

Decision No. 44919

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
into the rates, rules, regulations,)
charges, allowances and practices)
of all common carriers, highway)
carriers and city carriers relating)
to the transportation of property.)

Case No. 4808

Additional Appearances

(The other appearances are listed in Decision
No. 44150 of May 9, 1950.)

Gordon & Knapp by Wyman C. Knapp, for California
Moving and Storage Association.

Warren V. Glass, for Southern California Freight
Lines.

George C. and Sophia E. Taylor, for Arbor Vitae
Transfer and Storage.

James C. Cummins, for Market Street Van &
Storage, Inc.

Robert S. Reis, for City Transfer and Storage
Company.

SUPPLEMENTAL OPINION

California Moving & Storage Association, a carrier organization, has petitioned for increases in the minimum rates and for modification of the rules and regulations governing the transportation of used household goods and related articles by highway and city carriers. The rates, rules and regulations proposed to be adjusted are set forth in City Carriers' Tariff No. 3 - Highway Carriers' Tariff No. 4 (Appendix "A" of Decision No. 32629 of December 7, 1939, in Cases Nos. 4246 and 4434, as amended). The proposals involve both the long distance and local moving provisions of the tariff.¹

¹ Long distance moving is highway carrier transportation for more than 30 miles; local moving is highway or city carrier transportation for lesser distances.

They also involve corresponding provisions contained in the tariffs filed with the Commission by highway common carriers of household goods.

Public hearings were had. At petitioner's request an interim order (Decision No. 44150 of May 9, 1950) was issued before the full record was made. This order raised the minimum rates for long distance moving to the level of the tariff rates of four of the principal highway common carriers.² This adjustment increased the minimum rates for shipments weighing 4,000 pounds or more by 10 percent, increased the rates for smaller shipments by 20 percent and established added charges for pickup or delivery service for shipments weighing less than 1,000 pounds. The interim decision did not change the level of the minimum rates for local moving. The Commission held that the greater long distance moving increases proposed and the sought increases in local moving had not been justified as interim adjustments. It suggested that the parties complete and offer their further studies at the earliest practicable date. It stated that its findings in the interim order were without prejudice to those which might be reached on the full record. The increased minimum rates became effective June 15, 1950. On June 30, the four highway common carriers above referred to filed a petition seeking reconsideration of the interim decision and urging that further interim rate increases be established. Adjourned hearings were subsequently had at San Francisco and Los Angeles before

² These four carriers are: Bekins Van Lines, Inc., Calmay Van Lines, Inc., James Van Lines and Lyon Van Lines, Inc. They had established tariff rates higher than the minimum rates pursuant to permission granted by Decision No. 42011 of August 31, 1948, as amended, in Application No. 29559.

Examiner Mulgrew.³ Oral argument was had at Los Angeles on August 1, 1950, before the Commission.

The full record is voluminous. It includes approximately 1,750 pages of transcript and more than 150 exhibits. The exhibits include detailed financial, cost, rate and tariff studies submitted by carrier witnesses and by members of the Commission's Transportation Department staff.

The evidence falls into three general categories, that relating to long distance moving, that relating to local moving and that relating to rules, regulations and accessorial services. The discussion which follows will be in that order.

Long Distance Moving

The evidence on which Decision No. 44150, supra, was based indicated, and the further evidence has confirmed, that in long distance moving the highway common carriers are the dominant carriers. They provide virtually all the for-hire carrier service available to the public for less-than-vanload lots and most of the regularly available service for larger consignments. Radial highway common carrier service is for the most part limited to short hauls and to large lots.

On shipments weighing less than 1,000 pounds highway common carriers have for many years provided additional pickup and delivery charges in their tariffs. In other respects, a parity between highway common carrier tariff rates and radial highway common carrier minimum rates has generally been maintained. Temporary differences in these rates were wiped out by Decision No. 44150, supra. That decision pointed out that when the minimum rates of radial carriers

³ The League of Highway Carriers filed a petition seeking a differential of one dollar in favor of the small carrier in local moving rates. This matter was set for hearing, along with the other matters. At the League's request it was removed from the hearing calendar. The League has asked for a hearing some time in November or December of this year.

were lower than the tariff rates of common carriers the resulting flexibility of the former's rate structure created an unwarranted advantage for this class of carriers. The decision also incorporated the additional charges for pickup and delivery of small lots in the minimum rate structure. The further evidence confirms the need for continued rate parity between the two classes of carriers. The long distance moving rate problem is thus narrowed to determination of the proper levels for the various rate scales.

The carriers insist that the interim rates are too low and that further increases are necessary for all long distance moving. The staff rate witness, on the other hand, while recommending some increases, submitted rates generally lower than the interim rates. The rate witnesses agreed that the rates to be established should produce revenues which would cover all of the necessary costs incurred in efficient operations and in addition provide for income taxes and profit. The staff witness said that he had leaned heavily upon the cost figures developed by the Department's engineers. The rates he recommended, he said, were generally designed to reflect an operating ratio of 95 percent.⁴ The rates proposed by the carriers reflect estimates of composite costs hereinafter described and explained and an expansion of such costs to produce an operating ratio of 93 percent.

As hereinbefore indicated, the carriers and the staff submitted comprehensive cost studies. These studies clearly establish that the highway common carriers with their regular operations in long distance moving experience lower costs than the radial carriers with their sporadic traffic.

⁴ Throughout this opinion the operating ratios referred to are before provision for income taxes.

Cost estimates involving the operations of Bekins, Lyon, Calmay and James Van Lines, the four highway common carriers previously referred to, were submitted by the Department's engineers. Bekins and Lyon submitted their own cost estimates; Calmay and James did not. The so-called "composite costs" were calculations made by a carrier witness. He first took arithmetical averages of the two studies of Bekins' costs and of the two studies of Lyon's costs. He then used these averages and the staff studies of Calmay's costs and James' costs in determining weighted averages of the costs of the four carriers. In weighting these figures he considered the indicated results for each carrier in proportion to the gross transportation revenue of the carrier.⁵ The weighted averages, in turn, were expanded for an operating ratio of 93 percent. The results of the expansion were raised to compensate for higher costs experienced after the basic cost estimates had been prepared. Finally, ten percent was added on top of the other adjustments to adjust allegedly understated overhead costs, to offset still higher labor costs which had subsequently been incurred and to make provision for the asserted trend toward higher costs generally. These final figures were proposed as minimum rates.

In the circumstances here the use of composite costs, as advocated by the carriers, is desirable. The costs vary considerably. No one carrier is the low-cost carrier for shipments of all sizes and for all distances. The four carriers studied compete not only with one another but also with various other highway common and radial carriers. They handle the bulk of the long distance moving. A weighted average of their costs should provide costs representative

⁵ This was based on revenue for the first six months of 1949. The percentages used were as follows: Bekins 57.5, Lyon 23.9, Calmay 13.1, and James 5.5.

of those experienced in providing necessary and adequate long distance moving service.

The carriers have not shown, however, that the estimates of composite costs expanded to produce an operating ratio of 93 percent and then increased by ten percent provide an appropriate means of arriving at reasonable minimum rate levels. Admittedly, the ten percent adjustment is somewhat arbitrary and is designed to give effect to future conditions which are expected to be more adverse than the present. While it may well be that costs will continue to increase, such a prospect cannot now be given effect in the minimum rate structure. Such a request is not timely. Rates based thereon are higher than have been demonstrated as being justified. On the other hand, the staff rate witness did not recalculate his recommended rates in the light of increases in expenses incurred since the cost studies were prepared. His proposed rates, therefore, are lower than current cost experience would indicate.

The rate adjustments to be made herein must necessarily be made along broad lines. The financial showings submitted by the highway common carriers indicate that they have suffered severe losses from their long distance moving. For 1949 the net losses calculated by the four highway common carriers were \$118,831.62, \$96,721.29, \$9,725.30, and \$5,213.31 for Bekins, Lyon, Calmay and James, respectively.⁶ Their losses, carrier witnesses testified, were greater for the early months of 1950 than in the corresponding 1949 periods. As above indicated, still greater losses are predicted unless the rates are increased.

⁶ The Calmay figures are for the twelve months ending December 1, 1949. The James figures are for the eleven months ending December 1, 1949.

In view of the foregoing, the generally lower minimum rate levels submitted by the staff rate witness should not be adopted. However, while rates higher than the interim rates now in effect are required to provide the carriers with needed additional revenues, rates as high as those proposed by the carriers are not justified by the facts and circumstances disclosed by this record. Somewhat lower rates are reasonable and will be established.

We will now turn to a discussion of local moving.

Local Moving

Substantially all of the local moving is performed by city and radial carriers. There are numerous small operators engaged in providing this transportation. Many of them in addition to managing the business drive a truck with some regularity. Certain of the larger local movers are affiliates of the long distance carriers.

As pointed out in Decision No. 44150, supra, the "going" rates for local moving are considerably higher than the minimum rates. A consultant testifying for petitioner presented a cost study based on the experience of various carriers operating at points scattered throughout the State. A Bekins' vice president offered a study showing its local moving experience. An engineer from the Department's staff also submitted local moving cost estimates which he had prepared. The rate witnesses proposed rate adjustments arrived at in consideration of these costs.

