

Decision No. 41145

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of rates, rules and regulations for the transportation of property by common carriers as defined in the Public Utilities Act and highway carriers as defined in the Highway Carriers' Act.	)	
	)	
	)	
	)	Case No. 4246
	)	

In the Matter of the Establishment of rates, rules and regulations for the transportation of property by carriers as defined in the City Carriers' Act.	)	
	)	
	)	Case No. 4434

In the Matter of the Investigation into rates, rules, regulations, classifications, contracts, operations, and practices of highway common carriers as defined in the Public Utilities Act, radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act and carriers as defined in the City Carriers' Act for the transportation of household goods and related property.	)	
	)	
	)	
	)	Case No. 4730
	)	

Appearances

Wyman C. Knapp, J. W. Barker, E. H. Hart, Irving M. Limer, Wilbur K. Andreasen, Russell Bevans, Harold J. Blaine, Marquam C. George, D. P. Bryant, and Jim Cummins, for various respondents and respondent carriers.

SUPPLEMENTAL OPINION

These proceedings involve rates, rules and regulations for the transportation of used household goods and related articles. On May 10, 1946, California Van and Storage Association and United Van and Storage Association, Inc. petitioned the Commission for an order generally increasing the then existing minimum rates, including those for accessorial services. They also sought revisions in rules and regulations designed for the most part to complement the proposed rates. Upon consideration of the record made at public hearings the Commission by its Decision No. 39614 of

November 4, 1946 (46 C.R.C. 829) denied this petition. At petitioners' request further public hearings were held in San Francisco and Los Angeles. These were followed by an order (Decision No. 40598 of August 12, 1947, 47 Cal. P.U.C. 381) increasing "long distance moving" rates on an interim basis. No change was made in "local moving" and accessorial service rates or in attending rules and regulations.<sup>1</sup> Further evidence was received at adjourned hearings subsequently had at San Francisco.

Discussion of the proposals and the evidence of record follows.

#### Carrier Earnings

In Decision No. 39614 it was pointed out that the showing of operating results had been confined to profit and loss statements of Bekins Van Lines and Lyon Van Lines. The decision also questioned the probative value of operating results for these carriers without corresponding information for affiliated carriers. It held that, although the showing demonstrated that costs had increased since the minimum rates had been prescribed, the revenue needs of the carriers had not been established and the propriety of the proposed increases had not otherwise been shown.

At the further hearings, a consultant engaged by petitioners presented studies of the operating results of 21 carriers. These carriers, he said, afforded "a very good cross-section" of household

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"Long distance moving" rates cover transportation for more than 30 miles. The interim increases were limited to distances of 750 miles and less in any-quantity rates, 500 miles and less in 2,000-pound rates and 240 miles and less in 4,000-pound rates.

goods carriers.<sup>2</sup> The studies show that, for the year 1946, transportation, storage and other operations of the 21 carriers produced an aggregate net income of \$342,918, before provision for income taxes. Transportation operations, the studies indicate, resulted in an aggregate loss of \$113,273. Transportation revenues, the consultant testified, were based to a large extent on operations under rates higher than the minimum rates.<sup>3</sup> He also testified that wage increases had been experienced by the carriers during 1946, the period studied, and in 1947. Adjustment of revenues to the basis of the charges which would have accrued under the minimum rates and

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The witness testified that he had attempted to secure operating results from a larger number of carriers but that the inadequacy of their records for his purposes prevented him from doing so. The carriers studied and the cities in which they maintain their headquarters follow: Bert-Smith Van Lines, Los Angeles; Rudd's Transfer & Storage, Long Beach; May Transfer & Storage Co., Modesto; Associated Van & Storage Co. & City Transfer Company, San Bernardino; Coast Van Lines, Inc., Los Angeles; Orth Van & Storage, Pasadena; Beverly Hills Transfer and Storage Co., Beverly Hills; Red Ball Transfer & Storage Co., North Hollywood; Palace Van and Storage Company, Oakland; Republic Van & Storage Co., Los Angeles; Van Nuys Transfer & Storage Company, Van Nuys; Pacific Storage Company, Stockton; Parton Van & Storage Co. (Mayflower Warehouses), San Jose; Peeters & Sons Van & Storage Co., San Francisco; City Transfer Co., Lodi; Palo Alto Transfer and Storage Company, Palo Alto; Market Street Van & Storage, Inc., San Francisco; Redman Van & Storage Co., Santa Monica; Columbia Van Lines, Inc., Los Angeles; James Transfer & Storage Company, San Jose; and James Van Lines, San Jose.

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For "local moving," the 20 carriers engaging in such operations observed rates exceeding the minimum rates. The ratio of the rates charged to the minimum rates ranged from 1.1887 to 1.9418. For "long distance moving," 13 of the carriers observed the minimum rates and the remaining 8 carriers charged rates higher than the minimum rates by ratios ranging from 1.1168 to 1.5456.

adjustment of expenses to reflect the higher wages results in an indicated net loss of \$494,585 from transportation operations.<sup>4</sup>

On the foregoing basis, the consultant calculated that an increase of 44.78 per cent in the rates in effect prior to the interim increase established by Decision No. 40598, supra, would be needed to produce an operating ratio of 93, before income taxes, said to be essential in the trucking business because of its hazardous nature and the high cost of replacement equipment and in order to establish the reserves a sound financial condition requires. This showing of revenue needs, the consultant testified, corroborates the need for rate relief as shown by the cost studies which will be hereinafter discussed. He stated that so-called "joint expenses" had been allocated to transportation and other operations on bases which he regarded as "approximations" and that the indicated percentage increase is only as accurate as these allocations.<sup>5</sup> In any event, he said, the revenue showing cannot demonstrate where rate adjustments are most needed. The witness expressed the view that a horizontal rate increase of 44.78 per cent might do more harm than good.

Revenue and expense studies for Bekins Van & Storage Company and Bekins Van Lines, Inc. for 1946, prepared by accountants for those companies in collaboration with the consultant, were also submitted.

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Aggregate revenues and expenses for the 21 carriers studied and the adjustments in these figures are shown below:

	<u>Revenues</u>	<u>Expenses</u>	<u>Net</u>
All Operations	\$3,516,976	\$3,174,058	\$342,918
Transportation			
Unadjusted	1,724,697	1,837,970	(113,273)
Adjusted	1,427,599	1,922,184	(494,585)

( ) Indicates loss

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"Joint expenses" amounted to \$612,200. Of this amount, \$358,722 was assigned to transportation and the remainder to other operations.

