductions are clearly warranted by the additional evidence now in the record. It may be pointed out, in this connection, that there appear to be ample opportunities for the carriers to effect economies by more effective use of equipment through consolidation of shipments and by the obtaining of return loads. Minimum rates not reflecting such economies would encourage the duplication of facilities and the wasteful use thereof, add to the congestion of the highways by such duplication and generally tend to defeat the purposes of the Highway Carriers' Act. On the other hand, minimum rates low enough to lessen the demand for expedited service and exclusive use of equipment will discourage needless duplication of facilities and their wasteful use, tend to reduce highway congestion and thus be consistent with the provisions and purposes of the Act. Moreover, in the event a shipper desires immediate transportation or does not wish to have his goods handled as a part of a consolidated shipment, the carrier will not be prohibited from receiving a rate commensurate with the added costs and value of the service, while the shipper not making such demands will receive the benefit of a rate designed to reflect the costs and value of the less expeditious and less personalized service.

FINDINGS

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

1. That the rates, charges, accessorial charges, rules and regulations set forth in the tariff designated as Appendix "A" of the order herein are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected, and the just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges, by all radial highway common carriers, highway contract carriers and city carriers.
2. That the basis of computing and constructively increasing highway mileages, prescribed by the Commission in Decision No. 31605 of

December 27, 1938, as amended, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246, modified as provided in said tariff designated as Appendix "A" of the order herein, is and will be for the future just, reasonable and nondiscriminatory for use in applying mileage rates set forth in said tariff, and should be adopted for that purpose.

3. That, subject to the terms and conditions of Item No. 150 of said tariff designated as Appendix "A" of the order herein, all radial highway common carriers and highway contract carriers should be authorized to assess, charge and collect rates, charges and accessorial charges of common carriers, lawfully on file with this Commission and in effect on the date of movement, and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges applied subject to their governing ratings, rules and regulations, produce lower aggregate charges than would accrue for the same transportation under the rates, rules, regulations and accessorial charges found just, reasonable and nondiscriminatory in Findings Nos. 1 and 2.

4. That all radial highway common carriers, highway contract carriers and city carriers authorized on the effective date of the rates herein established, under the provisions of Section 11 of the Highway Carriers' Act or Section 10 of the City Carriers' Act, to transport property at lesser rates or charges than those established as minimum by outstanding orders of the Commission, which minimum rates are changed or carried forward by the order herein, should be authorized to continue such transportation under the conditions and for the duration of the periods of time specified in the orders granting such authorities, but in no event for a period in excess of one (1) year from the effectiveness of the rates or charges provided by the order herein.

5. That, except as provided in Findings Nos. 3 and 4, all radial highway common carriers, highway contract carriers and city carriers should be required to assess, charge and collect, for the transportation or accessorial services to which said tariff designated as Appendix "A" of the order herein is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth or referred to in said tariff, and to observe rules and regulations no lower in volume or effect than those set forth or referred to therein.

6. That, except as provided in Finding No. 7, the existing ratings, rates, charges, rules, regulations and accessorial charges maintained by respondent common carriers for transportation within California, and for accessorial services incidental thereto, are and will for the future be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, in so far as they are lower in volume or effect than those set forth

in the tariff designated as Appendix "A" of the order herein, for the performance of the same transportation and the same accessorial services by radial highway common carriers and highway contract carriers.

7. That all respondent common carriers should be authorized to assess, charge and collect rates, charges and accessorial charges maintained by common carriers and not required to be changed by the order herein, and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, in the same manner as herein found justified for radial highway common carriers and highway contract carriers in Finding No. 3, subject to the terms and conditions of Item No. 150 of said tariff designated as Appendix "A" of the order herein.

8. That, except as provided in Finding No. 7, rates, charges, rules, regulations and accessorial charges no lower in volume or effect than those set forth in said tariff designated as Appendix "A" of the order herein will be "just, reasonable and sufficient" for respondent common carriers.

9. That, except as provided in Finding No. 7, respondent common carriers should be required to cancel all rates, charges, rules, regulations or accessorial charges lower in volume or effect than those set forth in said tariff designated as Appendix "A" of the order herein, and to establish in their stead rates, charges, rules, regulations and accessorial charges no lower in volume or effect than those therein set forth.

10. That respondent common carriers will not, for the future, be justified in charging, collecting or observing rates, charges, rules, regulations or accessorial charges lower in volume or effect than those found justified in the preceding findings.

11. That the rates, charges, rules and regulations found reasonable and sufficient, or just, reasonable and nondiscriminatory in the preceding findings, will provide an equality of transportation rates between all competing agencies of transportation, and should cancel and supersede the rates, rules and regulations established or prescribed in and by Decision No. 29891, as amended by Decisions Nos. 30482, 31220 and 31224, in these proceedings.

12. That every respondent common carrier, radial highway common carrier, highway contract carrier, and city carrier should be required to issue a shipping document for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the shipment, the rate and charge assessed, and such other information respecting each of the factors entering into the computation of the charge as may be necessary in conjunction with the tariff designated as Appendix "A" of the order herein, or said tariff as it

may hereafter be modified, to verify the lawfulness of such charge; that a copy of such shipping document shall be retained and preserved by the carrier for reference and subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the forms of shipping document set forth in Appendix "B" of the order herein will be suitable and proper.

13. That no radial highway common carrier, highway contract carrier or city carrier should be permitted to quote, assess, charge, collect, or observe rates, rules, regulations or accessorial charges in a unit of measurement different from that in which the rates provided as minimum for the same transportation or accessorial charges are stated.

14. That to the extent carriers affected by this order, other than those subject to the Public Utilities Act, may be deemed to be "transportation companies" within the meaning of Article XII, Section 21 of the Constitution of California, they should be authorized to charge less for longer than for shorter distances, to the extent necessary to comply with the provisions of Items Nos. 90, 100, 101, and 102 of said tariff designated as Appendix "A" of the order herein, and to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided by Item No. 150 of said tariff.

The following form of order is recommended:

ORDER

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

IT IS HEREBY ORDERED:

1. That the rates, charges, accessorial charges, rules and regulations set forth in the tariff designated as Appendix "A" which by this reference is incorporated in and made a part of this order, be and they are hereby established and approved effective forty-five (45) days after the effective date hereof as the just, reasonable and non-discriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the rules and regulations to be observed by any and all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act, and by any and all carriers, as defined in the City Carriers' Act for the transportation of the property and between the points for which rates and charges are provided in said tariff designated as Appendix "A" hereto; and for accessorial services rendered incident thereto, except as provided in ordering paragraphs Nos. 3 and 4.