The preponderance of the local moving traffic is handled with equipment having a loading area of over 70 square feet, with the services of a driver and one helper, and under hourly rates covering equipment of such size and that number of men. The cost

witnesses were in general agreement that there were territorial variations in over-all costs attributable principally, if not entirely, to differences in the prevailing wage rates, overtime provisions and related labor expenses, but that in other respects the expenses do not vary greatly throughout the State.

The existing minimum rates, the "going" rates and the proposed minimum rates are all designed to give effect to the labor cost differences above referred to. The rates recommended by the staff witness would broaden the territorial grouping arrangements for the hourly rate schedules; the carrier proposals, on the other hand, would consider the rates on virtually a community-by-community basis throughout the State. It has not been shown that in a minimum rate structure the carrier proposal is warranted. It is clear that rates higher than the general level, as at present, are necessary for the San Francisco-Oakland territory as described in the existing minimum rate tariff. It has also been shown that there are sufficient variations in over-all expenses to justify another rate territory to be comprised of Marin County and the Cities of Palo Alto, San Jose, Santa Clara, Sacramento, North Sacramento, Stockton, Lodi, Manteca, Modesto and Tracy. In the remainder of the State the cost differences are relatively minor and a single rate level is appropriate.

There are also differences in the witnesses' opinions in regard to whether or not the single-scale basis for hourly rates for equipment having a loading area of over 70 square feet should be replaced by a two-scale basis. The staff rate witness took the position that one scale of rates should be fixed for equipment of from 70 to 160 square feet of loading area and another for larger

equipment. It is conceded by the carriers, and the record shows, that the costs for such larger equipment are somewhat higher than the corresponding costs for the 70 to 160 square foot units. However, the carriers without exception vigorously objected to the staff witness's proposal. They termed it impractical and predicted that if it were adopted it would unreasonably burden the operators with additional record-keeping, hamper efficient dispatching and use of available equipment, provide greater opportunities for so-called "chiseling," and hamper proper enforcement. They said that the cost differences attributable to the size of the equipment were not great enough to require that the differences be given effect in the face of the difficulties that they were certain would be encountered under dual rate scales.

The rates proposed by the carriers are generally 25 cents per hour higher than the "going" rates as disclosed by the record. The cost studies of the carriers' consultant and the Bekins' vice president generally support the propriety of the "going" rates under current cost experience. The 25-cent higher basis was proposed largely on the same grounds as referred to hereinbefore in discussing the 10-percent addition recommended for long distance rate determinations and found not justified because of its untimeliness. Similarly here, anticipated increases in costs and expected adverse conditions cannot be considered as justifying higher rates unless and until they materialize.

Witnesses for petitioner testified that although most of the local moving is being performed at rates above the minimum rates, many of the carriers are operating at a loss. This is confirmed by revenue and expense statements showing composite operating ratios

during the first six months of 1949 of 106.21 percent for northern carriers studied, 113.86 percent for southern carriers, and 110.11 percent for the whole group. The affiliates of the van lines also showed losses in their local moving operations. A number of operators appeared and testified that subsequently their position in respect to revenues and expenses had worsened rather than improved.

The carrier witnesses also said that, although they had been able to assess rates above the minimum rates for some time, the competitive situation in the local moving business is tending to reduce the "going" rates to the level of the minimum rates. They claimed that they cannot afford to make downward rate adjustments and that such adjustments by others constitute an unfair and unjustified means of obtaining traffic. They also claimed that these so-called "cut-rate" carriers (carriers observing rates less than "going" rates) use cheaper labor, inferior equipment, and in the long run cost the shipper more due to slower service and less efficient handling. These witnesses feel that, if the minimum rates were brought up to the level of the "going" rates, their superior service would enable them to recapture or hold a fair share of the available business.

The staff rate witnesses recommended rates that are materially lower than the "going" rates. Carrier studies of his proposed rates indicate that they would lower revenues by amounts ranging from 7.1 to 22.9 percent. This rate witness relied chiefly on the Department's cost study for the cost basis of his proposals. That study developed over-all costs by combining various expense factors. Each of the factors was in turn largely arrived at by using the low-cost carriers for the particular expense being analyzed as the basis for the expense item. Little or no regard was given to the over-all cost experience of the individual carriers studied. The resulting figures fail to find support in the carrier cost appraisals or in the financial results of the carriers.

In view of all of the foregoing, the reasonable minimum rate levels for equipment having over 70 square feet of loading area and for service with driver and helper should be fixed as \$8.00 per hour in the San Francisco-Oakland area, \$7.50 in the territory consisting of Marin County and various cities hereinbefore designated and \$7.00 in the balance of the State. For like reasons, similar and related adjustments will be made in the hourly rates for smaller equipment, for operations including only the driver and in the additional charges for operations including men in addition to one helper.

Minimum rates for local moving are also provided on a per-piece basis for shipments of not more than five articles as an alternative to hourly rates. The present piece moving rates are divided into six distance blocks of five miles each, and vary according to whether the transportation is performed within or outside of the San Francisco-Oakland territory. Revision of these rates on a simpler basis was proposed by the staff rate witness. The proposed rates are substantially higher than the present rates, but are uniform throughout the State, and in but three blocks of ten miles each. The proposed rates were developed from a study presented by one of the Department's engineers which took into account the actual time and personnel involved in this type of transportation, and the average hourly cost of the vehicle involved. No other proposal was made. The proposed piece moving rates will be adopted.

Evidence pertaining to rules and regulations and to accessorial services remains to be discussed.

Rules and Regulations and Accessorial Services

The Department's rate witness placed in evidence a proposed minimum rate tariff to supersede the one now in effect. He stated that the proposed tariff was compiled after investigating and analyzing the requirements of household goods carriers and

shippers. As a result of this study, he recommended various additions to the rules and regulations of the present tariff, modification of certain of them and elimination of unused and unrequired provisions. Many of the proposed changes involve only rearrangement of tariff matter, clarification or simplification of existing items, or deletion of unnecessary material. There is no need to discuss such changes in detail. They will be adopted. Other proposed changes are discussed below.

Carriers are now required to use a "Confirmation of Shipping Instructions and Rate Quotation." This form must be completed and signed by both the carrier and the shipper prior to the rendition of the service. The highway common carriers must quote and observe their applicable tariff rates. Rates and charges no higher than those quoted in the confirmation form must be assessed by city and radial carriers, unless such rates and charges are lower than those named in the minimum rate tariff, in which event the latter apply. The Department's witness testified that some of the city and radial carriers had circumvented the intent of the quotation requirements by failing to complete the form to the extent necessary to determine the applicable rate, or by not having the shipper sign the form. He proposed, as an addition to the rule pertaining to observance of quoted rates and charges, a provision that when a city or radial carrier fails to issue this document, or if the form fails to contain a description of the transportation, the accessory services to be undertaken, the rates quoted, or the signature of the shipper, rates and charges no higher than the minimum rates and charges shall be observed. Where the minimum rates are permitted to be computed upon alternative units of measurement, for example on an hourly basis or on a weight basis, information necessary to determine charges under the minimum rates on both bases is not always obtainable. The witness proposed that in such cases the

unit of measurement in which the carrier is attempting to collect its charges be used and the rate if higher than the minimum rate be reduced to the minimum level. This proposal was not opposed. However, it would not cover those situations where the carrier attempted to deviate from the authorized units of measurement. The lowest charge developed on the basis of available information with respect to all of the authorized alternative bases should be required to be used. As so modified, these proposals will be adopted.

A new rule was offered intended to prohibit carriers from advertising or representing themselves under a name different from that under which their permits are issued and from using fictitious addresses. According to the Department's witness, some carriers advertise in the telephone book under many different names, or show addresses at numerous locations where they do not actually maintain a place of business. These practices are followed, he said, to make it appear that the carrier has an establishment in a certain neighborhood in the hope of securing business from people in that area who are looking for a carrier located nearby. The propriety of, and need for, the recommended action was not challenged. Some question was raised about the status, under such a rule, of a local mover who would purchase the business and good will of another and who would desire to continue operations under the latter's name as well as his own. No substitute rule was offered for consideration, however, and it is clear that the fictitious name and address practices are designed to mislead the public and should be prohibited. The rule recommended by the staff witness appears, on the record, to be reasonable and proper and will be established.

Another proposed addition to the tariff would provide for short term storage for not to exceed 30 days. The witness explained that frequently the shipper desires a short delay in delivery of his household goods, and the carrier usually stores the shipment on his dock for a few days prior to delivery. The

witness further explained that his study showed that some carriers assess regular warehouse storage charges for this, while others provide the service free, and that it was therefore desirable that definite provisions be established. The rates for this "storage in transit," he said, should be lower than the usual storage charges, as the same kind of handling is not involved. Counsel for petitioner urged that 30 days was too long a period, and suggested that the rule cover only 5 to 7 days. The assistant transportation manager of Golden State Company, Ltd., urged the adoption of the proposed rule with the 30-day limit. He stated that he arranges the moving for his company's employees when they are transferred from one location to another, and that it may take up to 30 days before the employee can locate a suitable home in his new location. The proposed rule with a 30-day period will be adopted. The storage charges are based on a study made by one of the Department's engineers.