The Bekins' study shows that transportation and storage and other "non-carrier" operations of the two companies resulted in a net income of \$1,279,499.50, before income taxes. Transportation operations, according to the study, resulted in a loss of \$45,394.80, the Van Line net income of \$8,866.62 being more than offset by the \$54,261.42 loss of the Van & Storage Company. The Bekins' witness modified the actual operating results to show the effect of subsequent wage and gasoline increases and the effect of adjusting rates for the Van & Storage Company's transportation service to minimum rate levels. The Van Line's rates are generally on the minimum rate levels and its revenues were, therefore, not modified. With these adjustments, the study shows losses of \$57,047.96 for the Van Line and \$681,793.80 for the Van & Storage Company. The indicated combined loss thus amounts to \$738,841.76.<sup>6</sup>

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Revenue and expense figures for the Bekins' operations for 1946 are shown in the following tabulation:

	<u>Revenues</u>	<u>Expenses</u>	<u>Net</u>
All operations	\$7,172,479.24	\$5,892,997.74	\$1,279,499.50
Transportation			
Van Line			
Unadjusted	1,370,016.47	1,361,149.85	8,866.62
Adjusted	1,370,016.47	1,427,064.43	(57,047.96)
Van & Storage Co.			
Unadjusted	1,758,391.58	1,812,653.00	(54,261.42)
Adjusted	1,269,948.22	1,951,742.02	(681,793.80)
Combined Transportation			
Unadjusted	3,128,408.05	3,173,802.85	(45,394.80)
Adjusted	2,639,964.69	3,378,806.45	(738,841.76)

( ) - Indicates loss

For the most part expenses for transportation operations were assigned on a direct basis from the companies' books. Other costs were allocated on the basis of the use made of the facilities, while still others not susceptible to such treatment were allocated on a revenue basis.

The studies show that storage revenues account for \$2,398,410.77, approximately one third of the total combined revenues from transportation and other operations. The storage of second-hand household goods or effects is specifically excluded from public utility warehouse regulation in Section 2½ of the Public Utilities Act.

The Bekins' witness estimated that, based on 1946 operations, the Van Line requires a 12 per cent increase in its rates and the Van & Storage Company requires rates 65.2 per cent higher than the minimum rates, without allowance for the additional revenues produced by the interim increase in "long distance moving" rates, in order to produce revenues resulting in operating ratios of 93, before income taxes. For the Van Line, a study covering the first five months of 1947 indicates that an increase of 14.8 per cent, rather than 12 per cent, is required for such an operating ratio.

Studies similar to Bekins' studies were submitted by Lyon Van Lines and Lyon Van & Storage Company. They show that transportation, storage, and other operations for the two companies for the year 1946 produced a net revenue of \$361,036.97, before income taxes. From household goods transportation, a loss of \$57,863.86 is indicated by the studies. Adjustment for increased wages, higher gasoline costs and for the reduced revenues which would be produced by the minimum rates results in an indicated loss of \$321,699.77.<sup>7</sup> To produce an operating ratio of 93, before income

<sup>7</sup> Revenue and expense figures for the combined 1946 operations of Lyon Van Lines and Lyon Van & Storage Company follow:

	<u>Revenues</u>	<u>Expenses</u>	<u>Net</u>
All operations	\$3,438,866.20	\$3,077,829.33	\$361,036.97
Transportation			
Unadjusted	1,456,356.45	1,514,220.31	(57,863.86)
Adjusted	1,281,493.36	1,603,193.13	(321,699.77)

( ) - Indicates loss

The transportation figures above shown do not include operations involving the hauling of airplanes and parts. These operations were shown as having been conducted at a loss.

As in the case of the Bekins' studies, expenses were assigned on a direct basis from the companies' books when possible and allocations resorted to in other instances.

taxes, the Lyon witness estimated that an over-all increase of 34.52 per cent in the Van Line tariff rates and in the minimum rates would be necessary. For the first three months of 1947, the witness estimated that a 51.69 per cent increase would be required to produce such a result. For Lyon Van Lines alone, a study covering the first five months of 1947 indicates an increase of 26.46 per cent is needed.

With respect to the additional revenue from the interim increases in "long distance moving" rates established by Decision No. 40598, supra, and not included in the foregoing estimates of the carriers' additional revenue requirements, studies of the effect of these increases were presented by James Van Lines, Bekins Van Lines and Lyon Van Lines. These studies show that the interim rate adjustment amounted to increases of 11.5, 7.9 and 5.1 per cent, respectively, in the carriers' revenues.

"Local Moving" Costs and Rates

Minimum rates for household goods transportation were revised on a state-wide basis in 1939. By Decision No. 32325 (C.R.C. 119), extensive adjustments, including substantial reductions, were made in the rates theretofore established. The revised rates became effective January 1, 1940. In "local moving," the minimum rates which apply to the preponderance of the traffic are those for service with a driver and a helper and with equipment having a loading area of over 70 square feet. Rates of \$4.00 per hour in the San Francisco-Oakland area and \$3.50 per hour in

metropolitan Los Angeles, established by Decision No. 32325, illustrate the level of the rates then prescribed. These rates have since been increased to \$4.40 and \$4.00, respectively. <sup>8</sup> Meanwhile, there have been repeated increases in drivers' and helpers' wages and other costs. In the Los Angeles area, for example, the straight-time wage rate of 80 cents per hour for drivers prevailing in 1940 has been increased to \$1.30. Corresponding increases have been made in helpers' wages and in overtime wage rates. There were no paid vacations in 1940. Now, a two-weeks' paid vacation is provided for in agreements between the carriers and their employees.

Petitioners' consultant submitted a study of the costs of local moving operations in various areas throughout the State. Their rate witness presented a statement of recommended rates based largely on the costs so developed. "Local moving" costs were also developed by a senior engineer of the Commission's staff. Both the consultant and the engineer expanded their cost estimates to provide for income taxes and profit. The former expanded his expense figures to provide an operating ratio of 95 and the latter to provide an operating ratio of 93. The consultant said that he considered an operating ratio of 95 extremely conservative.

The consultant's and the engineer's expanded costs and the existing and sought rates for service provided with a driver and helper at various points throughout the State are shown in the following

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The San Francisco-Oakland rate was increased, effective August 1, 1941, by Decision No. 34327; the Los Angeles rate was increased, effective May 20, 1942, by Decision No. 35240.



tabulation. (Costs and rates are stated in dollars per hour.)

<u>Territory</u>	<u>(1)</u>	<u>(2)</u>	<u>(3)</u>	<u>(4)</u>	<u>(5)</u>	<u>(6)</u>
San Francisco-Oakland	\$6.51	\$7.15	\$6.82	\$6.23	\$4.40	\$6.65
San Jose	6.51	7.15	5.84	5.50	3.50	6.65
Metropolitan Los Angeles	6.18	6.82	5.84	5.50	4.00	6.35
San Diego	5.29	5.77	5.84	5.50	4.00	6.35
Santa Ana	5.29	5.77	5.84	5.50	3.65	6.35
Salinas	5.14	5.63	5.39	4.81	3.15	5.25

- (1) - Consultant's expanded costs for equipment with a loading area of over 70 to 160 square feet.
- (2) - Consultant's expanded costs for equipment with a loading area of 160 square feet and over.
- (3) - Engineer's expanded costs for equipment having a loading area of over 70 to 160 square feet operated by a "fleet operator" (a carrier operating 5 or more equipment units).
- (4) - Engineer's expanded costs for like equipment operated by an "owner-driver" (a carrier operating not more than 4 equipment units).
- (5) - Existing minimum rates.
- (6) - Sought minimum rates.