2. That, subject to the exceptions and modifications provided in said tariff designated as Appendix "A" hereto, the basis for constructively increasing highway mileages, prescribed by the Commission in Decision No. 31605 of December 27, 1938, as amended, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246, be and it is hereby adopted, established and approved as the just, reasonable and nondiscriminatory basis for computing mileages for use in applying mileage rates set forth in said tariff.

3. That all radial highway common carriers and highway contract carriers be and they are hereby authorized to assess, collect and charge common carrier rates and accessorial charges, and to observe common carrier rules and regulations, lawfully on file with the Commission and in effect on the date of movement, subject to the terms and conditions and in the manner explained in Finding No. 3 of the preceding opinion and in Item No. 150 of said tariff designated as Appendix "A" hereto.

4. That all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act, authorized under the provisions of Sections 11 and 10, respectively, of said Acts, to transport property at lesser rates or charges than those established as minimum by outstanding orders of the Commission, which rates are changed or carried forward by this order, be and they are hereby authorized to continue such transportation under the conditions and for the duration of the periods of time specified in the orders granting such authorities, but in no event for a period in excess of one (1) year from the effectiveness of the rates provided herein.

5. That all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act, be and they are hereby ordered and directed to cease and desist forty-five (45) days after the effective date of this order, and thereafter abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth or referred to in said tariff designated as Appendix "A" hereto, and from observing rules or regulations lower in volume or effect than those set forth or referred to therein, except as provided in ordering paragraph No. 4.

6. That all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act, be and they are hereby ordered and directed to cease and desist forty-five (45) days after the effective date of this order and thereafter abstain from quoting, assessing, charging, collecting rates or accessorial charges based upon a unit of measure-

ment different from that in which the rates and charges herein established as minimum are stated, without prejudice to any other finding made.

7. That all respondent common carriers maintaining rates, charges, rules or regulations found by Finding No. 6 in the preceding opinion to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, be and they are hereby ordered and directed to cancel said rates, charges, rules and regulations on or before forty-five (45) days after the effective date of this order or not less than ten (10) days' notice to the Commission and to the public, and to establish in their stead rates, charges, rules and regulations no lower in volume or effect than those found reasonable or sufficient, or justified by Findings Nos. 6 to 9, inclusive, in the opinion preceding this order.

8. That all respondent common carriers be and they are hereby ordered and directed to cease and desist forty-five (45) days after the effective date of this order and thereafter abstain from publishing or maintaining in their tariffs, rates, charges, accessorial charges, rules or regulations lower in volume or effect than those found reasonable and sufficient, or justified, by Findings Nos. 6 to 9, inclusive, in the opinion preceding this order.

9. That effective forty-five (45) days after the effective date of this order, this order shall cancel Decision No. 29891, as amended by Decisions Nos. 30482, 31220 and 31224, in these proceedings.

10. That all carriers who may be deemed to be transportation companies, as that term is employed in Article XII, Section 21 of the Constitution of California, other than carriers subject to the Public Utilities Act, be and they are hereby authorized to charge less for longer than for shorter distances, to the extent necessary to comply with the provisions of Items Nos. 90, 100, 101 and 102 of said tariff designated as Appendix "A" of the order herein; and to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided by Item No. 150 of said tariff.

11. That all respondent common carriers subject to the Public Utilities Act, radial-highway common carriers and highway contract carriers, subject to the Highway Carriers' Act, and all carriers, subject to the City Carriers' Act, be and they are and each of them is hereby ordered and directed to issue a shipping document for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the shipment, the rate and charge assessed, and such other information respecting each of the factors entering into the computation of the charge as may be necessary, in

conjunction with the tariff designated as Appendix "A" hereto, or said tariff as it may hereafter be modified to verify the lawfulness of such charge; and shall retain and preserve a copy of said shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the forms of shipping document set forth in Appendix "B" hereto will be suitable and proper.

That the Commission shall have and it does hereby retain jurisdiction of this proceeding for the purpose of altering or amending the rates, charges, rules and regulations hereby established or prescribed, and for the purpose of establishing or approving such other just, reasonable and nondiscriminatory maximum or minimum or maximum and minimum rates, charges, classifications, rules and regulations to be charged, collected and observed by respondent common carriers, subject to the Public Utilities Act, radial highway common carriers and highway contract carriers, subject to the Highway Carriers' Act, and all carriers, subject to the City Carriers' Act, both for 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 further 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 October 24, 1939.

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 19th day of September, 1939.

RAY C. WAKEFIELD,
 FRANK R. DEVLIN,
 RAY L. RILEY,
 C. C. BAKER,
 JUNTUS F. CRAWMER,
 Commissioners.

Appendix "A"
of
Decision No. 32325
In Case No. 4086

Issued by
The Railroad Commission
of the
State of California

Consisting of a Tariff naming minimum rates, rules and regulations for the transportation of Used Property, viz.: Household Goods, Personal Effects and Office and Store Fixtures and Equipment between points in California

by
City Carriers
Radial Highway Common Carriers
and
Highway Contract Carriers

City Carriers' Tariff No. 3 Highway Carriers' Tariff No. 4

**NAMING
MINIMUM RATES, RULES AND REGULATIONS
FOR THE
TRANSPORTATION OF USED PROPERTY, VIZ.:
HOUSEHOLD GOODS, PERSONAL EFFECTS AND OFFICE
AND STORE FIXTURES AND EQUIPMENT OVER
THE PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA
BY
CITY CARRIERS
RADIAL HIGHWAY COMMON CARRIERS
AND
HIGHWAY CONTRACT CARRIERS**

The original tariff contains rates, rules and regulations established in Decision No. 32325, in Case No. 4086. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

EFFECTIVE DECEMBER 8, 1939.

Issued by
THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center,
San Francisco, California.

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose leaf form. All added and revised pages will be numbered consecutively in the lower left hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

1	31	61	91	121	151	181
2	32	62	92	122	152	182
3	33	63	93	123	153	183
4	34	64	94	124	154	184
5	35	65	95	125	155	185
6	36	66	96	126	156	186
7	37	67	97	127	157	187
8	38	68	98	128	158	188
9	39	69	99	129	159	189
10	40	70	100	130	160	190
11	41	71	101	131	161	191
12	42	72	102	132	162	192
13	43	73	103	133	163	193
14	44	74	104	134	164	194
15	45	75	105	135	165	195
16	46	76	106	136	166	196
17	47	77	107	137	167	197
18	48	78	108	138	168	198
19	49	79	109	139	169	199
20	50	80	110	140	170	200
21	51	81	111	141	171	201
22	52	82	112	142	172	202
23	53	83	113	143	173	203
24	54	84	114	144	174	204
25	55	85	115	145	175	205
26	56	86	116	146	176	206
27	57	87	117	147	177	207
28	58	88	118	148	178	208
29	59	89	119	149	179	209
30	60	90	120	150	180	210

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ARRANGEMENT OF TARIFF

This is a loose-leaf tariff consisting of four sections.