The staff rate witness proposed a rule patterned after that used in interstate tariffs providing for reweighing of the shipment at destination upon request of the shipper. The proposed rule provides a charge for such reweighing if the difference between the initial weight used and the succeeding net scale weight obtained does not exceed 100 pounds on shipments weighing 5,000 pounds or less, or two percent on heavier shipments. Witnesses for the carriers objected to the establishment of reweighing provisions, but agreed that it would be desirable to require a weighmaster's certificate in the first place. They pointed out

that a reweighing provision is more necessary in interstate than in intrastate traffic because some states do not exercise strict control over public scales as is the case in California. It appears that, due to the close supervision over public scales in this State, the securing of a weighmaster's certificate should give adequate protection to the public. The carriers suggested that, should this not prove effective, reweighing or other appropriate further requirements could then be considered. In lieu of adopting the proposed rule for reweighing, at this time, a rule will be included requiring the securing of a weighmaster's certificate.

Another proposed addition, one also desired by the carriers, covers provision for split pickup and split delivery. Although it was admitted that such shipments are infrequent, the witnesses agreed that even though there was relatively little demand for such service the lack of definite tariff provisions caused considerable controversy. The proposal provides, in the case of the hourly local moving rates, that the time be computed on a total elapsed time basis for the composite shipment. No additional charge per stop is separately stated. For long distance moving weight rates, the proposal provides that the applicable rate shall be based on the weight of the composite shipment and that the rate shall be the lowest rate applying via all points at which stops are made, with a charge to be added for each stop. The staff rate witness proposed a charge of \$6.00 per stop, based on a study by one of the Department's engineers, which showed the cost as \$5.92. A witness for petitioner said that, according to a check he made of such shipments over his

company's lines, the average cost per stop exceeds \$10.00. He further stated that the stop charge is \$10.00 in interstate tariffs. The \$10.00 basis appears too high for intrastate moving service in the light of the costs of record even after considering increases in expenses incurred since the staff study was made. The experience of one carrier cannot be considered as outweighing other considerations. The desirability of uniformity of intrastate and interstate charges does not extend to instances where the volume of the charge is not clearly supported by an adequate showing. The rule proposed, but with a charge of \$6.50 per stop in consideration of the increased expenses, will be established.

Additional charges per flight are provided under weight rates and under piece rates in instances when shipments are picked up or delivered at other than ground floor. All floors in a single dwelling are considered as ground floor. Like charges are made when, through no fault of the carrier, its equipment cannot be placed within 50 feet of a stairway or other entrance of the building or dwelling. A staff engineer and a witness for petitioner both submitted studies of the additional costs involved. The engineer's estimated cost was 8.1 cents per 100 pounds and the petitioner's estimates were 10.4 and 8.8 cents per 100 pounds in the San Francisco-Oakland and Los Angeles territories, respectively. The staff rate witness and petitioner's rate witness proposed charges of 8 and 10 cents per 100 pounds, respectively, for this service. A charge of 9 cents per 100 pounds is justified and will be adopted. For piece moving the only charge proposed was that of the staff witness for 35 cents per additional piece which will be adopted.

Accessorial charges are provided in the tariff for the services of packing and unpacking. The rates for these services are in cents per hour per man and vary according to the territory in which the service is performed. The costs for this service are slightly higher than the costs for additional helpers in local moving, and the rates have been maintained on a higher basis. The new accessorial service rates will similarly be related to the helper rates in local moving.

A study was also made by a staff engineer of the cost of transporting empty shipping containers between the carrier's terminal and shipper's residence prior to or subsequent to time of shipment. On the basis of this study, a charge of 40 cents per container, minimum charge \$2.00 per delivery, was proposed by the Department's rate witness. This basis will be adopted.

The rate witness also proposed that a charge be made for shipping containers and packing materials which are furnished by the carrier at the request of the shipper, such charge to be not less than the actual cost to the carrier of such materials. An allowance of 75 percent of the charges assessed for furnishing such material may be made for their return to the carrier. Adoption of this proposal is necessary as a means of providing a complete rate structure and thus avoiding opportunity to indulge in improper practices.

* * * * *

Many of the details and many of the ramifications of this voluminous record have not been discussed herein. All of the evidence and argument have, however, been considered in determining the

necessary and advisable action to be taken. Sweeping rate adjustments and numerous changes in rules and regulations will be made. If experience thereunder indicates that some other or different treatment is necessary, the parties will be expected to bring such matters to the Commission's attention promptly, to recommend the changes they deem advisable, and to be prepared to support any such proposals with suitable factual background.

Findings

Upon careful consideration of all of the facts and circumstances of record the Commission is of the opinion and finds:

1. That, except as provided in Finding No. 3, 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 just, reasonable and nondiscriminatory minimum rates, charges, and accessorial charges to be assessed, charged and collected, and 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 for 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. 90 of said tariff designated as Appendix "A" of the order herein, all radial highway common carriers, highway contract carriers and city 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, to construct combinations therewith, and to observe the rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges, or combinations therewith, applied (subject to their governing rules and regulations) produce lower aggregate charges than would accrue for the same transportation under the rates, rules and regulations found just, reasonable and nondiscriminatory in Findings Nos. 1 and 2.

4. That, except as provided by Finding No. 3, 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.
5. That, except as provided in Finding No. 6, the existing rates, charges, rules, regulations and accessorial charges maintained by common carriers, as defined in the Public Utilities Act, for intrastate transportation over the public highways 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, insofar 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, highway contract carriers and city carriers.
6. That the common carriers referred to and described in Finding No. 5 should be authorized to assess, charge and collect rates, charges and accessorial charges maintained by common carriers by railroad or by express carriers employing common carriers by railroad as underlying carriers, 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, highway contract carriers and city carriers in Finding No. 3, subject to the terms and conditions of Item No. 90 of said tariff designated as Appendix "A" of the order herein.
7. That, except as provided in Findings Nos. 5 and 6, 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 the transportation by common carriers referred to and described in Finding No. 5.

8. That all 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 which are engaged in transportation over the public highways in California of the commodities specified in the tariff designated as Appendix "A" of the order herein, should be required to issue shipping documents for each shipment received for transportation in accordance with the shipping document requirements of said Appendix "A" except as modified with respect to common carriers by Appendix "B" of the order herein; that a copy of each of such shipping document should be retained and preserved by the carriers 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 documents set forth in said tariff designated as Appendix "A" and in Appendix "B" hereto will be suitable and proper.
9. That, in all other respects, the proposals made have not been justified and the petitions involved should be denied.

O R D E R

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

IT IS HEREBY ORDERED:

1. That the rates, 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 November 20, 1950, as the just, reasonable and nondiscriminatory 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 carriers as defined in the City Carriers' Act for the transportation of the property and commodities 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 paragraph No. 3.

2. That subject to exceptions in the 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 as defined in the Highway Carriers' Act and carriers as defined in the City Carriers' Act 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, on file with the Commission and in effect on the date of shipment, subject to the terms and conditions and in the manner explained in Finding No. 3 of the preceding opinion and in Item No. 90 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 be and they are hereby ordered and directed to cease and desist on November 20, 1950, 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. 3.
5. That all common carriers as defined in the Public Utilities Act maintaining rates, charges, rules or regulations found by Finding No. 5 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 November 20, 1950, on not less than five (5) 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. 5, 6 and 7 in the opinion preceding this order.

6. That all common carriers as defined in the Public Utilities Act be and they are hereby ordered and directed to cease and desist on November 20, 1950, 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 or sufficient or justified by Findings Nos. 5, 6 and 7 in the opinion preceding this order.
7. That all 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 which are engaged in transportation over the public highways in California of the commodities specified in the tariff designated as Appendix "A" of the order herein, be and they are and each of them is hereby ordered and directed to issue a shipping document for each shipment received for transportation in accordance with the requirements set forth in Finding No. 8 in the opinion preceding this order; and to retain and preserve a copy of each of such shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance.
8. That, in all other respects, the petition of California Moving & Storage Association, filed August 2, 1949, and the petition of Bekins Van Lines, Inc., Calmay Van Lines, Inc., James Van Lines, and Lyon Van Lines, Inc., filed June 30, 1950, be and they are hereby denied.

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

Dated at San Francisco, California, this 17th day of October, 1950.

R. Z. Indiana
Justus F. Gallner
Irving H. Samuel
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APPENDIX "A"

of

DECISION NO. 44919

In Case No. 4808

Issued by

THE PUBLIC UTILITIES 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 within California.

by

CITY CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

and

HIGHWAY CONTRACT CARRIERS

PUBLIC UTILITIES COMMISSION
OF THE
STATE OF CALIFORNIA

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

(CANCELS 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. 44919 in Case No. 4808. Changes will be made by issuing revised or added pages or by issuing supplements.

EFFECTIVE NOVEMBER 20, 1950

Issued by the
Public Utilities Commission of the State of California
State Building, Civic Center
San Francisco 2, 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.