Petitioners oppose the establishment of rates based on "owner-driver" costs (Column 4 above) on the ground that minimum rates should reflect the costs of all necessary carriers in a given field. They point out that "fleet operators" cannot avoid the payment of the higher labor costs which chiefly account for their greater

expenses. They also claim that effect should be given to the costs for operating larger equipment as illustrated by the 160-foot unit costs (Column 2 above). With respect to the service rendered by the two classes of carriers, the engineer said that comparable service was provided by carriers in each class, except that the "owner-driver" tended to limit his service to the area in the vicinity of his headquarters while the "fleet operator" generally served the entire community.

Costs were also developed by the consultant and the engineer for smaller equipment and for operations conducted with the services of the driver only. Adjustments in rates for such operations designed to give effect to differences in costs and to other rate-making considerations were also proposed by petitioners.

As the foregoing table of costs and rates indicates, the existing rates vary with the location in which the service is performed. Petitioners propose that the following changes be made in the territorial arrangements, based largely on the cost differences disclosed by their consultant's studies: (1) reclassification of San Jose and Santa Clara as points taking the San Francisco-Oakland rates; (2) extension of the metropolitan San Diego area to include territory intermediate to the cities now comprising that area; (3) establishment of three new rate groups, one consisting of Los Angeles and Orange Counties, the metropolitan San Diego area, Santa Barbara, San Bernardino, Colton, Rialto, Pomona, Redlands, and Riverside, the second of Marin County and the third of Sacramento, North Sacramento, Stockton, and Eureka; and (4) reclassification of Bakersfield and Fresno in the "balance of the State" area.

The engineer's studies show that Palo Alto costs are lower than those experienced in the San Francisco-Oakland territory in which that city is now included. They also show that costs for Los Angeles, Marin and Orange Counties, metropolitan San Diego, and the cities of Sacramento, North Sacramento, San Bernardino, Colton, Rialto, San Jose, Santa Clara, Palo Alto, Santa Barbara, Bakersfield, Fresno and Stockton are comparable. According to the engineer's studies, all other points are included in the "balance of the State" area from a cost standpoint.

In the "piece moving" and "baggage" rates (rates for transportation of not more than five articles), petitioners ask that rates applicable in Los Angeles and Orange Counties and other designated southern California areas and cities be raised to the higher San Francisco-Oakland levels on the ground that the present rates are unduly low for the service in question. Otherwise no change in these rates is recommended.

Under hourly rates, the existing minimum charge is the charge for one-half hour. Petitioners urge that this basis be increased to one hour. For uncrated property moved under weight rates, they seek a minimum charge of one hour in lieu of the \$1.50 minimum. They claim that the relatively high nonproductive time in operations of short duration requires more compensation than that accruing on a half-hour basis or under the \$1.50 charge.

For crated property, the present minimum charges, ranging from 40 cents for shipments weighing 25 pounds or less to 75 cents for shipments weighing over 100 pounds, and the \$1.00 minimum applicable to movements from or to steamship wharves or docks in the Los Angeles area, are proposed to be replaced by a flat minimum charge of \$1.50 for reasons similar to those advanced in support of the sought adjustment of the other minimum charges.

"Long Distance Moving" Costs and Rates

Under the existing minimum rate structure "point-to-point" rates are provided for transportation between the San Francisco-Oakland area, on the one hand, and the Los Angeles and San Diego areas, on the other, and for transportation between the Los Angeles and San Diego areas. Other "long distance moving" traffic is subject to mileage rates. Since January 1, 1940, the "long distance moving" rates were increased first by 6 per cent in 1942 and further increased, on an interim basis, effective September 15, 1947, by Decision No. 40598, supra. As in the case of "local moving" there have been repeated increases in wages. The Los Angeles straight-time wage scale for "long distance" drivers, for example, has been increased from \$1.00 to \$1.45 per hour. Overtime wages have been similarly increased. A two-weeks' paid vacation is now provided for. There was no paid vacation provision in the carrier-driver wage agreements prevailing in 1940.

Costs for transportation between San Francisco-Oakland, Los Angeles and San Diego, were submitted by the consultant and the engineer. The former based his costs on Bekins' and Lyons' experience, while the latter also used the experience of James Van Lines, another highway common carrier. They expanded their costs estimates on the same bases as those used in connection with "local moving" costs. Petitioners propose that increased point-to-point rates be established for transportation between the above described "traffic centers." The expanded costs and the

existing and proposed rates are shown below. (Costs and rates are in dollars per 100 pounds.)

<u>BETWEEN</u>		<u>(1)</u>	<u>(2)</u>	<u>(3)</u>	<u>(4)</u>
San Francisco-Oakland and Los Angeles	Any Quantity	\$4.31	\$4.39	\$4.10*	\$4.47
	Min. 2,000 Pounds	3.59	2.91	3.20*	3.32
	Min. 4,000 Pounds	3.06	2.59	2.68	3.02
San Francisco-Oakland and San Diego	Any Quantity	5.44	-	4.80*	4.92
	Min. 2,000 Pounds	4.27	-	3.90	3.77
	Min. 4,000 Pounds	3.76	-	3.50	3.47
Los Angeles and San Diego	Any Quantity	3.51	3.13	2.00*	3.37
	Min. 2,000 Pounds	2.55	1.91	1.68*	2.22
	Min. 4,000 Pounds	2.12	1.62	1.35*	1.91

(1) - Consultant's costs.

(2) - Engineer's costs.

(3) - Existing minimum rates. Those including interim adjustments are indicated by \*.

(4) - Proposed rates.

Petitioners also recommend that point-to-point rates be extended to transportation between San Francisco-Oakland, Los Angeles and San Diego, on the one hand, and designated points between San Francisco and Los Angeles on the valley and coast routes used by the carriers in hauling traffic between these cities, on the other hand.

The recommended point-to-point rates are based on regularly traveled routes where substantial tonnage is involved. In connection with the existing point-to-point rates between the San Francisco-Oakland and the Los Angeles and San Diego areas these rates are intermediate in application, among other routes, via the Pacheco Pass and via Tracy and Los Banos. These two routes, petitioners claim, are not regularly used by household goods carriers and are productive of little business. Thus, they assert, rates lower than the mileage rates are not warranted. They urge that these routes be canceled.

The engineer developed costs for transportation between San Francisco-Oakland and Los Angeles, on the one hand, and Sacramento and Fresno on the other, and between Sacramento and Fresno. Petitioners do not propose that rates lower than the mileage rates be established for the Sacramento traffic.

Both the consultant and the engineer developed expanded mileage costs in addition to their other cost estimates. Petitioners seek higher mileage rates. The expanded costs vary considerably. For 50-mile hauls the cost estimates for quantities of less than 2,000 pounds range from \$2.90 to \$3.36 per 100 pounds. The existing rate, including the interim increase, is \$1.40. The proposed rate is \$3.17. At 550 miles, the costs for such quantities range from \$4.38 to \$5.95, the rate now in effect is \$4.80, and the proposed rate is \$5.88. In the 2,000-pound and 4,000-pound weight brackets, the cost and rate trends are much the same as for the smaller lots. For example, in the 4,000-pound bracket the lowest cost for a 50-mile haul is \$1.51 and the highest \$1.73. The existing and proposed rates are \$1.05 and \$1.72, respectively. At 550 miles, the cost range is from \$2.95 to \$7.23. The existing rate for that distance is \$3.50. The proposed rate is \$4.42.