SECTION No. 1 contains Rules and Regulations.

SECTION No. 2 contains Local Moving Rates. .

SECTION No. 3 contains Long Distance Moving Rates—Uncrated Property.

SECTION No. 4 contains Accessorial Service Rates.

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Item No.	SECTION NO. 1—RULES AND REGULATIONS
10	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11 Series)</p> <p>(a) CARRIER means a carrier as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), or a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>(d) CRATED PROPERTY means property securely packed in salesmen's hand sample cases, suitcases, overnight 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) or bundles (completely wrapped in jute, cotton, burlap, gunny, fibreboard, or straw matting).</p> <p>(e) CRATING means any accessorial service performed by the carrier in preparing a shipment or any portion thereof for transportation.</p> <p>(f) LIFT VAN means any shipping container or any vehicle body designed to be removed from the vehicle's chassis and used as a shipping container, having an inside cubic measurement in excess of 250 cubic feet.</p> <p>(g) LOCAL MOVING means the transportation of a shipment having point of origin and point of destination (a) within the same incorporated city, or (b) within the same metropolitan area or group, as defined in Items Nos. 180 and 181 series, or (c) the transportation of a shipment for a distance not in excess of 30 miles, computed as provided in Item No. 90 series.</p> <p>(h) LONG DISTANCE MOVING means the transportation of a shipment for a distance exceeding 30 miles, computed as provided in Item No. 90 series, except shipments having point of origin and point of destination (a) within the same incorporated city, or (b) within the same metropolitan area or group, as defined in Items Nos. 180 and 181 series.</p> <p>(i) PACKING means the accessorial service performed by the carrier in protecting a shipment or any portion thereof by placing it in containers.</p> <p>(j) PIECE MOVING means the transportation of a shipment of uncrated property consisting of not more than five (5) articles.</p> <p>(k) POINT OF DESTINATION means the precise location at which property is tended for physical delivery into the custody of the consignee or his agent.</p> <p style="text-align: center;">(Concluded on Page 5)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)
11	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11 Series)</p> <p>(l) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(m) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(n) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>(o) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination.</p> <p>(p) UNCRATED PROPERTY means property not packed in accordance with the crated property requirements set forth in paragraph (d).</p> <p>(q) UNCRATING means any accessorial service performed by the carrier in connection with the delivery of a shipment.</p> <p>(r) UNPACKING means the accessorial service performed by the carrier in removing a shipment or any portion thereof from containers.</p>
20	<p style="text-align: center;">APPLICATION OF TARIFF—CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), and the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended). They apply for the transportation of property by carriers as defined in said City Carriers' Act, and radial highway common carriers and highway contract carriers, as defined in said Highway Carriers' Act.</p> <p>When shipments in continuous through movement are transported by two or more such carriers, the rates (including minimum charges) provided herein from point of origin to point of destination shall be the minimum rates for the combined transportation.</p>
30	<p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL</p> <p>Rates in this tariff apply to transportation of shipments between all points within the State of California, except that rates for the transportation of crated property apply only to local moving.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)
40	<p style="text-align: center;">APPLICATION OF TARIFF—COMMODITIES</p> <p>(a) Except as otherwise provided by paragraph (b), rates in this tariff apply to the transportation of:</p> <p>(1) Used Household Goods, viz.: household or personal effects such as clothing, furniture, furnishings, radios, musical instruments, stoves and refrigerators;</p> <p>(2) Used Office and Store Fixtures and Equipment, such as furniture, furnishings and other appurtenances.</p> <p>(b) Rates in this tariff will not apply to the following:</p> <p>(1) Property transported from, to, or between the place or places of business of a dealer in or auctioneer of the property described in paragraph (a) hereof, in connection with such business;</p> <p>(2) Property transported for the United States, state, county or municipal governments. The transportation of such property, excluded from the provisions of this tariff by this exemption, shall not be subject to the rates provided in Highway Carriers' Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended, in Case No. 4246);</p> <p>(3) Baggage, viz.: personal baggage and baggage containing sample merchandise, transported from or to a depot, dock or other point where passengers are discharged or received by common carriers;</p> <p>(4) Voting Booths, ballot boxes and election supplies when transported from or to polling places.</p>
50	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier.</p>
60	<p style="text-align: center;">GROSS WEIGHT</p> <p>The gross weight of the shipment shall be used in assessing charges stated on a weight basis. No allowance shall be made for the weight of containers.</p>
70	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)
80	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>(a) Charges for local moving of a mixed shipment consisting of crated and uncrated property shall be computed at the rate applicable to uncrated property.</p> <p>(b) When any portion of a shipment of uncrated property tendered to a carrier for long distance moving requires protection against damage and the carrier affords protection by packing such portion of the shipment in containers, the entire shipment shall be rated as uncrated property.</p> <p>(c) When one or more commodities for which rates are not provided in this tariff are included in a shipment of commodities for which rates are herein provided, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff; or the commodities for which rates are provided in this tariff may be transported at the applicable rates provided herein and the commodities for which rates are not provided herein at the rates otherwise applicable.</p>
90	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates provided in this tariff shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in Decision No. 31605 of December 27, 1938, as amended, in Case No. 4088, Part "N," Case No. 4145 and Case No. 4246, subject to the following exceptions:</p> <p>(1) When the distance so computed from, to or between points located within metropolitan areas or groups as described in Items Nos. 180 and 181 series exceeds 100 miles, the distance from, to or between the mileage points designated in said items, subject to a minimum distance of 101 miles, shall be used in connection with distance rates.</p> <p>(2) Shortest actual distances within incorporated cities and within metropolitan areas or groups as described in Items Nos. 180 and 181 series, shall be used to compute charges for piece moving and for shipments of crated property, viz: baggage, under Items Nos. 220 and 230 series. Shortest actual distances shall also be used within incorporated cities to determine rates for the transportation of crated property under Item No. 240 series.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)										
100	<p style="text-align: center;">APPLICATION OF RATES (Items Nos. 100, 101 and 102 Series)</p> <p>(a) Rates provided in this tariff are for the transportation of shipments as defined in Item No. 11 (o) series, from point of origin to point of destination, including loading into and unloading from carrier's equipment, subject to paragraph (c) hereof and Item No. 110 series.</p> <p>(b) Rates in Section 2 of this tariff apply for local moving as defined in Item No. 10 (g) series.</p> <p>(c) Rates in Section 3 of this tariff apply for long distance moving as defined in Item No. 10 (h) series.</p> <p>(d) Except as provided in individual rate items, rates in Section 4 of this tariff apply for the accessorial services of crating or packing as defined in Item No. 10 (e) and (i) series, and uncrating or unpacking as defined in Item No. 11 (q) and (r) series. Rates in Section 4 also apply for the delivery of shipping containers in advance of shipment.</p> <p>(e) When shipments not transported at hourly rates are picked up, delivered, or picked up and delivered at other than the ground floor the following additional charges, per flight, shall be assessed, subject to Note 1:</p> <p style="margin-left: 40px;">Local Moving:</p> <table style="margin-left: 80px;"> <tr> <td>Crated Property, viz.: Baggage.....</td> <td>25 cents per container</td> </tr> <tr> <td>Crated Property other than Baggage.....</td> <td>5 cents per 100 pounds</td> </tr> <tr> <td>Uncrated Property—Piece Moving.....</td> <td>25 cents per article</td> </tr> <tr> <td>Uncrated Property transported under rates provided in Item No. 210 series.....</td> <td>5 cents per 100 pounds</td> </tr> <tr> <td>Long Distance Moving.....</td> <td>5 cents per 100 pounds</td> </tr> </table> <p>(f) Except as otherwise provided in paragraphs (g) or (h) hereof the time for computing hourly rates shall be determined as follows: Loading time at point of origin plus double the driving time from point of origin to point of destination plus unloading time at point of destination. (See paragraph (i) hereof.)</p> <p style="text-align: center;">(Continued on page 9)</p>	Crated Property, viz.: Baggage.....	25 cents per container	Crated Property other than Baggage.....	5 cents per 100 pounds	Uncrated Property—Piece Moving.....	25 cents per article	Uncrated Property transported under rates provided in Item No. 210 series.....	5 cents per 100 pounds	Long Distance Moving.....	5 cents per 100 pounds