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Issued by the Public Utilities Commission of the State of California,
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ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

Section No. 1 - Rules and Regulations

Section No. 2 - Territorial Descriptions

Section No. 3 - Rates

Section No. 4 - Routes

Section No. 5 - Shipping Document Forms

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SECTION NO. 1
RULES AND REGULATIONS

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San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</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) COMMISSION means the Public Utilities Commission of the State of California.</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) 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) FLIGHT means (1) a series of over 7 but not over 20 steps, except in a single dwelling; (2) each series of not more than 20 steps in excess of the first 20 steps, except in a single dwelling; (3) elevator service other than vehicular elevator service; (4) each 50 feet or portion thereof in excess of the first 50 feet when, through no fault of the carrier, its unit of 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.</p> <p>(g) GROUND FLOOR means (1) all floors of a single dwelling; (2) a series of not more than the first 7 steps of other buildings; (3) all floors reached by a vehicular elevator or vehicular ramp; (4) the first 50 feet from carrier's unit of equipment to a stairway or other entrance of a building or dwelling at which pickup or delivery is to be made.</p> <p>(h) METROPOLITAN AREA means one of the metropolitan areas described in Section No. 2.</p> <p>(i) MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semi-trailer, dolly or other vehicle drawn thereby.</p> <p>(j) PACKING means any accessorial service performed in preparing a shipment or any portion thereof for transportation prior to loading, except services for which rates and charges are otherwise provided in this tariff.</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, except that (1) all locations within a radius of 50 feet from a single point, and (2) all locations within a radius of 300 feet on a single piece of property of a single consignee will be considered as one point of destination.</p> <p style="text-align: center;">(Continued)</p>	10
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p>(1) 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, except that (1) all locations within a radius of 50 feet from a single point, and (2) all locations within a radius of 300 feet on a single piece of property of a single consignor will be considered as one point of origin.</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 between the same points, 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 property tendered for transportation to one carrier at one time on one shipping document by:</p> <ol style="list-style-type: none"> (1) One shipper at one point of origin for one consignee at one point of destination; or (2) One shipper at more than one point of origin, or more than one shipper at one or more points of origin, for one consignee at one point of destination (split pickup); or (3) One shipper at one point of origin for one consignee at more than one point of destination, or for more than one consignee at one or more points of destination (split delivery). <p>(p) STATE ROUTE means the numbered highway route indicated by signs displaying a bear insignia.</p> <p>(q) STORAGE IN TRANSIT means storage of a shipment at request of consignor or consignee at one point between point of origin and point of destination for a period not in excess of 30 days.</p> <p>(r) TERRITORY means one of the territories described in Section No. 2.</p> <p>(s) UNCRATED PROPERTY means property not packed in accordance with the crated property requirements set forth in paragraph (d).</p> <p>(t) UNIT OF EQUIPMENT means one or more motor vehicles physically connected so as to form a complete unit.</p> <p>(u) UNPACKING means any accessorial service performed in connection with delivery of a shipment or portion thereof, subsequent to unloading, except services for which rates and charges are otherwise provided in this tariff.</p>	11
<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 commodities described in Item No. 40 series, by carriers as defined in Item No. 10 series.</p>	20
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p 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.</p>	30
<p 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 the following uncrated property:</p> <p>(1) Used household goods, viz.: household or personal effects such as furniture, furnishings, clothing, radios, musical instruments, stoves and refrigerators.</p> <p>(2) Used office and store fixtures and equipment, viz.: furniture, furnishings, and equipment such as is used in an office, store, hospital, library, museum, place of learning, or other institution.</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 property as described in paragraph (a) hereof, excluded from the provisions of this tariff by this exemption, shall not be subject to the rates provided in any other Commission tariff.</p> <p>(3) Crated property consisting of commodities described in paragraph (a), except when transported in mixed shipments with uncrated property under the provisions of Item No. 120 series.</p> <p>(4) Baggage, except when transported in mixed shipments with uncrated property under the provisions of Item No. 120 series.</p>	40
<p align="center">DUAL OPERATIONS</p> <p>Where highway common carriers, as defined in the Public Utilities Act (Chapter 91, Statutes of 1915, as amended), are affiliated with radial highway common carriers, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended), or where highway common carriers engage radial highway common carriers as agents or representatives, the following requirements shall be observed:</p> <p>(a) The operations of each carrier shall be conducted as those of a separate entity.</p> <p>(b) When all of the services desired are offered to the public by one or more of such carriers joint undertakings shall be engaged in only upon the shipper's specific request.</p> <p>(c) Explanation shall be made to all inquirers, when two or more such carriers provide services between the same points, what services are available and any differences in the character of the service and in the rates therefor.</p> <p>(d) All documents shall be issued and all records kept on a strictly individual carrier basis.</p> <p>(e) In respect of the requirements specified in paragraphs (a) to (d), inclusive, and in all other respects, the affairs of each carrier shall be so conducted that there will be no doubt as to which carrier is involved in one-carrier transactions and the nature and extent of individual carrier participation in joint undertakings.</p>	50
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p align="center">REPRESENTATIONS TO THE PUBLIC</p> <p>Carriers shall not, in any manner, misrepresent the scope of their services which are offered and made available to the public. Specifically carriers shall not:</p> <p>(a) Advertise or otherwise represent themselves under any name different from that under which their effective permits are issued by the Commission.</p> <p><u>EXCEPTION:</u> Carriers who are duly authorized agents for other carriers as defined herein, for highway common carriers as defined in the Public Utilities Act, or for motor carriers operating under the jurisdiction of the Interstate Commerce Commission, may advertise and represent themselves as such an agent.</p> <p>(b) Advertise or otherwise represent that carrier operations are conducted at addresses or locations where carrier or his duly authorized agent does not maintain a place of business.</p>	60
<p align="center">CHARGES COLLECTED BY ONE CARRIER FOR ANOTHER</p> <p>When charges due a carrier are undertaken to be collected for it by another carrier a detailed statement of the charges involved shall be furnished the collecting carrier by the carrier for which the collection is to be made. Such statement shall be presented to the shipper with the freight bill submitted for payment.</p>	70
<p align="center">PAYMENT OF COMMISSIONS</p> <p>Commissions paid by carriers to persons or corporations that do not operate as for-hire carriers of used household goods and related articles, as described in and for which rates are provided in this tariff, shall not exceed five percent of the transportation charges.</p>	80
<p 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 and for the same accessorial services, than results from the application of the rates herein provided.</p>	90
<p align="center">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with rates provided in this tariff shall be the shortest constructive mileage provided in Distance Table No. 3.</p> <p><u>EXCEPTION:</u> Shortest actual distances shall be used to compute charges for shipments moving under piece rates within the same incorporated city or the same metropolitan area.</p>	100
<p align="center">APPLICATION OF COMBINATIONS OF RATES</p> <p>In the event a combination of point-to-point rates provided in Item No. 430 series and/or distance rates provided in Item No. 420 series produces a lower aggregate charge for the same transportation than is produced by the through distance or point-to-point rates, such combination of rates may be applied.</p>	110
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>(a) 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 applicable rates provided herein, and the commodities for which rates are not provided herein, at the rates provided in other Commission tariffs.</p> <p>(b) When any portion of a shipment of uncrated property requires protection against damage and protection is afforded by packing such portions of the shipment in containers, the entire shipment shall be rated as uncrated property.</p>	120
<p style="text-align: center;">APPLICATION OF RATES</p> <p>(a) Rates provided in Items Nos. 400, 410, 420 and 430 series, are for the transportation of shipments from point of origin to point of destination, and include pickup and delivery, subject to Item No. 440 series.</p> <p>(b) For transportation of shipments for distances of 30 miles or less, or within the same metropolitan area, rates shall apply in cents per hour (See Note 1), in cents per piece, or in cents per 100 pounds (Items Nos. 400, 410 and 420 series).</p> <p>(c) For transportation in excess of 30 miles, not wholly within the same metropolitan area, rates in Items Nos. 420 and 430 series shall apply.</p> <p>(d) Rates in Item No. 440 series shall apply for the accessorial services of packing and unpacking.</p> <p>(e) Item No. 450 series provides rates for transportation of empty shipping containers and a basis of charges for the furnishing of shipping containers and packing materials by the carrier.</p> <p style="padding-left: 40px;">Note 1. Except as provided in Note 3 of Item No. 400 series, the territory in which loading is performed shall determine the applicable hourly rate.</p>	130
<p style="text-align: center;">PICKUP AND/OR DELIVERY AT OTHER THAN GROUND FLOOR</p> <p>When shipments not transported at hourly rates are picked up, delivered, or picked up and delivered at other than ground floor, the following additional charges, per flight, shall be assessed:</p> <ol style="list-style-type: none"> 1. At piece rates (Item No. 410 series) --- 35 cents per piece. 2. At distance, or point-to-point rates (Items Nos. 420 and 430 series) --- 9 cents per 100 lbs. 	140
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<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>	150
<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>	160
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)		Item No.																		
<p style="text-align: center;">COMPUTATION OF TIME UNDER HOURLY RATES NAMED IN ITEM NO. 400 SERIES</p> <p>(a) In computing hourly rates the time shall be the total of the loading, unloading, and double the driving time between the point of origin and the point of destination. (See paragraphs (b), (c), (d), and (e) hereof, and Items Nos. 290 and 300 series for exceptions to this rule.)</p> <p>(b) When two or more shipments are transported on a unit of equipment, time to be used shall be the total of the loading and unloading time, plus 15 minutes driving time, for each shipment.</p> <p>(c) When shipper requests the service of an additional helper or helpers to assist in loading or unloading, but not both, the charge therefor shall be determined by applying the rate per man, per hour, provided in Item No. 400 series for additional helpers, to the time such helper or helpers are engaged in performing these services.</p> <p>(d) When two or more units of equipment are furnished for transportation of a single shipment and the driver and/or helper or helpers of any one unit assist in loading or unloading another unit, the time such persons are so engaged shall be charged for at the rate provided in Item No. 400 series for additional helpers. During any such interval, time shall not accrue for the unit or units of equipment not being loaded or unloaded.</p> <p>(e) After the total time has been determined under the provisions of paragraphs (a), (b), (c), or (d) hereof, it shall be converted into hours and/or fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table><tr><th>Over</th><th><u>Minutes</u> But not over</th><th><u>Fractional hour</u></th></tr><tr><td>0</td><td>7</td><td>omit</td></tr><tr><td>7</td><td>22</td><td>1/4</td></tr><tr><td>22</td><td>37</td><td>1/2</td></tr><tr><td>37</td><td>52</td><td>3/4</td></tr><tr><td>52</td><td>60</td><td>1</td></tr></table>		Over	<u>Minutes</u> But not over	<u>Fractional hour</u>	0	7	omit	7	22	1/4	22	37	1/2	37	52	3/4	52	60	1	170
Over	<u>Minutes</u> But not over	<u>Fractional hour</u>																		
0	7	omit																		
7	22	1/4																		
22	37	1/2																		
37	52	3/4																		
52	60	1																		
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges of this tariff are stated.</p>		180																		
<p style="text-align: center;">EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p>																				