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The consultant submitted cost estimates based on Bekins' and Lyons' operations and on the operations of other carriers for both 11,000 and 7,000 pound loads; the engineer submitted estimates of highway common carrier expenses for tractor-semitrailer-trailer and tractor-semitrailer equipment, of so-called "occasional" carriers and of other permitted carriers.

Generally speaking, the cost variations disclosed by the studies are not as great for shorter hauls. The existing rates for such hauls are below all of the cost estimates. On the longer hauls the cost estimates are lower than the existing rates for regular operations with substantial loads and higher than the existing rates in other instances.

In addition to developing costs for the present less-than-2,000-pound, minimum 2,000-pound, and minimum 4,000-pound weight brackets, the engineer calculated highway common carrier costs for quantities of less than 500, 500 to 999, and 1,000 to 1,999, and 1,000 to 1,999-pound shipments. The less-than-500-pound estimates are considerably higher than the average costs for quantities of less than 2,000 pounds and in the other three weight brackets the costs are less than the average costs. The engineer also calculated costs for shipments of 6,000 pounds and more for all types of carriers. These costs are somewhat lower than the 4,000-pound costs. Petitioners recommend that the existing less-than-2,000-pound rate scale be replaced by two scales, one for quantities of less than 1,000 pounds and the other for a minimum of 1,000 pounds to give effect to the cost differences. An additional rate scale for minimum quantities of 6,000 pounds is not proposed.

#### Accessorial Services

Petitioners propose increased rates for packing and crating and unpacking and uncrating. They ask that additional charges be established for "long carry" (operations involving carrying goods more than 50 feet between carrier's equipment and the residence) in connection with transportation under weight rates.

In the San Francisco-Oakland area, the rate for packing, crating, unpacking, and uncrating, established effective January 1, 1940, was \$1.50 per man per hour. For such services performed at

all other points it was \$1.25. The minimum charge for these services was \$1.00. Aside from the six per cent increase in 1942 for accessorial services rendered in connection with "long distance moving," these rates have not been adjusted since 1940. A study made by the consultant shows the cost of providing the service to be \$2.68 in San Francisco and \$2.49 in Los Angeles. Petitioners propose rates of \$2.65 in the San Francisco-Oakland area and \$2.50 in the Los Angeles area and other points taking the same "local moving" rates. Lower rates ranging downward to \$2.05 are proposed for application at other points. The minimum charge is proposed to be increased from \$1.00 on "local moving" and \$1.06 on "long distance moving" to the charge for one hour.

For the so-called "long carry" operations, petitioners propose additional charges for each 50 feet or fraction thereof on the same basis as the additional charges for flights of stairs. Witnesses for petitioners testified that the greater time involved and the additional labor expenses were substantially equivalent for operations involving 50 feet of "long carry" and those involving a flight of stairs.

Description of Property Subject to Household Goods Rates

The household goods rates now apply to the transportation of:

"(1) Used Household Goods, viz.: household or personal effects such as clothing, furniture, furnishings, radios, musical instruments, stoves and refrigerators;

"(2) Used Office and Store Fixtures and Equipment, such as furniture, furnishings and other appurtenances."

Transportation of such property from, to or between the places of business of dealers and auctioneers, or for the United States, state, county or municipal governments is not subject to the household goods rates. Likewise these rates do not apply to baggage transported from or to passenger depots. A further exemption is property



essential to national defense which has been donated to the United States Government and is being transported for it or for nonprofit organizations acting in its behalf.

Petitioners request that the description used by the Interstate Commerce Commission be substituted for the foregoing.

The Interstate Commerce Commission description follows:

"Personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling; furniture, fixtures, equipment and the property of stores, offices, museums, institutions, hospitals or other establishments when a part of the stock, equipment or supply of such stores, offices, museums, institutions, hospitals or other establishments; and articles including objects of art, displays and exhibits which because of their unusual nature or value require specialized handling and equipment usually employed in moving household goods."

Assertedly, the costs of handling the traffic submitted in this proceeding apply to all of the goods embraced by the somewhat broader ICC description. Interstate operations are conducted thereunder and, according to petitioners, uniformity is highly desirable. Exemption of dealer, auctioneer and government traffic, as well as the exception of the baggage movement from and to passenger depots, is proposed to be retained. The national defense exemption is proposed to be canceled on the ground that it is no longer necessary.

#### Conclusions

It is clear that in the face of higher operating expenses, particularly increased wages, the hourly minimum rates for "local moving" are now too low to produce adequate revenues. The record shows, however, that the costs of carriers described as "owner-drivers" are somewhat lower than the costs of the so-called "fleet operators." The record also shows that the character of the service rendered by the two classes of carriers is not materially different within the areas to which the "owner-drivers" limit their operations.

No one advocated the establishment of more than one scale of "local moving" rates, nor does it appear that such action is desirable or necessary. With respect to the cost differences between equipment having a loading area of 160 square feet or more and smaller equipment, it has not been established that the larger units are ordinarily necessary to provide service.

The rates in issue here are minimum rates. The costs of the "owner-driver" carriers; the low cost carriers as disclosed by this record, should, therefore, be given effect in establishing increased rates. Apparently, however, these lower costs cover operations of more limited scope than the general service of the "fleet operators." The rates to be established should, therefore, be somewhat higher than those which would follow strict adherence to the lower costs. Under rates based on the lower costs, only a restricted operation could be maintained and the public would be deprived of necessary service. The cost of operating 160-foot equipment should not be used to determine the level of minimum rates for service which apparently can be satisfactorily provided with smaller units.

Territorial variations in costs as disclosed by the engineer's study should be given effect. The more detailed zoning arrangements proposed by petitioners follow cost differences which in some cases are not great enough to require separate rates and in others are in conflict with the later study made by the engineer. It appears, however, that territory situated between the cities now comprising the metropolitan San Diego area should be included in that area, as urged by petitioners, in order to provide necessary minimum rate equality throughout the area.

In justification of their request for adjustment of southern California "piece moving" and "baggage" rates to the San Francisco-Oakland levels petitioners rely upon the contention, un-

supported by any factual showing, that the present rates are too low and the San Francisco-Oakland rates reasonable for the service involved. The request should, therefore, be denied for lack of sufficient justification.

The sought adjustment of minimum charges under hourly rates to the charge for one hour and the proposed increasing of minimum charges for crated property transportation to \$1.50, have been justified by the higher costs shown to have been experienced in such operations. No sufficient reason has been shown, however, for establishing the one-hour minimum for uncrated property transported under weight rates. These rates are the same as the 30-to-35 mile "long distance moving" rates. It has not been established that a higher minimum charge is required for "local moving" under such rates.