Crated Property, viz.: Baggage.....	25 cents per container										
Crated Property other than Baggage.....	5 cents per 100 pounds										
Uncrated Property—Piece Moving.....	25 cents per article										
Uncrated Property transported under rates provided in Item No. 210 series.....	5 cents per 100 pounds										
Long Distance Moving.....	5 cents per 100 pounds										
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Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)
101	<p style="text-align: center;">APPLICATION OF RATES (Continued) (Items Nos. 100, 101 and 102 Series)</p> <p>(g) When, upon shipper's instructions, the service performed by a helper or additional helpers is limited to loading, unloading or partial loading and partial unloading, the charge therefor shall be determined by applying the rate per man per hour provided in Item No. 200 series for additional helpers to the time such helper or helpers are engaged in performing these services, subject to minimum charge of \$1.00 (see paragraph (i) hereof). The charge so determined shall be added to the charge for other service, computed in accordance with the provisions of Item No. 200 series and paragraphs (f) or (h) hereof.</p> <p>(h) For local moving at hourly rates of two or more shipments of uncrated property offered to a carrier for transportation in or on a unit of carrier's equipment: (1) When the carrier is unable to provide such transportation the shipper shall be so notified and the basis of rates provided in this paragraph shall not apply, or (2) when the carrier is able to provide such transportation, rates shall be computed as follows:</p> <p style="padding-left: 40px;">The rates named in Item No. 200 series shall be assessed subject to the following basis for computing time: For each shipment transported in or on the unit of carrier's equipment, time shall be computed as follows: Loading time at point of origin plus 15 minutes for driving time plus unloading time at point of destination. (See paragraph (i) hereof.) Each shipment shall be subject to minimum charges provided in Item No. 130 series.</p> <p>(i) In computing time under the bases outlined in paragraphs (f), (g) and (h) hereof, the various time factors shall be not less than the actual time involved in minutes, except that the driving time of 15 minutes provided in paragraph (h) hereof applies regardless of actual driving time. After the total time has been determined under the provisions of paragraphs (f), (g) or (h) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <p style="padding-left: 40px;">Less than 8 minutes.....omit. 8 minutes or more but less than 23 minutes shall be $\frac{1}{4}$ hour. 23 minutes or more but less than 38 minutes shall be $\frac{1}{2}$ hour. 38 minutes or more but less than 53 minutes shall be $\frac{3}{4}$ hour. 53 minutes or more shall be 1 hour.</p> <p style="text-align: center;">(Concluded on Page 10)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)
102	<p style="text-align: center;">APPLICATION OF RATES (Concluded) (Items Nos. 100, 101 and 102 Series)</p> <p>(j) When, in advance of shipment, the shipper elects to have the property transported under rates no lower than those provided in and subject to the provisions of Item No. 210 series, a written agreement in the following form shall be executed, attached to and become a part of the shipping order and freight bill covering the transportation:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: right;">Date-----</p> <p>In accordance with the provisions of Item No. 210 series of City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4 (Appendix "A" of Decision No. 32325, in Case No. 4086), I hereby elect to have-----</p> <p>----- (describe shipment) ----- transported by ----- (carrier) ----- from</p> <p>----- (point of origin) ----- to ----- (point of destination) ----- at the</p> <p>rate of ----- (see note) -----</p> <p>Carrier ----- Shipper -----</p> <p>By ----- (name in full) ----- By ----- (name in full) -----</p> <p>NOTE.—Rates must be stated in cents per 100 pounds. If dependent upon weight of shipment transported, the minimum weight or weights must be shown.</p> </div> <p>NOTE 1.—(a) A series of not more than 7 steps shall be considered ground floor; a series of over 7 but not over 20 steps shall be considered one flight; and each series of not more than 20 steps thereafter shall be considered an additional flight.</p> <p>(b) Elevator service other than vehicular elevator service shall be considered one flight.</p> <p>(c) Pickup and delivery at all floors of single dwellings shall be considered ground floor.</p> <p>(d) Pickup and delivery at all floors reached by vehicular elevator or vehicular ramp shall be considered ground floor.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)
110	<p style="text-align: center;">VALUATION</p> <p>(a) Carriers shall secure and 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. Except on shipments transported under hourly rates, shippers may declare on specific articles when the separate weights thereof are furnished or obtained, 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.</p> <p>(b) 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 in excess of ---¢ per pound, per article."</p> <p>(c) Property of agreed or declared value in excess of ten cents per pound shall be subject to rates computed on the bases provided in Note 1.</p> <p>NOTE 1.—When declared value exceeds ten cents per pound but does not exceed twenty cents per pound, add 25% to rates provided in this tariff.</p> <p>When declared value exceeds twenty cents per pound but does not exceed fifty cents per pound, add 50% to rates provided in this tariff.</p> <p>When declared value exceeds fifty cents per pound, add 100% to rates provided in this tariff.</p>
120	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:</p> <p>Fractions of less than $\frac{1}{2}$ or .50 of a cent, omit.</p> <p>Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.</p>
<p>EFFECTIVE AS SHOWN ON TITLE PAGE</p>	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)												
130	<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be as follows:</p> <p>(a) Local moving at hourly rates, the charge for one-half ($\frac{1}{2}$) hour.</p> <p>(b) Local moving, uncrated property, under rates in Item No. 210 series, \$1.50.</p> <p>(c) Local moving, crated property, under rates in Item No. 240 series, (Subject to Note 1):</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">Minimum Charge in Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less.....</td> <td style="text-align: right;">40</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds.....</td> <td style="text-align: right;">50</td> </tr> <tr> <td>Over 50 pounds but not over 75 pounds.....</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Over 75 pounds but not over 100 pounds.....</td> <td style="text-align: right;">70</td> </tr> <tr> <td>Over 100 pounds.....</td> <td style="text-align: right;">75</td> </tr> </tbody> </table> <p>(d) Long distance moving, the charge for 100 pounds at the applicable rate, but not less than \$1.50.</p> <p>NOTE 1.—In no event shall the minimum charge on shipments having point of origin or point of destination on steamship wharves or docks within Metropolitan Los Angeles as described in Items Nos. 180 and 181 series, be less than \$1.00.</p>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less.....	40	Over 25 pounds but not over 50 pounds.....	50	Over 50 pounds but not over 75 pounds.....	60	Over 75 pounds but not over 100 pounds.....	70	Over 100 pounds.....	75
Weight of Shipment	Minimum Charge in Cents												
25 pounds or less.....	40												
Over 25 pounds but not over 50 pounds.....	50												
Over 50 pounds but not over 75 pounds.....	60												
Over 75 pounds but not over 100 pounds.....	70												
Over 100 pounds.....	75												
140	<p style="text-align: center;">APPLICATION OF COMBINATIONS OF POINT-TO-POINT RATES WITH DISTANCE RATES</p> <p>In the event a combination of point-to-point rates provided in Item No. 300 series with distance rates provided in Item No. 310 series produces a lower aggregate charge for the same transportation than is produced by the through distance rates, such combination of rates may be applied.</p>												
150	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination, and for the same accessorial services, than results from the application of the rates herein provided.</p>												
<p>EFFECTIVE AS SHOWN ON TITLE PAGE</p>													
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>													

Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)
160	<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called shippers, for a period of 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the shippers within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) Shippers may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS (Continued)	
	COLLECT ON DELIVERY (C.O.D.) SHIPMENTS	
	<p>(a) In the handling of C.O.D. shipments carrier shall, promptly 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 consignor all moneys collected by it on such shipments.</p> <p>(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p>	
	When the amount collected is	Charge for collecting and remitting will be
	Not over \$2.50.....	\$0.18
	Over \$2.50 not over \$5.00.....	.20
	“ 5.00 “ “ 10.00.....	.28
	“ 10.00 “ “ 20.00.....	.30
	“ 20.00 “ “ 25.00.....	.32
	“ 25.00 “ “ 40.00.....	.37
	“ 40.00 “ “ 50.00.....	.40
	“ 50.00 “ “ 60.00.....	.50
	“ 60.00 “ “ 80.00.....	.52
	“ 80.00 “ “ 100.00.....	.54
	“ 100.00 “ “ 102.50.....	.68
	“ 102.50 “ “ 105.00.....	.70
	“ 105.00 “ “ 110.00.....	.73
170	“ 110.00 “ “ 120.00.....	.75
	“ 120.00 “ “ 140.00.....	.77
	“ 140.00 “ “ 150.00.....	.80
	“ 150.00 “ “ 160.00.....	.85
	“ 160.00 “ “ 180.00.....	.87
	“ 180.00 “ “ 200.00.....	.89
	“ 200.00 “ “ 250.00.....	1.00
	“ 250.00 “ “ 300.00.....	1.15
	“ 300.00 “ “ 350.00.....	1.30
	“ 350.00 “ “ 400.00.....	1.45
	“ 400.00 “ “ 450.00.....	1.60
	“ 450.00 “ “ 500.00.....	1.75
	“ 500.00 “ “ 550.00.....	1.90
	“ 550.00 “ “ 600.00.....	2.05
	“ 600.00 “ “ 650.00.....	2.20
	“ 650.00 “ “ 700.00.....	2.35
	“ 700.00 “ “ 750.00.....	2.50
	“ 750.00 “ “ 800.00.....	2.65
	“ 800.00 “ “ 850.00.....	2.80
	“ 850.00 “ “ 900.00.....	2.95
	“ 900.00 “ “ 950.00.....	3.10
	“ 950.00 “ “ 1,000.00.....	3.25
	“ 1,000.00 at rate of \$3.25 per \$1,000.00	
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Item No.	SECTION NO. 1--RULES AND REGULATIONS (Continued)
180	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Items Nos. 180 and 181 Series)</p> <p>The following territorial, metropolitan area and group descriptions apply in connection with rates, rules and regulations making reference hereto. These descriptions include both sides of streets, boulevards, roads, avenues or highways when they are used as boundaries. Where the boundary line intersects the limits of an incorporated city, the boundary line shall follow the city limits so as to include the entire city within the boundary. Where a road or highway is used as a boundary line in unincorporated territory, all points not more than 500 feet beyond the road or highway shall be included within the boundary.</p> <p>(a) TERRITORY "A" consists of the City and County of San Francisco, the counties of Alameda and San Mateo, and the cities of Palo Alto and Richmond.</p> <p>(b) TERRITORY "B" consists of Metropolitan Los Angeles and San Diego; Sacramento, San Bernardino and San Jose groups; Marin County; and the cities of Bakersfield, Fresno, Santa Barbara and Stockton.</p> <p>(c) TERRITORY "C" consists of all territory not described in paragraphs (a) and (b) hereof.</p> <p>(d) San Francisco Group (Mileage Point: 10th & Market Streets, San Francisco) consists of the cities of San Francisco, South San Francisco, Daly City and San Bruno.</p> <p>(e) Metropolitan Oakland (Mileage Point: 14th & Broadway, Oakland) consists of the cities of Oakland, Alameda, Emeryville, Piedmont, Berkeley, Albany, El Cerrito, Richmond and San Leandro.</p> <p>(f) Metropolitan Los Angeles (Mileage Point: First & Main Streets, Los Angeles) consists of that area embraced by the following boundary:</p> <p>Beginning at the intersection of the Los Angeles-Orange County Line with the Pacific Ocean, thence westerly and northerly along the coast line to its intersection with the projection southerly of the line of Topanga Canyon Road; thence northerly along said projection, Topanga Canyon Road and Topanga Canyon Boulevard to Devonshire Street; thence easterly along Devonshire Street to Sepulveda Boulevard; thence northerly and northeasterly along Sepulveda Boulevard and Chatsworth Drive to San Fernando Road (Highway U. S. 99); thence northwesterly and northeasterly along San Fernando Road, McClay Avenue and Pacoima Canyon Road to the southerly boundary of the Angeles National Forest; thence easterly along said southerly boundary of the Angeles National Forest to the San Gabriel Forest Highway; thence southerly along San Gabriel Forest High-</p> <p style="text-align: center;">(Concluded on Page 16)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS (Concluded)
181	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 180 and 181 Series)</p> <p>way and Azusa Avenue to Highway U. S. 60; thence westerly and southwesterly along Highway U. S. 60, Sunset Avenue, Seventh Avenue, Turnbull Canyon Road to Greenleaf Avenue in Whittier; thence southerly along Greenleaf Avenue to Highway U. S. 101; thence southeasterly along Highway U. S. 101 to the Los Angeles-Orange County Line; thence southerly, westerly and southwesterly along said County Line to the point of beginning.</p> <p>(g) Metropolitan San Diego (Mileage Point: the Plaza, San Diego) consists of the cities of San Diego, Chula Vista, Coronado, El Cajon, La Mesa, and National City.</p> <p>(h) Sacramento Group (Mileage Point: 12th & L Streets, Sacramento) consists of the cities of Sacramento and North Sacramento.</p> <p>(i) San Bernardino Group (Mileage Point: 3rd & E Streets, San Bernardino) consists of the cities of San Bernardino, Colton and Rialto.</p> <p>(j) San Jose Group (Mileage Point: Market & Santa Clara Streets, San Jose) consists of the cities of San Jose and Santa Clara.</p> <p>(k) San Rafael Group (Mileage Point: Lincoln & 4th Streets, San Rafael) consists of the cities of San Rafael, Mill Valley, Belvedere, Corte Madera, Larkspur, Ross, San Anselmo and Fairfax.</p> <p>(l) Imperial Valley Group (Mileage Point: 6th & Main Streets, El Centro) consists of the cities of El Centro, Brawley, Calexico, Imperial and Holtville.</p> <p>(m) Yreka Group (Mileage Point: Main & Miner Streets, Yreka) consists of the cities of Yreka and Montague.</p>
185	<p style="text-align: center;">DELAYED DELIVERY—LONG DISTANCE MOVING</p> <p>(a) When carrier cannot effect delivery upon arrival of shipment at point of destination, a free storage period of 24 hours from the first 7:00 A.M. after the day of arrival may be allowed. After said free storage period, storage charges shall be 3 cents per 100 pounds per day until such time as instructions regarding disposition of the shipment are received by the carrier.</p> <p>(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>
190	<p style="text-align: center;">BRIDGE AND FERRY TOLLS</p> <p>On shipments subject to hourly rates the actual bridge or ferry tolls shall be added to the transportation charge when such facilities are used by the carrier.</p>
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SECTION No. 2