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ASSESSING OR QUOTING ADDITIONAL CHARGES</p> <p>Shipments shall not, in addition to the rates and charges provided in this tariff, be made subject to charges indicated as being for the following:</p> <p>(a) The three percent gross receipts tax to be paid to the State of California through the Board of Equalization.</p> <p>(b) Weighing.</p> <p>(c) Bridge and ferry tolls, in connection with rates based upon constructive mileage provided in Distance Table No. 3, (see Note 1).</p> <p>(d) Flat charges for the handling of individual articles or groups of articles which are component parts of shipments subject to hourly rates, or to rates in cents per 100 pounds.</p> <p>NOTE 1.: On shipments subject to hourly rates or rates based upon actual mileage, actual bridge and ferry tolls shall be added to the transportation charge when such charges are incurred by the carrier. When two or more shipments are transported on a unit of equipment, total toll charges shall be equally assessed between each shipment.</p>	190
<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. Such weight shall not include the weight of pads, empty containers, dollies, hand trucks or other carrier equipment.</p>	200
<p style="text-align: center;">WEIGHMASTER'S CERTIFICATE</p> <p>(a) Prior to delivery and unloading of a shipment transported under distance or point-to-point rates the carrier shall arrange to determine the weight of such shipment by obtaining a weighmaster's certificate or weight ticket. On shipments estimated as weighing less than 1,000 pounds, the carrier may have the shipment weighed over platform or hand scales in lieu of obtaining a weighmaster's certificate, provided a written statement of the weight signed by the weigher is obtained.</p> <p>(b) No charge shall be made for such weighing service.</p> <p>(c) In instances where more than one weighmaster certificate or weight ticket has been obtained covering the same shipment, the lowest of the net scale weights shall be used in computing the applicable charges.</p>	210
<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>	220
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SHIPPING ORDER AND FREIGHT BILL</p> <p>A shipping document shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Date issued. (b) Name of carrier. (c) Name of shipper or shippers. (d) Name of consignee or consignees. (e) Point or points of origin. (f) Point or points of destination. (g) Description of the shipment. (h) Weight of the shipment (or other factor or measurement upon which charges are based). (i) Rate and charge assessed. (j) Signature of carrier or his agent. (k) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>The form of shipping document in Item No. 550 series will be suitable and proper.</p> <p>A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p>	230
<p style="text-align: center;">SHIPMENTS TRANSPORTED BY TWO OR MORE CARRIERS</p> <p>When shipments in continuous through movement are transported by two or more 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>	240
<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> <p>NOTE:--Component parts of a shipment may be combined under the provisions of Items Nos. 290 and 300 series. (Split pickup and split delivery)</p>	250
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION (Items Nos. 260 and 261 Series)</p> <p>1. A written confirmation of shipping instructions and rate quotation shall be issued by the carrier for each shipment tendered for transportation. The confirmation of shipping instructions and rate quotation shall contain the following information:</p> <p>(a) A description of the transportation and accessorial services to be undertaken.</p> <p>(b) Rates (including minimum weights, minimum hours, other units of measurement, or minimum charges, when they are to be applied) quoted for the services so described.</p> <p>(c) Statements, conspicuously placed immediately following the rate quotation, directing attention to the following facts:</p> <p>(1) Quoted rates are to be applied on the basis of the actual number of hours, actual weight, or actual number of other units of measurement.</p> <p>(2) Quoted rates (including minimum weight or other minimum provisions) supersede any previous rate quotations, estimates or representations concerning the charges to be assessed.</p> <p>(3) Minimum rates prescribed by the Commission and set forth in its City Carriers' Tariff No. 3-A - Highway Carriers' Tariff No. 4-A must be applied in the event the rates named in that tariff are higher than the quoted rates.</p> <p>(4) Tariffs issued by the Commission are open for public inspection at the offices of the Commission and of the carriers.</p> <p>(d) The agreed or declared valuation on which the quoted rates are based and to which carrier liability is to be limited.</p> <p>(e) Statements, immediately following the provisions concerning valuation and liability, pointing out that protection against loss or damage exceeding carrier liability may be secured, if desired, by obtaining insurance coverage, and that the carrier does not handle insurance or, in the case of carriers arranging for insurance coverage indicating the type of insurance ordered or that an order for insurance has not been placed with the carrier.</p> <p style="text-align: right;">(Continued on Page 14)</p>	260
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="457 346 1240 411">CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION (Concluded)</p> <p data-bbox="536 437 1123 476">(Items Nos. 260 and 261 Series)</p> <p data-bbox="172 510 1393 932">2. Notification addresses shall be requested of the shipper by the carrier. The documents issued as provided in paragraph No. 1 hereof shall contain such notification addresses, or shall indicate that same were requested and that the shipper elected not to furnish them. The written confirmation of shipping instructions and rate quotation shall also describe the arrangements under which notification is to be given and delivery made, and shall call attention, immediately following the description of these arrangements, to additional charges for storage and extra handling and transportation which will accrue under provisions of Item No. 270 series should the goods not be received by the consignee in accordance with the arrangements so described.</p> <p data-bbox="172 966 1380 1322">3. All documents issued pursuant to the requirements of paragraphs Nos. 1 and 2 hereof shall be prepared in duplicate by the carrier and presented to the shipper prior to the rendition of any service involved. Such document shall be signed by the carrier and by the shipper prior to the commencement of performance of the service and the signed originals thereof shall be delivered to the shipper by the carrier prior to or at the time service is begun. When additional service is requested or shipping instructions are changed by the shipper, revised or supplemental written confirmations of shipping instructions and rate quotation shall be issued by the carrier.</p> <p data-bbox="172 1356 1362 1518">4. The copies of all documents issued in compliance with the provisions of paragraphs Nos. 1, 2 and 3 hereof shall be retained by the carrier and preserved for reference and subject to the Commission's inspection for a period of not less than three years.</p> <p data-bbox="172 1551 1362 1648">5. The form of confirmation of shipping instructions and rate quotation in Item No. 560 series will be suitable and proper.</p>	261
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">OBSERVANCE OF QUOTED RATES AND CHARGES</p> <p>Rates and charges no higher than those specified in the confirmation of shipping instructions and rate quotation documents issued pursuant to the provisions of Items Nos. 260 and 261 series shall be observed by each carrier, except as provided in paragraphs (a) or (b) below.</p> <p>(a) When charges determined on the quoted basis are lower than those resulting under the minimum rates provided in this tariff the latter shall be used.</p> <p>(b) If, prior to the rendition of any transportation, the carrier fails to issue a confirmation of shipping instructions and rate quotation document, or if such document is issued but does not contain the information specified in subparagraphs 1, 2 and 3, below, rates and charges no higher than the minimum rates and charges named in this tariff shall be observed. When application of this tariff permits charges to be computed upon alternative units of measurement the minimum rate and charge shall be the lowest rate and charge developed on the basis of the available information with respect to all of the authorized alternative units of measurement.</p> <ol style="list-style-type: none"> 1. A description of the transportation and accessorial services to be undertaken. 2. Rates (including minimum weights, minimum hours, or minimum charges, when they are to be applied) quoted for the services so described. 3. Signature of the shipper. 	270
<p style="text-align: center;">INABILITY TO MAKE DELIVERY</p> <p>Subject to Notes 1, 2 and 3, when through no fault of the carrier it cannot effect delivery upon arrival of shipment at point of destination, notice of inability to make delivery shall be mailed, telegraphed, or telephoned to the shipper, or written notice delivered, to the premises where actual delivery was to be effected, and to any other notification addresses furnished by the shipper under the provisions of Items Nos. 260 and 261 series. The notice shall state (1) that the shipment has arrived and will be charged storage at 3½ cents per 100 pounds, per day, minimum charge 50 cents per shipment, or on such higher basis of additional charges as may have been set forth in the confirmation of shipping instructions and rate quotation issued under Items Nos. 260 and 261 series, for the particular shipment, until such time as instructions regarding disposition of the shipment are received by the carrier; and (2) that subsequent delivery from point of storage shall constitute a new shipment.</p> <p>Note 1. A free storage period of 24 hours from the first 7:00 A.M. after the day of arrival may be allowed.</p> <p>Note 2. Subsequent delivery of shipments shall be effected without additional charge for storage and extra handling or transportation when the carrier fails to fulfill its obligation to carry out notification and delivery arrangements specified in Items Nos. 260 and 261 series.</p> <p>Note 3. The provisions of Item No. 310 series shall not apply.</p>	280
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT PICKUP</p> <p>Split pickup service may be accorded subject to the following conditions:</p> <ul style="list-style-type: none"> (1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party. (2) Split delivery service shall not be accorded. (3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment said charge may be applied. (4) Charges shall be computed as follows: <ul style="list-style-type: none"> (a) Under hourly rates (Item No. 400 series) apply applicable rate for the total time consumed in loading at the point of origin of each component part, and unloading at point of destination, plus double the driving time between such points. (Total time shall be converted into hours and/or fractions thereof in accordance with the provisions of Item No. 170 series.) (b) Under distance rates (Item No. 420 series) apply the applicable rate to the total weight of the composite shipment for the distance from point of origin of any component part to point of destination via the points of origin of all other component parts, plus an additional charge of \$6.50 for each stop between first point of origin and point of destination. (c) Under point-to-point rates (Item No. 430 series) apply the applicable rate to the total weight of the composite shipment only when the point of origin of each component part, and point of destination, is located within the metropolitan areas and/or communities between which the point-to-point rates apply, or between said metropolitan areas and/or communities within one mile of a single authorized route, or within an incorporated city through which the highway route passes. To such rates shall be added a charge of \$6.50 for each stop between the first point of origin and point of destination. 	290
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT DELIVERY</p> <p>Split delivery service may be accorded subject to the following conditions:</p> <ol style="list-style-type: none"> (1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party. (2) Split pickup service shall not be accorded. (3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment said charge may be applied. (4) Charges shall be computed as follows: <ol style="list-style-type: none"> (a) Under hourly rates (Item No. 400 series) apply applicable rate for the total time consumed in loading at point of origin and unloading at point of destination of each component part, plus double the driving time between each such point. (Total time shall be converted into hours and/or fractions thereof in accordance with the provisions of Item No. 170 series). (b) Under distance rates (Item No. 420 series) apply the applicable rate to the total weight of the composite shipment for the distance from point of origin to point of destination of any component part via the points of destination of all other component parts, plus an additional charge of \$6.50 for each stop between point of origin and final point of destination. (c) Under point-to-point rates (Item No. 430 series) apply the applicable rate to the total weight of the composite shipment only when the point of origin and point of destination of each component part is located within the metropolitan areas and/or communities between which the point-to-point rates apply, or between said metropolitan areas and/or communities within one mile of a single authorized route, or within an incorporated city through which the highway route passes. To the charges so computed shall be added a charge of \$6.50 for each stop between the point of origin and final point of destination. 	300
<p style="text-align: center;">STORAGE IN TRANSIT</p> <p>Shipments may be stored once in transit for a period not to exceed 30 days from the date of unloading at storage point. (See Note 1.)</p> <p>Charges shall be computed on the following basis:</p> <ol style="list-style-type: none"> (a) The applicable transportation rate from initial point of origin to point of storage, plus (b) The applicable transportation rate from point of storage to point of destination, plus (c) Warehouse handling and storage charge of 60 cents per 100 pounds for the first 7-day period and a storage charge of 1/2 cent per 100 pounds, per day, thereafter, subject to a minimum charge for 100 pounds. <p>Note 1. In the event a shipment remains in storage in excess of 30 days, the point of storage shall be considered the point of destination and thereafter shall be subject to the rules, regulations and charges of the individual warehouseman.</p>	310
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item
No.