We turn now to the "long distance moving" rates. The record shows that there are substantial differences in the costs for this service depending upon the type of operations in which the carrier is engaged, the weight of the loads hauled, and the points between which the goods are transported. Because of their relatively high costs, the experience of the so-called "occasional carriers" is of little or no consequence in determining minimum rate levels for any but the shorter hauls. For other types of carriers the cost differences are not as pronounced. The expenses experienced will apparently vary chiefly according to the availability of tonnage for consolidation into large loads.

For movements between the San Francisco-Oakland area, on the one hand, and Los Angeles and San Diego, on the other, the record indicates that the interim increases in the point-to-point rates are sufficient and that further increases in these rates are not now required. Between Los Angeles and San Diego, however, it is clear that the rates are still too low and that higher rates

are necessary. The proposed extension of point-to-point rates to traffic moving between San Francisco, Oakland, Los Angeles and San Diego and points situated on the valley and coast routes between San Francisco and Los Angeles appears warranted for the reasons advanced by petitioners. Rates lower than the mileage rates are also necessary for movements between Sacramento and the other "traffic centers" and between that city and points on the valley route, in order to give effect to the lower costs for such movements. The changes proposed by petitioners in the existing routing provisions in order to restrict the application of the lower rates to movements from and to points on routes where the volume of traffic warrants deviation from the higher mileage rates should be adopted.

In regard to the mileage rates applicable to the remainder of the "long distance moving," none of the distance cost estimates, standing alone, has been shown to be appropriate for minimum rate determinations. It is clear, however, from consideration of these costs and the other evidence of record that further increases are required in rates for the relatively shorter distances and that for the relatively longer distances reductions are necessary. The long haul rates should not reflect costs for operations not justified by the volume of such traffic handled by the carrier or its inability generally to secure sufficient tonnage to maintain reasonably heavy loads for its equipment.

Greater increases have been shown to be required in the any-quantity weight brackets where the increases in labor expense have had greater effect than in the 2,000 and 4,000-pound brackets. The recommendation that a scale of rates subject to a minimum weight of 1,000 pounds be incorporated in the rate structure to give effect to cost variations in shipments of less than 2,000 pounds fails to recognize, however, that the widest variation is between the less-

than-500-pound and the 500-to-999-pound cost estimates. Petitioners requested that no rate differences be established for shipments weighing less than 1,000 pounds. In the circumstances it does not appear that the proposed additional rate scale is needed. To give effect to the higher costs for small quantities, a minimum charge of \$5.00 per shipment, substantially similar to the one-hour minimum for "local moving" of uncrated property, should be established. The costs for shipments weighing 6,000 pounds and more have not been shown to be sufficiently different from 4,000-pound costs to warrant a separate rate scale.

The sought rate of \$2.65 per man per hour for packing, crating, unpacking and uncrating in the San Francisco-Oakland territory appears justified by the costs of record. For similar services at other points, the proposed rates follow the more extensive territorial arrangements hereinbefore found not necessary with respect to hourly local moving rates. It appears that, in recognition of the varying rates proposed, a rate of \$2.25 should be established for the Los Angeles area and points grouped therewith. The \$2.05 rate proposed by petitioners seems reasonable for service rendered at all other points. The sought minimum charge of one hour appears appropriate in the face of the high ratio of nonproductive time involved in operations of short duration.

For so-called "long carry," petitioners have shown that the proposed additional charges for distances of more than 50 feet are warranted by the greater expenses incurred in such operations.

With respect to the proposed change in the description of the property subject to household goods rates, it appears that the sought description would materially broaden the scope of the application of the household goods rates. It has not been shown that the household goods rates would be appropriate for all of the additional traffic which would be made subject thereto. For example, goods which would apparently fall within the sought description might well be transported by general commodity carriers with their ordinary equipment and the transportation be made subject to the higher household goods rates. The elimination of the "national defense" exemption appears to be warranted in view of the general exemption of governmental traffic.

Upon consideration of all the evidence of record, we are of the opinion and find that City Carriers' Tariff No. 3 - Highway Carriers' Tariff No. 4 (Appendix "A" of Decision No. 32629 in Cases Nos. 4246 and 4434, as amended) should be further amended as shown in the supplement and revised pages attached to and made a part of the order herein; that highway common carriers maintaining rates and charges lower than those provided by the aforesaid tariff, as amended, should be authorized and required to increase their rates to the adjusted minimum rate levels established herein; and that in all other respects petitioners' proposals have not been shown to be justified.

O R D E R

Based on the evidence of record and on the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Decision No. 32629 of December 7, 1939, as amended, in Cases Nos. 4246 and 4434, be and it is hereby further amended by substituting in City Carriers' Tariff No. 3 - Highway Carriers' Tariff No. 4 (Appendix "A" to said decision, as amended), to become effective March 1, 1948, the supplement and revised pages attached hereto and by this reference made a part hereof, which supplement and pages are numbered as follows:

Supplement No. 2 cancels Supplement No. 1  
First Revised Page 4 cancels Original Page 4  
First Revised Page 5 cancels Original Page 5  
Second Revised Page 6 cancels First Revised Page 6  
First Revised Page 7 cancels Original Page 7  
First Revised Page 8 cancels Original Page 8  
First Revised Page 10 cancels Original Page 10  
First Revised Page 12 cancels Original Page 12  
First Revised Page 14 cancels Original Page 14  
Third Revised Page 15 cancels Second Revised Page 15  
Second Revised Page 16 cancels First Revised Page 16  
Third Revised Page 18 cancels Second Revised Page 18  
First Revised Page 19 cancels Original Page 19  
Second Revised Page 24 cancels First Revised Page 24  
First Revised Page 25 cancels Original Page 25  
Second Revised Page 26 cancels First Revised Page 26  
First Revised Page 28 cancels Original Page 28

IT IS HEREBY FURTHER ORDERED that tariff publications to be made by highway common carriers as a result of the amendment herein of the aforesaid City Carriers' Tariff No. 3 - Highway Carriers' Tariff No. 4 shall be made on or before March 1, 1948, on not less than five (5) days' notice to the Commission and to the public; and that said highway common carriers be and they are hereby authorized to depart from the provisions of Article XII, Section 21 of the Constitution of the State of California, and Section 24(a) of the Public Utilities Act, to the extent necessary to carry out the effect of this order.

IT IS HEREBY FURTHER ORDERED that, except to the extent provided for in the preceding ordering paragraphs, the petition of California Van & Storage Association and United Van & Storage Association, Inc., filed June 4, 1947, be and it is hereby denied.

In all other respects Decision No. 32629, as amended, in Cases Nos. 4246 and 4434 shall remain in full force and effect.

This order shall become effective twenty (20) days from the date hereof.

Dated at San Francisco, California, this 19<sup>th</sup> day of January, 1948.