LOCAL MOVING RATES

See Item No. 10 (g) Series

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Item No.	SECTION NO. 2—LOCAL MOVING RATES			
UNCRATED PROPERTY (1) Rates in Cents per Hour				
200		Column 1	Column 2	Column 3
	Carrier's Equipment, having a loading area of 70 square feet or less (2):			
	Carrier's Equipment and driver-----	250	220	200
	Carrier's Equipment, driver and helper---	350	300	265
	Additional helpers, per man-----	125	100	75
	Carrier's Equipment, having a loading area of over 70 square feet (2):			
	Carrier's Equipment and driver-----	300	270	250
	Carrier's Equipment, driver and helper---	400	350	315
	Additional helpers, per man-----	125	100	75
<p>COLUMN 1 rates apply between points in Territory "A" on the one hand and points in Territories "A", "B" or "C" on the other. (3)</p> <p>COLUMN 2 rates apply between points in Territory "B" on the one hand and points in Territories "B" or "C" on the other. (3)</p> <p>COLUMN 3 rates apply between points in Territory "C". (3)</p> <p>(1) When in advance of shipment the shipper elects, in the manner provided in Item No. 102(j) series, to have a shipment transported under the rates provided in Item No. 210 series, the rates named in this item will not apply.</p> <p>(2) Loading area means the total area of floor space of carrier's equipment available for loading, including tailgate and overhead (loading space above driver's compartment).</p> <p>(3) See Item No. 180 series for territorial descriptions.</p>				
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Item No.	SECTION NO. 2—LOCAL MOVING RATES (Continued)
210	<p style="text-align: center;">UNCRATED PROPERTY (1) Rates in Cents per 100 Pounds</p> <p>Any Quantity ----- 77 Minimum weight 2,000 pounds..... 74 Minimum weight 4,000 pounds..... 70</p> <p>(1) Rates named in this item apply only when in advance of shipment the shipper elects, in the manner provided in Item No. 102(j) series, to have the property transported under rates in cents per 100 pounds no lower than those named herein. Upon such election the rates named in Items Nos. 200 and 220 series do not apply.</p>
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Item
No.

SECTION NO. 2—LOCAL MOVING RATES (Continued)

UNCRATED PROPERTY—PIECE MOVING (1)

Rates in cents per article

Applies to shipments of not more than 5 articles

	First Article (2)												Each Addi- tional Articles
	Miles (3)												
	Not over 5		Over 5 but not over 10		Over 10 but not over 15		Over 15 but not over 20		Over 20 but not over 25		Over 25		
	Column		Column		Column		Column		Column		Column		
	1	2	1	2	1	2	1	2	1	2	1	2	
Articles of 15 cubic feet and less, and weighing 150 pounds or less.	100	75	125	100	150	125	175	150	200	175	225	200	25
Articles of over 15 cubic feet or weighing in excess of 150 pounds.	150	125	175	150	200	175	225	200	250	225	275	250	50

COLUMN 1 rates apply between points in Territory "A" on the one hand and points in Territories "A", "B" or "C" on the other. (4)

COLUMN 2 rates apply between points in Territories "B" or "C" on the one hand and points in Territories "B" or "C" on the other. (4)

- (1) When a lower charge accrues at rates provided in Item No. 200 series such lower charge shall be applied. When in advance of shipment the shipper elects, in the manner provided in Item No. 102(j) series, to have a shipment transported under the rates provided in Item No. 210 series, the rates named in this item will not apply.
- (2) When the shipment consists of articles of 15 cubic feet and less and weighing 150 pounds or less, and articles of over 15 cubic feet or weighing in excess of 150 pounds, the largest or heaviest article in the entire shipment shall be rated as the first article and the remainder of the articles in the shipment rated as additional articles according to their respective cubic feet and weight characteristics.
- (3) See Item No. 90 series for computation of distances.
- (4) See Item No. 180 series for territorial descriptions.