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS

(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000.00).

(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars (\$2,000.00) payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be cancelled on less than thirty (30) days' notice to the Commission.

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(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten (10) days after delivery to consignee unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.

(d) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

When the amount collected is	Charge for collecting and remitting will be	When the amount collected is	Charge for collecting and remitting will be
Not over \$2.50	\$0.24	Over \$200.00 not over \$250.00	\$1.33
Over 2.50	not over \$5.00 — .27	" 250.00 " " 300.00	1.53
" 5.00	" " 10.00 — .37	" 300.00 " " 350.00	1.72
" 10.00	" " 20.00 — .40	" 350.00 " " 400.00	1.93
" 20.00	" " 25.00 — .43	" 400.00 " " 450.00	2.13
" 25.00	" " 40.00 — .49	" 450.00 " " 500.00	2.33
" 40.00	" " 50.00 — .53	" 500.00 " " 550.00	2.53
" 50.00	" " 60.00 — .66	" 550.00 " " 600.00	2.72
" 60.00	" " 80.00 — .69	" 600.00 " " 650.00	2.92
" 80.00	" " 100.00 — .72	" 650.00 " " 700.00	3.12
" 100.00	" " 102.50 — .91	" 700.00 " " 750.00	3.33
" 102.50	" " 105.00 — .93	" 750.00 " " 800.00	3.53
" 105.00	" " 110.00 — .97	" 800.00 " " 850.00	3.72
" 110.00	" " 120.00 — 1.00	" 850.00 " " 900.00	3.92
" 120.00	" " 140.00 — 1.02	" 900.00 " " 950.00	4.12
" 140.00	" " 150.00 — 1.06	" 950.00 " " 1,000.00	4.32
" 150.00	" " 160.00 — 1.13	" 1,000.00	
" 160.00	" " 180.00 — 1.15		at rate of \$4.32 per \$1,000.00
" 180.00	" " 200.00 — 1.19		

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SECTION NO. 1 - RULES AND REGULATIONS (Concluded)	Item No.
<p data-bbox="633 328 1031 367" style="text-align: center;">COLLECTION OF CHARGES</p> <p data-bbox="179 393 1397 528">(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 data-bbox="179 554 1397 1049">(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 data-bbox="179 1075 1397 1387">(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 data-bbox="179 1413 1397 1549">(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 data-bbox="179 1575 1397 1744">(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 data-bbox="179 1770 1397 2012">(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>	330
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SECTION NO. 2