*[Signature]*  
\_\_\_\_\_  
*Justin J. Calver*  
\_\_\_\_\_  
*Raymond Powell*  
\_\_\_\_\_  
*Harold P. Kule*  
\_\_\_\_\_  
*Samuel Potter*  
\_\_\_\_\_  
Commissioners



\*SUPPLEMENT NO. 2

(Cancels Supplement No. 1)

To

HIGHWAY CARRIERS' TARIFF NO. 4

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF USED PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

\* Change, Decision No. **41145**

EFFECTIVE MARCH 1, 1948

Issued by the  
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA  
State Building, Civic Center,  
San Francisco, California

Item No.	SECTION NO. 1 - RULES AND REGULATIONS
	<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 salesman'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 except packing performed by the carrier in preparing a shipment or any portion thereof for transportation which is not included under, or for which a rate or charge is not provided by, the application of local or long distance moving rates.</p> <p>(1) (e-a) DISTANCE TABLE NO. 3 means Distance Table No. 3 (Appendix "A" of Decision No. 31605, as amended, or as may be amended, in Cases Nos. 4088 "N", 4145 and 4246), issued by the Public Utilities Commission of the State of California.</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 tendered for physical delivery into the custody of the consignee or his agent.</p> <p style="text-align: center;">(Concluded on Page 5)</p>

\*10-A  
 cancels  
 10

* Change (1) Addition	}	Decision No.	<b>41145</b>
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EFFECTIVE MARCH 1, 1948

Issued by the Public Utilities Commission of the State of California  
San Francisco, California.  
Correction No. 10

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*11-A Cancels 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>(1)(oa) STATE ROUTE means the numbered highway route indicated by signs displaying a bear insignia.</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 except unpacking performed by the carrier in connection with the delivery of a shipment which is not included under, or for which a rate or charge is not provided by the application of local or long distance moving rates.</p> <p>(r) UNPACKING means the accessorial service performed by the carrier in removing a shipment or any portion thereof from containers.</p>
20 1-1-40	<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 1-1-40	<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>

(1) \* Change )  
Addition) Decision No. 41145

EFFECTIVE MARCH 1, 1948

Issued by the Public Utilities Commission of the State of California  
San Francisco, California.

Correction No. 11

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*40-B Cancels 40-A	<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 <del>such property</del> 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) <i>Baggage</i>, 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> <p>◇ (5) Cancelled.</p>
50 1-1-40	<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 1-1-40	<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 1-1-40	<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>
<p>* Change ) Decision No. 41145 ◇ Increase)</p>	
EFFECTIVE MARCH 1, 1948	
Issued by the Public Utilities Commission of the State of California, Corroction No. 12 San Francisco, California.	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
80 1-1-40	<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-A cancels 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 constructive mileage provided in Distance Table No. 3, 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 shall be used in connection with distance rates, subject to a minimum distance of 101 miles.</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>
* Change, Decision No. <b>41145</b>	
EFFECTIVE MARCH 1, 1948	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,          Correction No. 13 <span style="float: right;">San Francisco, California.</span></p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)										
*100-A Cancels 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 (e) 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 ground floor, or when the carrier's equipment cannot be placed 50 feet or closer to a stairway or other entrance to the building or dwelling at which shipment is to be picked up or delivered, the following additional charges, per flight, shall be assessed, subject to Note 1:</p> <p style="margin-left: 20px;">Local Moving:</p> <table style="margin-left: 40px; border: none;"> <tr> <td>Crated Property, viz.: Baggage</td> <td style="text-align: right;">25 cents per container</td> </tr> <tr> <td>Crated Property other than Baggage</td> <td style="text-align: right;">5 cents per 100 pounds</td> </tr> <tr> <td>Uncrated Property-Piece Moving</td> <td style="text-align: right;">25 cents per article</td> </tr> <tr> <td>Uncrated Property transported under rates provided in Item No. 210 series</td> <td style="text-align: right;">5 cents per 100 pounds</td> </tr> <tr> <td>Long Distance Moving</td> <td style="text-align: right;">*5½ 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	*5½ 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	*5½ cents per 100 pounds										
	* Change, Decision No. <b>41145</b>										
	EFFECTIVE MARCH 1, 1948										
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
	Correction No. 14										



Item No. SECTION NO. 1 - RULES AND REGULATIONS (Continued)

APPLICATION OF RATES (Concluded)  
(Items Nos. 100, 101 and 102 Series)

(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:

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Cancels  
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Date - - - - -

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 \_ \_ \_ \_ (describe shipment) \_ \_ \_ \_ transported by \_ \_ \_ \_ (carrier) \_ \_ \_ \_ from \_ \_ \_ \_ (point of origin) \_ \_ \_ \_ to \_ \_ \_ \_ (point of destination) \_ \_ \_ \_ at the rate of \_ \_ \_ \_ (see note) \_ \_ \_ \_

Carrier \_ \_ \_ \_ Shipper \_ \_ \_ \_

By \_ \_ \_ \_ (name in full) \_ \_ \_ \_ By \_ \_ \_ \_ (name in full) \_ \_ \_ \_

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.

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.

(b) Elevator service other than vehicular elevator service shall be considered one flight.

(c) Pickup and delivery at all floors of single dwellings shall be considered as ground floor.

(d) Pickup and delivery at all floors reached by vehicular elevator or vehicular ramp shall be considered ground floor.

◇ (e) When, through no fault of carrier, its equipment cannot be placed 50 feet or closer to a stairway or other entrance of the building or dwelling at which shipment is to be picked up or delivered, each fifty feet or portion thereof in excess of the first fifty feet shall be considered one flight.

\* Change }  
Decision No. 41145  
◇ Increase }

EFFECTIVE MARCH 1, 1948

Issued by the Public Utilities Commission of the State of California, San Francisco, California.  
Correction No. 15

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*130-A Cancels 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 hour.</p> <p>(b) Local moving, uncrated property, under rates in Item No. 210 series, ⌘ \$5.00.</p> <p>(c) Local moving, crated property, under rates in Item No. 240 series, ⌘ \$1.50.</p> <p>(d) Long distance moving, the charge for 100 pounds at the applicable rate, but not less than ⌘ \$5.00.</p>
*140-A Cancels 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. In applying provisions of this item, distance rates in Item No. 310 series for distances over 30 but not over 35 miles shall also apply for distances of 30 miles or less.</p>
150 1-1-40	<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 style="text-align: center;">* Change          ⌘ Increase } Decision No. <b>41145</b></p>	
<p style="text-align: center;">EFFECTIVE MARCH 1, 1948</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,          Correction No. 16 San Francisco, California.</p>	