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Item No.	SECTION NO. 2—LOCAL MOVING RATES (Continued)												
	<p>CRATED PROPERTY, VIZ.: BAGGAGE (1)</p> <p>Rates in cents per container</p> <p>Applies to shipments of not more than 5 containers</p>												
	<p>First Container (2)</p> <p>Miles (3)</p>												
	Not over 5		Over 5 but not over 10		Over 10 but not over 15		Over 15 but not over 20		Over 20 but not over 25		Over 25		Each Additional Container
Personal Effects in containers specified herein:	Column		Column		Column		Column		Column		Column		
	1	2	1	2	1	2	1	2	1	2	1	2	
Trunks.....	100	75	125	100	150	125	175	150	200	175	225	200	
Salesmen's hand Sample Cases, Suit Cases, Over- night or Boston Bags, Brief Cases, Valises, Travel- ing Bags.	75	50	100	75	125	100	150	125	175	150	200	175	25
230	<p>COLUMN 1 rates apply between points in Territory "A" on the one hand and points in Territories "A", "B" or "C" on the other. (4)</p> <p>COLUMN 2 rates apply between points in Territories "B" or "C" on the one hand and points in Territories "B" or "C" on the other. (4)</p> <p>(1) When a lower charge accrues at rates otherwise provided in Item No. 240 series such lower charge shall apply.</p> <p>(2) When a shipment includes a trunk, the trunk shall be considered the first container.</p> <p>(3) See Item No. 90 series for computation of distances.</p> <p>(4) See Item No. 180 series for territorial descriptions.</p>												
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Item No.	SECTION NO. 2—LOCAL MOVING RATES (Concluded)						
	CRATED PROPERTY Rates in Cents per 100 Pounds						
Over	MILES (1)		Any Quantity (2) Column		Minimum Weight 2,000 Pounds	Minimum Weight 4,000 Pounds	Minimum Weight 10,000 Pounds
	But not over		1	2			
240	0	3	40	36	27	21½	11
	3	5	41	37	28½	22½	11½
	5	10	42	38	29½	23½	12
	10	15	42½	38½	31	24½	13
	15	20	43½	39½	32½	25	14
	20	25	44½	40½	34	26	15
	25	30	45½	41½	35	27	16
	30		46½	42½	36½	28	16½
<p>(1) See Item No. 90 series for computation of distances.</p> <p>(2) Column 1 rates apply from, to or between points located in metropolitan Los Angeles, metropolitan Oakland and the San Francisco group. See Items Nos. 180 and 181 series.</p> <p>Column 2 rates apply between points not subject to the application of Column 1 rates.</p>							
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SECTION No. 3

LONG DISTANCE MOVING RATES

See Item No. 10 (h) Series

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Item No.	SECTION NO. 3—LONG DISTANCE MOVING RATES In Cents per 100 Pounds				
Rates shown below are intermediate in application, subject to Note 1. (See Items Nos. 180 and 181 series for metropolitan area and group descriptions.)					
BETWEEN		AND	Any Quantity	Minimum Weight 2,000 Pounds	Minimum Weight 4,000 Pounds
300	Metropolitan Los Angeles	Metropolitan Oakland San Francisco Group via Routes 1, 2, 3, 4, 5 or 6	333	284	253
		Metropolitan San Diego via Route 7	134	122	113
	Metropolitan Oakland San Francisco Group	Metropolitan San Diego via Routes 1, 2, 3, 4, 5 or 6 to Los Angeles thence Route 7	424	368	330
<p>NOTE 1.—If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between origin and destination in the San Francisco group or the metropolitan areas shown in this item via routes shown in Item No. 301 series, are lower than charges accruing under the Distance Rates in Item No. 310 series on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within incorporated cities through which the highway route passes. The routes provided in Item No. 301 series apply in either direction. State Route as used herein means the numbered highway routes indicated by signs displaying a bear insignia.</p>					
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Item No.	SECTION NO. 3—LONG DISTANCE MOVING RATES (Continued)
301	<p style="text-align: center;">Routing for Rates Provided in Item No. 300 Series</p> <p>ROUTE NO. 1: From San Francisco Group and Metropolitan Oakland via Highway U.S. 40 to Crockett, thence easterly via unnumbered highway generally paralleling Southern Pacific Company right-of-way located along the shore line of Carquinez Strait and Suisun Bay to Martinez, thence State Route 4 to its junction with County Road 1.4 miles north of Byron, said County Road through Byron to its junction with Highway U.S. 50, 3.9 miles west of Tracy, Highway U.S. 50 to its junction with State Route 120, 5.0 miles west of Manteca, State Route 120 to Manteca, thence via Highway U.S. 99 to Metropolitan Los Angeles.</p> <p>ROUTE NO. 2: From San Francisco Group and Metropolitan Oakland via (a) Highway U.S. 50 to its junction with State Route 21 east of Livermore, or (b) from San Francisco Group via Highway U.S. 40-50 to Oakland, State Route 17 to San Leandro, or from Metropolitan Oakland via State Route 17 to San Leandro, thence unnumbered highway through Hayward to Niles, or State Route 17 to Centerville and unnumbered highway to Niles, thence Niles Canyon Highway to Sunol, State Route 21 through Pleasanton and Livermore to its junction with Highway U.S. 50 east of Livermore, thence Highway U.S. 50 to its junction with State Route 120, 5.0 miles west of Manteca, State Route 120 to Manteca, thence via Highway U.S. 99 to Metropolitan Los Angeles.</p> <p>ROUTE NO. 3: From San Francisco Group via Highway U.S. 101 or 101-Alternate to San Jose, thence Highway U.S. 101 to its junction with State Route 118, 4.0 miles southeast of Ventura, thence via (a) State Route 118 through Chatsworth, or (b) Highway U.S. 101 through Girard, or (c) Highway U.S. 101 to its junction with Highway U.S. 101-Alternate at El Rio, thence Highway U.S. 101-Alternate through Oxnard, or (d) Highway U.S. 101 to its junction with State Route 126, 3.0 miles southeast of Ventura, thence via State Route 126 to its junction with Highway U.S. 99 at Castaic Junction, thence via Highway U.S. 99 to Metropolitan Los Angeles.</p> <p>ROUTE NO. 4: From Metropolitan Oakland via (a) State Route 17, or (b) unnumbered highway through Hayward, Niles, Mission San Jose to Warm Springs, thence State Route 17 to San Jose, thence via Route No. 3 herein to Metropolitan Los Angeles.</p> <p>ROUTE NO. 5: From San Francisco Group via Route No. 3 herein to San Jose, or from Metropolitan Oakland via Route No. 4 herein to San Jose, thence via Highway U.S. 101 to Gilroy, State Route 152 through Los Banos to its junction with Highway U.S. 99 north of Madera, thence via Highway U.S. 99 to Metropolitan Los Angeles.</p> <p>ROUTE NO. 6: From San Francisco Group and Metropolitan Oakland via Route No. 1 or 2 herein to the junction of Highway U.S. 50 and State Route 33, 3.0 miles east of Tracy, thence via State Route 33 to Los Banos, thence via State Route 152 to its junction with Highway U.S. 99, north of Madera, thence via Highway U.S. 99 to Metropolitan Los Angeles.</p> <p>ROUTE NO. 7: From Metropolitan Los Angeles via Highway U.S. 101 or 101-Alternate to their junction at Doheny Park, thence via Highway U.S. 101 to Metropolitan San Diego.</p>
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Item No.	SECTION NO. 3—LONG DISTANCE MOVING RATES (Concluded)				
	In Cents per 100 Pounds				
	MILES		Any Quantity	Minimum Weight 2,000 Pounds	Minimum Weight 4,000 Pounds
Over	But not Over				
310	30	35	77	74	70
	35	40	80	77	73
	40	45	84	80	76
	45	50	89	84	79
	50	60	93	89	84
	60	70	102	93	89
	70	80	109	101	95
	80	90	117	108	101
	90	100	123	113	107
	100	110	124	122	113
	110	120	143	129	119
	120	130	152	136	125
	130	140	161	143	131
	140	150	170	150	137
	150	160	179	157	143
	160	170	188	165	149
	170	180	197	172	155
	180	190	206	180	160
	190	200	212	187	166
	200	220	229	200	176
	220	240	242	212	187
	240	260	258	224	198
	260	280	273	236	209
	280	300	288	248	220
	300	325	303	260	231
	325	350	318	272	242
	350	375	333	284	253
	375	400	348	296	264
	400	425	359	308	275
	425	450	372	320	286
450	475	385	332	297	
475	500	398	344	308	
500	525	411	356	319	
525	550	424	368	330	
550	575	437	380	341	
575	600	449	391	352	
600	625	462	403	363	
625	650	475	415	374	
650	675	488	426	385	
675	700	500	438	396	
700	725	512	450	407	
725	750	523	461	418	
750	775	538	472	429	
775	800	550	484	440	
800	850	573	508	459	
850	900	600	531	481	
900	950	625	554	503	
950	1000	650	577	525	
1000	1050	676	601	547	
1050	1100	699	625	569	
1100	1150	726	649	591	
1150	1200	752	672	612	