TERRITORIAL DESCRIPTIONS

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

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS	Item No.
<p>The following territorial and metropolitan area 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 Marin County and the Cities of Fresno, Lodi, Manteca, Modesto, North Sacramento, Palo Alto, Sacramento, San Jose, Santa Clara, Stockton and Tracy.</p> <p>(c) TERRITORY "C" consists of all territory not described in paragraphs (a) and (b) hereof.</p> <p>(d) Metropolitan San Francisco-Oakland Area consists of that area embraced by the following boundary:</p> <p>Beginning at the point where the southerly boundary of the City of San Francisco meets the Pacific Ocean; thence easterly along said city boundary to the boundary of Daly City; southerly along said boundary to U.S. Highway 101; southerly along said highway to the boundary of the City of South San Francisco; southerly along said boundary to the boundary of the City of San Bruno; westerly, southerly, easterly and northerly along said boundary to the boundary of the City of South San Francisco; easterly along said boundary to the west shore line of San Francisco Bay; thence northeasterly along a direct line to the intersection of the boundary of the City of Oakland and the shore line of San Francisco Bay south of Bay Farm Island; easterly along said city boundary to the boundary of the City of San Leandro; southerly, easterly and northerly along said boundary to the boundary of the City of Oakland; easterly and northerly along said boundary to the boundary of Alameda County; northerly along said boundary to the boundary of the City of El Cerrito; northerly and westerly along said boundary to the boundary of the City of Richmond; westerly and northerly along said boundary to San Pablo Bay; westerly and southerly along the shore line of San Pablo Bay and San Francisco Bay to the San Francisco-Oakland Bay Bridge; westerly along said bridge, including Yerba Buena Island and Treasure Island, to the west shore line of San Francisco Bay; westerly along said shore line to the shore line of the Pacific Ocean; westerly and southerly along said shore line to point of beginning.</p>	360
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SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)	Item No.
<p>(e) Metropolitan Los Angeles area 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 Blvd., 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>	
<p>(f) Metropolitan San Diego Area consists of that area embraced by the following boundary:</p> <p>Beginning at the intersection of the southernmost boundary line of the City of Coronado and the shore line of the Pacific Ocean; thence northerly and westerly along said shore line and the mouth of San Diego Bay to the west shore line of said bay; southerly along the shore line of San Diego Bay to the shore line of the Pacific Ocean; northerly along said shore line, the mouth of Mission Bay, and the shore line of the Pacific Ocean, to the boundary of the City of San Diego; southerly and easterly along said boundary and the boundary of the City of La Mesa to its intersection with Highway U.S. 80 near its intersection with the northerly prolongation of Cypress Street; northeasterly along said highway to Murray Avenue; northeasterly and northerly on Murray Avenue and Cuyamaca St., to Main Street; easterly along Main Street to Johnson Ave.; northerly along Johnson Ave. to Broadway; easterly along Broadway to Mollison Ave.; southerly along Mollison Ave. to Chase Ave.; westerly along Chase Avenue to Avacado Blvd.; southerly along Avacado Blvd. to State Route 94; easterly along State Route 94 to Jamacha Ave.; southerly and westerly along Jamacha Ave. and San Elijo St., to Grand Ave.; southerly along Grand Ave. to Lakeview Ave.; southerly and westerly along Lakeview Ave. to Sweetwater Road; southerly along Sweetwater Road to unnumbered county highway approximately 1/4 mile easterly from Margaret Street in the vicinity of Sunnyside; southerly along said county highway to Grand Ave.; southerly and westerly along Grand Ave. and Bonita Street to the boundary of the City of Chula Vista; southerly and westerly along said boundary to the shore line of San Diego Bay; northerly along said shore line to its intersection with the northeasterly prolongation of the southernmost boundary line of the City of Coronado; westerly along said prolongation and the boundary line of the City of Coronado to the point of beginning.</p>	370
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SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Concluded)	Item No.
<p>(g) Metropolitan Sacramento Area consists of that area embraced by the following boundary:</p> <p>Beginning at the intersection of the east bank of the Sacramento River and the southerly boundary of the City of Sacramento; thence easterly and northerly along said city boundary to the west bank of the American River; northerly and westerly along said river bank to the right of way of the Southern Pacific Company; northerly along said right of way to Bassetlaw Ave.; westerly along Bassetlaw Ave. to the boundary of the City of North Sacramento; northerly and westerly along said city boundary to the right of way of the Western Pacific Railroad Company; southerly along said right of way to the boundary of the City of Sacramento; westerly along said boundary to the east bank of the Sacramento River; southerly along said river bank to the point of beginning.</p> <p>(h) Metropolitan Santa Barbara Area 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 the point of beginning.</p>	380
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SECTION NO. 3

R A T E S

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Issued by the Public Utilities Commission of the State of California,
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SECTION NO. 3 - RATES				Item No.
Rates in Cents per Hour (1) (2)				
	TERRITORY (3)			
	A	B	C	
Unit of equipment, having a loading area of 70 square feet or less (4):				
(a) with driver -----	575	550	525	
(b) with driver and helper -----	775	725	675	
Unit of equipment, having a loading area of over 70 square feet but not over 160 square feet (4):				
(a) with driver -----	600	575	550	
(b) with driver and helper -----	800	750	700	
Additional helpers, per man -----	310	280	260	400
Minimum Charge - The charge for one hour.				
(1) See Item No. 130 series for application of rates.				
(2) See Item No. 170 series for computation of time under hourly rates.				
(3) On split pickup shipments charges shall be based upon the rates applicable to the highest rated territory in which loading is performed.				
(4) Loading area means the total area of floor space of the unit of equipment available for loading, including tailgate and overhead (loading space above driver's compartment).				

SECTION NO. 3 - RATES (Continued)					Item No.
Rates in Cents per Piece (1) (4)					410
(Applies to Shipments of not more than 5 pieces)					
	First Piece (2)			Each Additional Piece	
	Miles (3)				
	Not Over 10	Over 10 but not over 20	Over 20		
Pieces of 15 cubic feet and less, and weighing 150 pounds or less.	240	430	590	90	
Pieces of over 15 cubic feet or weighing in excess of 150 pounds.	330	595	815	125	
<p>(1) See Item No. 130 series for application of rates.</p> <p>(2) When the shipment consists of pieces of 15 cubic feet and less and weighing 150 pounds or less, and pieces of over 15 cubic feet or weighing in excess of 150 pounds, the largest or heaviest piece in the entire shipment shall be rated as the first piece and the remainder of the pieces in the shipment rated as additional pieces according to their respective cubic feet and weight characteristics.</p> <p>(3) See Item No. 100 series for computation of distances.</p> <p>(4) Rates in this item will not apply to split pickup or split delivery shipments.</p>					
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SECTION NO. 3 - RATES (Continued)

Distance Rates in Cents per 100 Pounds (1) (2)							Item No.
MILES		Minimum Weight					
Over	But Not Over	100 Pounds	500 Pounds	1,000 Pounds	2,000 Pounds	4,000 Pounds	
0	3	828	434	318	237	181	420
3	5	830	436	320	239	183	
5	10	833	438	322	242	185	
10	15	836	442	325	245	188	
15	20	839	445	328	248	192	
20	25	843	448	331	252	195	
25	30	846	452	335	255	198	
30	35	849	455	338	258	201	
35	40	853	459	341	262	205	
40	45	856	462	344	265	208	
45	50	859	465	347	268	211	
50	60	864	470	352	273	216	
60	70	871	477	359	280	223	
70	80	878	484	365	287	230	
80	90	884	491	371	293	236	
90	100	891	498	378	300	243	
100	110	898	504	384	307	249	
110	120	905	511	391	314	256	
120	130	911	518	397	320	263	
130	140	918	525	403	327	269	
140	150	925	532	410	334	276	
150	160	931	538	416	340	282	
160	170	936	543	421	345	287	
170	180	941	548	426	350	292	
180	190	946	553	431	355	297	
190	200	952	559	436	360	302	
200	220	959	566	444	367	310	
220	240	970	576	455	377	321	
240	260	980	587	465	387	331	
260	280	990	597	475	398	341	
280	300	1001	607	486	408	352	
300	325	1013	619	498	419	364	
325	350	1026	632	511	432	377	
350	375	1035	644	523	444	389	
375	400	1048	656	535	456	401	
400	425	1060	668	546	468	412	
425	450	1072	680	558	480	424	
450	475	1083	691	570	492	436	
475	500	1095	703	582	504	448	
500	525	1107	715	593	516	459	
525	550	1118	727	605	528	471	
550	575	1130	738	617	540	483	
575	600	1141	750	629	552	495	
600	625	1153	762	640	564	506	
625	650	1165	774	652	576	518	
650	675	1174	785	664	588	530	
675	700	1188	797	676	600	542	
700	725	1200	809	687	612	553	
725	750	1211	821	699	624	565	

750	—	Add to the rate for 750 miles 10 cents per 100 pounds for each 25 miles or fraction thereof in excess of 750 miles.
(1) Minimum charge - the charge for 100 pounds at the applicable rate.		
(2) See Item No. 130 series for the application of rates.		
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SECTION NO. 3 - RATES (Continued)

Point-to-Point Rates in Cents per 100 Pounds (1) (2)

Item
No.

BETWEEN	AND	MINIMUM WEIGHT (In Pounds)					Via Routes (See Item No. 500 series)
		100	500	1000	2000	4000	
Metropolitan Los Angeles Area	Metropolitan San Francisco-Oakland Area	1035	584	461	387	334	1,2,3, or 4
	Metropolitan Sacramento Area	1035	584	461	387	334	6
	Metropolitan San Diego Area	905	476	366	294	241	5
	Fresno	980	559	443	372	314	1
	Tulare	959	552	437	365	307	1
	Bakersfield	918	510	399	323	265	1
	San Luis Obispo	970	576	449	372	314	3
	Santa Maria	952	558	430	352	294	3
	Buellton	936	536	411	334	275	3
	Metropolitan Santa Barbara Area	898	503	375	298	236	3
Metropolitan San Francisco Oakland Area	Metropolitan Sacramento Area	870	459	342	274	227	7
	Metropolitan San Diego Area	1084	619	510	430	378	1,2,3, or 4 thence 5
	Modesto	891	490	371	299	246	1 or 2
	Merced	914	515	400	327	277	1 or 2
	Fresno	935	536	422	348	298	1 or 2
	Bakersfield	981	581	461	387	334	1 or 2
	Salinas	887	487	367	295	242	3 or 4
	King City	917	516	399	326	273	3 or 4
	San Luis Obispo	958	556	438	366	314	3 or 4
Metropolitan Sacramento Area	Metropolitan San Diego Area	1084	619	510	430	378	6 thence 5
	Modesto	820	446	337	264	208	6
	Merced	840	468	364	296	245	6
	Fresno	870	495	388	323	273	6
	Bakersfield	930	550	447	377	329	6
Metropolitan San Diego Area	Bakersfield	969	566	460	376	325	5 thence 1
	Metropolitan Santa Barbara Area	958	555	448	365	314	5 thence 3

430

- (1) Minimum charge - the charge for 100 pounds at the applicable rate.
- (2) 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 Section No. 3, are lower than charges accruing under the Distance Rates in Item No. 420 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.