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	\$0.19
	Over \$2.50 not over \$5.00	.21
	" 5.00 " "	.30
	" 10.00 " "	.32
	" 20.00 " "	.34
	" 25.00 " "	.39
	" 40.00 " "	.42
	" 50.00 " "	.53
	" 60.00 " "	.55
*170-A	" 80.00 " "	.57
Cancels	" 100.00 " "	.72
170	" 102.50 " "	.74
	" 105.00 " "	.77
	" 110.00 " "	.80
	" 120.00 " "	.82
	" 140.00 " "	.85
	" 150.00 " "	.90
	" 160.00 " "	.92
	" 180.00 " "	.94
	" 200.00 " "	1.06
	" 250.00 " "	1.22
	" 300.00 " "	1.38
	" 350.00 " "	1.54
	" 400.00 " "	1.70
	" 450.00 " "	1.86
	" 500.00 " "	2.01
	" 550.00 " "	2.17
	" 600.00 " "	2.33
	" 650.00 " "	2.49
	" 700.00 " "	2.65
	" 750.00 " "	2.81
	" 800.00 " "	2.97
	" 850.00 " "	3.13
	" 900.00 " "	3.29
	" 950.00 " "	3.45
	" 1.000.00 at rate of $\diamond$ \$3.45 per \$1.000.00	
* Change $\diamond$ Increase		Decision No. 41145
EFFECTIVE MARCH 1, 1948		
Issued by the Public Utilities Commission of the State of California, Correction No. 17 San Francisco, California.		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*180-C Cancels 180-B	<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 city of Richmond.</p> <p>*(b) TERRITORY "B" consists of the counties of Los Angeles, Marin and Orange; Metropolitan San Diego, Sacramento, San Bernardino, San Jose and Santa Barbara groups as described in Items Nos. 180 and 181 series; and the cities of Bakersfield, Fresno, Palo Alto, 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 &amp; 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 &amp; 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 &amp; Main Streets, Los Angeles) consists of that area embraced by the following boundary:</p> <p style="padding-left: 40px;">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 Highway 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>
	* Change      Decision No. <b>41145</b>
	EFFECTIVE MARCH 1, 1948
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.
	Correction No. 18

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Concluded)
	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 180 and 181 Series)</p> <p>◇ b(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 and the area embraced by the following boundary:</p> <p>Beginning at the intersection of the southerly boundary line of the City of Chula Vista and the shore line of San Diego Bay; thence northerly, westerly and southerly along said shore line to its intersection with the shore line of the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean, the mouth of Mission Bay and the shore line of the Pacific Ocean to the boundary line of the City of San Diego; southerly and easterly along said boundary line and the boundary line of the City of La Mesa to its intersection with Highway U. S. 80 northerly of Hawley Avenue; easterly along Highway U. S. 80 to its intersection with the easterly boundary line of the City of El Cajon; southerly along said boundary line and the southerly prolongation thereof to Chase Avenue; westerly along Chase Avenue to Avocado Boulevard; southerly along Avocado Boulevard to State Route 94; easterly along State Route 94 to Jamacha Avenue; southerly along Jamacha Avenue and San Elijo Street to Grand Avenue; northerly along Grand Avenue to Jamacha Road; westerly along Jamacha Road to Sweetwater Road; southerly along Sweetwater Road to unnumbered county highway approximately 1/4 mile easterly of Margaret Street in the vicinity of Sunnyside; southerly along said county highway to Grand Avenue in the vicinity of Sunnyside; southerly and westerly along Grand Avenue and Bonita Street to the boundary line of the City of Chula Vista; southerly and westerly along said boundary line to the point of beginning.</p> <p>(h) Sacramento Group (Mileage Point: 12th &amp; L Streets, Sacramento) consists of the cities of Sacramento and North Sacramento.</p> <p>(i) San Bernardino Group (Mileage Point: 3rd &amp; E Streets, San Bernardino) consists of the cities of San Bernardino, Colton and Rialto.</p> <p>(j) San Jose Group (Mileage Point: Market &amp; Santa Clara Streets, San Jose) consists of the cities of San Jose and Santa Clara.</p> <p>(k) San Rafael Group (Mileage Point: Lincoln &amp; 4th Streets, San Rafael) consists of the cities of San Rafael, Mill Valley, Belvedere, Corte Madera, Larkspur, Ross, San Anselmo and Fairfax.</p> <p>(k-a) Santa Barbara Group (Mileage Point: Post Office, Santa Barbara) consists of that area embraced by the following boundary:</p> <p>Beginning at the point Tecolote Canyon meets the Pacific Ocean west of Elwood; thence northerly along Tecolote Canyon to the road extending along the summit of the Santa Ynez Mountains; easterly along said road to its meeting with the extension of Hot Springs Canyon; northerly along said extension and Hot Springs Canyon to the Santa Ynez River; easterly along the Santa Ynez River and Juncal Canyon to the Ventura-Santa Barbara County Line; southerly along said county line to the Pacific Ocean; westerly along the Pacific Ocean to point of beginning.</p>

\*181-B  
Cancels  
181-A

	<p>(l) Imperial Valley Group (Mileage Point: 6th &amp; Main Streets, El Centro) consists of the cities of El Centro, Brawley, Calexico, Imperial and Holtville.</p> <p>(m) Yreka Group (Mileage Point: Main &amp; Miner Streets, Yreka) consists of the cities of Yreka and Montague.</p>
*185-A Cancels 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 3½ 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 1-1-40	<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>
	<p>◊ Reduction )          ◊ Increase ) Decision No. <b>41145</b>          * Change )</p>
EFFECTIVE MARCH 1, 1948	
Issued by the Public Utilities Commission of the State of California, Correction No. 19 <span style="float: right;">San Francisco, California.</span>	

Item No.	SECTION NO. 2 - LOCAL MOVING RATES			
	UNCRATED PROPERTY (1) Rates in Cents per Hour			
		COLUMNS		
		1	2	3
	Carrier's Equipment, having a loading area of 70 square feet or less (2):			
	Carrier's Equipment and driver _ _ _ _	400	350	300
	Carrier's Equipment, driver and helper _ _ _ _ _	600	525	450
	Additional helpers, per man _ _ _ _ _	250	225	200
	Carrier's Equipment, having a loading area of over 70 square feet (2):			
	Carrier's Equipment and driver _ _ _	450	400	350
	Carrier's Equipment, driver and helper _ _ _ _ _	6.50	575	500
	Additional helpers, per man _ _ _ _ _	250	225	200
◇ 200-C Cancels 200-B	<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 Items Nos. 180 and 181 series for descriptions of territories and Metropolitan areas.</p>			
◇ Increase, Decision No.		<b>41145</b>		
EFFECTIVE MARCH 1, 1948				
Issued by the Public Utilities Commission of the State of California, Correction No. 20 San Francisco, California.				

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CITY CARRIERS' TARIFF NO. 3  
 HIGHWAY CARRIERS' TARIFF NO. 4

Item No.	SECTION NO. 2 - LOCAL MOVING RATES (Continued)
*210-A Cancels 210	UNCRATED PROPERTY (1) Rates in Cents per 100 Pounds
	Any Quantity- - - - - \$ 255
	Minimum weight 2,000 pounds- - - - - \$ 175
	Minimum weight 4,000 pounds- - - - - \$ 155
	(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>◊ Increase) Decision No.                   <b>41145</b></p> <p>* Change )</p>
EFFECTIVE MARCH 1, 1948	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 21	