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SECTION No. 4

ACCESSORIAL SERVICE RATES

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Item No.	SECTION NO. 4—ACCESSORIAL SERVICE RATES		
400	Rates in cents per man per hour (1) Minimum Charge \$1.00		
	Packing Unpacking Crating Uncrating	Column	
		1	2
	150		125
410	NOTE.—Rates do not include cost of materials.		
	COLUMN 1 rate applies when the service is performed in Territory "A", as described in Item No. 180 series.		
	COLUMN 2 rate applies when the service is performed in Territories "B" or "C", as described in Item No. 180 series.		
	(1) Fractions of an hour shall be determined in accordance with Item No. 101(i) series.		
410	Charges for delivery of shipping containers in advance of the equipment transporting the shipment (see Note):		
	Each container	25 cents	Minimum charge, per delivery.....
	NOTE.—If the charges accruing under hourly rates named in Item No. 200 series provide a lower charge than the charge in this item, such lower charge shall apply.		
End of Tariff			
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Appendix "B"

of

Decision No. 32325

In Cases Nos. 4086 and 4099

Consisting of

**Suitable and Proper Forms of Shipping Documents
for the Transportation of
Used Household Goods and Related Articles**

(1) Transported at Hourly Rates

and

(2) Transported at Other than Hourly Rates

**SHIPPING ORDER AND FREIGHT BILL FOR USED HOUSEHOLD
GOODS AND RELATED ARTICLES TRANSPORTED AT
HOURLY RATES**

Name of Carrier _____ (Name of Carrier must be same as shown on Permit) Bill No. _____
 Permit No. _____
 Point of Origin _____ Date _____
 Shipper _____ Consignee _____
 Street Address _____ Street Address _____
 City _____ City _____

Packages	Description of Articles	Carrier's Equipment and Driver, or Carrier's Equipment, Driver and Helper						Charges
		Service	Time Started	Time Completed	(1) Deductions	Time for Computation of Charges	Rate per hour	
		Loading						
		Driving				(2)		
		Unloading						
		Check the following: Total _____						
		Size of Carrier's Equipment: 70 square feet or less _____ Driver only _____ Over 70 square feet _____ Driver and helper _____						
		Additional Helpers						
		Service	No. of Men	Time Started	Time Completed	(1) Deductions	Time for Computation of Charges	Rate per Hour
		Loading						
		Driving					(2)	
		Unloading						
		Total _____						
		Accessorial Services						
		Service	No. of Men	Time Started	Time Completed	(1) Deductions	Time for Computation of Charges	Rate per Hour
		Crating						
		Uncrating						
		Packing						
		Unpacking						
		Other Accessorial service (3)						
		Total _____						

Shipper _____ By _____ (Show name in full)	C.O.D. _____ (Amount to Collect)
Received by carrier in good condition, except as noted: By _____ Driver (Show name in full)	Advances (3) _____
Received by consignee in good condition, except as noted: (Show name in full)	Other Charges (3) _____
	Prepaid _____
	TOTAL TO COLLECT _____

Shipments must not be accepted if shipper declines to declare the value or to agree to a released value in writing. The agreed or declared value of the above described property is hereby specifically stated by the shipper to be not exceeding _____ per pound.

Shipper _____
By _____ (Show name in full)

(1) Show time not chargeable, such as time for meals. Any deduction must be fully explained.
 (2) Show double the driving time.
 (3) Show each charge separately and what it represents.