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	Via Routes (See Item No. 301 Series)
*300-B Cancels  300-A		Metropolitan Oakland-San Francisco Group	410	320	268	1,2,3, or 4
		Metropolitan Sacramento Group	6 410	6 320	6 268	6
		Los Angeles Metropolitan San Diego	6 300	6 210	6 175	5
		Fresno	6 340	6 260	6 225	1
		Tulare	6 320	6 240	6 209	1
		Bakersfield	6 290	6 210	6 185	1
		San Luis Obispo	6 335	6 255	6 221	3
		Santa Maria	6 310	6 230	6 201	3
		Buellton	6 300	6 220	6 193	3
		Santa Barbara Group	6 270	6 190	6 169	3
		Sacramento Group	6 275	6 195	6 173	7
	Metropolitan Oakland-San Francisco Group	Metropolitan San Diego	480	390	350	1,2,3 or 4 thence 5
		Modesto	6 270	6 190	6 169	1 or 2
		Merced	6 290	6 210	6 185	1 or 2
		Fresno	6 310	6 230	6 201	1 or 2
		Bakersfield	6 364	6 284	6 246	1 or 2
		Salinas	6 270	6 190	6 169	3 or 4
		King City	6 300	6 220	6 193	3 or 4
		San Luis Obispo	6 340	6 260	6 225	3 or 4
		Metropolitan San Diego	6 480	6 390	6 350	6 thence 5
	Sacramento Group	Modesto	6 270	6 190	6 169	6
		Merced	6 290	6 210	6 185	6
		Fresno	6 310	6 230	6 201	6
		Bakersfield	6 364	6 284	6 246	6
		Bakersfield	6 356	6 276	6 239	5 thence 1
	Metropolitan San Diego	Santa Barbara Group	6 335	6 255	6 221	5 thence 3

Note 1.-If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between origin and destination 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 to 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. When routes named in connection with rates in this item extend beyond point of origin or point of destination, as the case may be, rates in this item are intermediate in application via that portion of such route or routes which connect point of origin and point of destination.

◇ Increase )	Decision No. 41145
* Change )	
ó Reduction)	

EFFECTIVE MARCH 1, 1948

Issued by the Public Utilities Commission of the State of California,  
Correction No. 22 San Francisco, California.

Item No.	SECTION NO. 3 - LONG DISTANCE MOVING RATES (Continued)
*301-A Cancels 301	<p style="text-align: center;">Routing for Rates Provided in Item No. 300 Series (The following routes apply in either direction)</p> <p>*ROUTE NO. 1: From San Francisco Group and Metropolitan Oakland via Highway U.S. 40 to its junction with unnumbered highway near 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 County Road generally paralleling Southern Pacific Company right of way through Port Chicago to its junction with State Route 4, 4 miles west of Pittsburg; thence State Route 4 to its junction with County Road 1.6 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 unnumbered County Road 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 and unnumbered County Road 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 Metropolitan Los Angeles via Highway U.S. 101 or 101-Alternate to their junction at Dohony Park, thence via Highway U.S. 101 to Metropolitan San Diego.</p> <p>(1)ROUTE NO. 6: From Sacramento Group via Highway U.S. 99 to Metropolitan Los Angeles.</p> <p>(1)ROUTE NO. 7: From Metropolitan Oakland and San Francisco Group via Highway U.S. 40 to Sacramento Group.</p>

\* Change )  
(1) Addition ) Decision No. 41145

EFFECTIVE MARCH 1, 1948

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 23

Cancel

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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				
	30	35	◊ 255	◊ 175	◊ 155
	35	40	◊ 258	◊ 178	◊ 158
	40	45	◊ 261	◊ 181	◊ 161
	45	50	◊ 265	◊ 185	◊ 165
	50	60	◊ 270	◊ 190	◊ 169
	60	70	◊ 275	◊ 195	◊ 173
	70	80	◊ 280	◊ 200	◊ 177
	80	90	◊ 285	◊ 205	◊ 181
	90	100	◊ 290	◊ 210	◊ 185
	100	110	◊ 295	◊ 215	◊ 189
	110	120	◊ 300	◊ 220	◊ 193
	120	130	◊ 305	◊ 225	◊ 197
	130	140	◊ 310	◊ 230	◊ 201
	140	150	◊ 315	◊ 235	◊ 205
	150	160	◊ 320	◊ 240	◊ 209
	160	170	◊ 325	◊ 245	◊ 213
	170	180	◊ 330	◊ 250	◊ 217
	180	190	◊ 335	◊ 255	◊ 221
	190	200	◊ 340	◊ 260	◊ 225
	200	220	◊ 348	◊ 268	◊ 232
	220	240	◊ 356	◊ 276	◊ 239
	240	260	◊ 364	◊ 284	◊ 246
	260	280	◊ 372	◊ 292	◊ 253
	280	300	380	◊ 300	◊ 260
	300	325	390	◊ 310	◊ 268
	325	350	400	◊ 320	◊ 276
	350	375	410	◊ 330	◊ 284
	375	400	420	◊ 340	◊ 292
	400	425	430	◊ 350	◊ 300
	425	450	440	◊ 360	◊ 308
	450	475	450	◊ 370	◊ 316
	475	500	460	◊ 380	◊ 324
	500	525	470	◊ 390	◊ 332
	525	550	480	◊ 400	◊ 340
	550	575	490	◊ 410	◊ 348
	575	600	500	◊ 420	◊ 356
	600	625	510	◊ 430	◊ 364
	625	650	520	440	◊ 372
	650	675	530	◊ 450	◊ 380
	675	700	540	◊ 460	◊ 388
	700	725	550	◊ 470	◊ 396
	725	750	560	◊ 480	◊ 404
	750	775	570	◊ 490	◊ 412
	775	800	◊ 580	◊ 500	◊ 420
	800	850	◊ 600	◊ 520	◊ 436
	850	900	◊ 620	◊ 540	◊ 452
	900	950	◊ 640	◊ 560	◊ 468
	950	1000	◊ 660	◊ 580	◊ 484
	1000	1050	◊ 680	◊ 600	◊ 500
	1050	1100	◊ 700	◊ 620	◊ 516
	1100	1150	◊ 720	◊ 640	◊ 532
	1150	1200	◊ 740	◊ 660	◊ 548

\*310-B  
Cancel  
310-A

\* Change )  
◇ Increase ) Decision No. 41145  
◊ Reduction)

EFFECTIVE MARCH 1, 1948

Issued by the Public Utilities Commission of the State of California,  
Correction No. 24 San Francisco, California.

Item No.	SECTION NO. 4 - ACCESSORIAL SERVICE RATES			
*200-A Cancels 400	Rates in cents per man per hour (1) (1) Minimum Charge - The Charge for One Hour			
	Packing Unpacking Crating Uncrating	Column		
		1	2	3
	ϕ 265	ϕ 225	ϕ 205	
	<p>Note.-Rates do not include cost of materials.</p> <p>COLUMN 1 rate applies when the service is performed in Territory "A", as described in Item No. 180 series.</p> <p>COLUMN 2 rate applies when the service is performed in Territory "B", as described in Item No. 180 series.</p> <p>COLUMN 3 rate applies when the service is performed in Territory "C", as described in Item No. 180 series.</p> <p>(1) Fractions of an hour shall be determined in accordance with Item No. 101(i) series.</p>			
*210-A Cancels 410	<p>Charges for delivery of shipping containers in advance of the equipment transporting the shipment (see Note):</p> <p>Each container _ _ _ _ _ ϕ 27 cents          Minimum charge, per delivery _ _ _ _ _ ϕ 53 cents</p> <p>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.</p>			
End of Tariff				
<p>* Change } Decision No. <b>41145</b>          ϕ Increase }</p>				
EFFECTIVE MARCH 1, 1948				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 25				