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SECTION NO. 3 - RATES (Concluded)				Item No.
Accessorial Rates				440
Rates in Cents per Man per Hour (1)(2)(3)				
	TERRITORY			
	A	B	C	
Packing				
Unpacking	330	300	280	
(1) Minimum charge - the charge for one hour.				
(2) Fractions of an hour shall be determined in accordance with Item No. 170 series.				
(3) Rates do not include cost of materials. (See Item No. 450 series.)				
CHARGES FOR SHIPPING CONTAINERS AND PACKING MATERIALS				450
1. In the event the shipper requests delivery of shipping containers prior to the time shipment is tendered for transportation, or requests pickup of such containers subsequent to time delivery is accomplished, the following charges shall be assessed: (See Note.)				
Each container 40 cents				
Minimum charge, per delivery 200 cents				
2. (a) Shipping containers and packing materials which are furnished by the carrier at the request of the shipper will be charged for at not less than the actual cost to the carrier of such materials.				
(b) In the event such packing materials and shipping containers are returned to the carrier furnishing them, an allowance may be made to the consignee or his agent of not to exceed 75 percent of the charges assessed under the provisions of paragraph (a).				
NOTE. If the hourly rates named in Item No. 400 series provide a lower charge than the charge in paragraph 1 of this item, such lower charge shall apply.				
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SECTION NO. 4

- -

R O U T E S

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SECTION NO. 4 - ROUTES	Item No.
Routing for Rates Provided in Item No. 430 Series (The following routes apply in either direction.)	
<p>ROUTE NO. 1: From Metropolitan San Francisco-Oakland Area 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 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 Area.</p>	
<p>ROUTE NO. 2: From Metropolitan San Francisco-Oakland Area via (a) Highway U.S. 50 to its junction with unnumbered County Road east of Livermore; or (b) from Metropolitan San Francisco-Oakland Area via 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 Area.</p>	500
<p>ROUTE NO. 3: From Metropolitan San Francisco-Oakland Area 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 Area.</p>	
<p>ROUTE NO. 4: From Metropolitan San Francisco-Oakland Area 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 Area.</p>	
<p>ROUTE NO. 5: From Metropolitan Los Angeles Area via Highway U.S. 101 or 101-Alternate to their junction at Doheny Park, thence via Highway U.S. 101 to Metropolitan San Diego Area.</p>	
<p>ROUTE NO. 6: From Metropolitan Sacramento Area via Highway U.S. 99 to Metropolitan Los Angeles Area.</p>	
<p>ROUTE NO. 7: From Metropolitan San Francisco-Oakland Area via Highway U.S. 40 to Metropolitan Sacramento Area.</p>	
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SECTION NO. 5

FORMS FOR

- (A) SHIPPING ORDER AND FREIGHT BILL
- (B) CONFIRMATION OF SHIPPING INSTRUCTIONS
AND RATE QUOTATION

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San Francisco, California.

SECTION NO. 5 - SHIPPING DOCUMENT FORMS

SHIPPING ORDER AND FREIGHT BILL FOR UNCRATED USED HOUSEHOLD GOODS AND RELATED ARTICLES						Item No.	
Name of Carrier _____		Bill No. _____					
Shipper _____		Consignee _____		Date Issued _____			
Street Address _____		Street Address _____					
City _____		City _____					
Description of Property	AT RATES IN CENTS PER HOUR						
	Units of Equipment 70 Square Feet or Less:						
	<input type="checkbox"/> With Driver Only		<input type="checkbox"/> With Driver and Helper				
	Units of Equipment Over 70 Square Feet:						
	<input type="checkbox"/> With Driver Only		<input type="checkbox"/> With Driver and Helper				
	Service	Time Start- ed	Time Complet- ed	Deduc- tions (1)	Time for Computing Charges	Rate	Charges
	Loading						
	Driving				(2)		
	Unloading						
	Total						
	Number of Additional Helpers						
	<input type="checkbox"/> Loading						
	<input type="checkbox"/> Driving				(2)		
	<input type="checkbox"/> Unloading						
	Total						
AT RATES IN CENTS PER PIECE (5 Pieces or Less)							
Number and Size of Pieces		Rate for First Piece		Rate for Each Additional Piece		Charges	
<input type="checkbox"/> 15 Cubic Feet and Less and Weighing 150 Pounds or Less							
<input type="checkbox"/> Over 15 Cubic Feet or Weighing in Ex- cess of 150 Pounds							
Total							
AT RATES IN CENTS PER 100 POUNDS							
Weight			Rate		Charges		
OTHER SERVICES AND CHARGES (3)						Charges	
Rates for the above described property are based upon a valuation of _____ cents per pound, per article.					Total to Collect		
Shipper _____		Received by consignee in good condition, except as noted: _____		Received by carrier in good condition, except as noted: _____			
By _____		By _____		By _____			
(1) Show time not chargeable, such as time for meals. Any deductions must be fully explained.							
(2) Show double the driving time, except when more than one shipment transported on a single unit of equipment, show not less than _____ minutes actual time.							
(3) Show each charge separately and what it represents.							
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550

SECTION NO. 5 - SHIPPING DOCUMENT FORMS (Concluded)	Item No.
<p align="center">CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION Form for Use in Connection with Consignments of Uncrated Used Household Goods and Related Articles</p>	
<p>(Name of carrier which shall be the name in which the operating authority is held.) _____</p>	<p>(Serial number of document) _____</p>
<p>(The shipper is requested to read this document carefully before signing it and to ask for an explanation of anything which is not clear or is inconsistent with any previous representation made by the carrier.)</p>	<p>(Place document is issued) _____</p>
<p>This will confirm instructions received from _____</p>	<p>(Date issued) _____</p>
<p>instructions) _____</p>	<p>(Name the person placing to transport a consign-</p>
<p>ment of _____</p>	<p>(Used household goods or other suitable description)</p>
<p>from _____</p>	<p>(Describe the location from which the goods are to be shipped)</p>
<p>to _____</p>	<p>(Describe the location at which the goods are to be delivered)</p>
<p>_____ , to receive the consign-</p>	<p>ment for transportation on _____</p>
<p>and to perform the accessorial services of _____</p>	<p>(Specify the date and time or other arrangement)</p>
<p>(Specify any services such as packing, crating, unpacking or uncrating or _____ in connection with the receipt, transport-</p>	<p>indicate that none are involved)</p>
<p>tation or delivery of the consignment, to notify _____</p>	<p>(Name the party to be notified)</p>
<p>at _____</p>	<p>(Location where notification is to be made)</p>
<p>by _____</p>	<p>(Describe the type of notification, when and how it is to be made and when</p>
<p>and how delivery is to be accomplished thereafter, or show that the shipper</p>	<p>was requested to supply a notification address but declined to do so, and</p>
<p>such arrangements as have been made respecting delivery)</p>	<p>The rate(s) for the above described services is (are) _____</p>
<p>(Name the rate or rates, including minimum weights, minimum charges, and</p>	<p>any other minimum provisions involved, for transportation and accessorial</p>
<p>services ordered, designating the particular services for which different</p>	<p>rates or minimum provisions are quoted and conditions and circumstances</p>
<p>which may result in extra charges as specified in the tariff, such as the</p>	<p>ordering of additional service or failure to accept delivery pursuant to</p>
<p>the delivery arrangements above described.</p>	<p>560</p>

Important Notices

Charges under the rates quoted herein are to be determined on the basis of the actual weight, the number of hours involved in providing service, or the actual number of other units of measurement, subject to designated minimum provisions, notwithstanding any previous quotation; estimate or representation to the contrary. The rates herein quoted, including minimum weight, minimum charge or other minimum provisions, supersede any previous understanding with respect to rates and charges. They are believed to be not lower than the minimum rates prescribed by the California Public Utilities Commission and promulgated in City Carriers' Tariff No. 3-A - Highway Carriers' Tariff No. 4-A and are to be applied unless in conflict with the rates or other minimum provisions of that tariff. The Commission's tariff must be applied as the minimum basis. Copies of it are open for public inspection at the Commission's offices in the State Buildings at San Francisco and Los Angeles and at _____

(The carrier's office or offices - designate their location)

The rates quoted herein, including minimum weight, minimum charge or other minimum provisions, are based upon an agreed or declared value being stated by the shipper which is not in excess of _____ cents per pound, per article, and carrier liability is limited accordingly. Protection against loss or damage exceeding carrier liability may be secured, if desired, by obtaining insurance coverage. _____

(If the carrier does not handle insurance state that fact; if it does, describe the type and amount of insurance ordered through the carrier to cover the consignment or state that no insurance has been ordered through the carrier.) _____

(Shipper's Name) _____

(Name of Carrier) _____

By _____
(Signature of Shipper or Agent of Shipper)

(Show name in full) _____

(Address of Shipper or Agent of Shipper) _____

(Date) _____

END OF TARIFF

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San Francisco, California.

APPENDIX "B"

of

DECISION NO. 14910

In Case No. 4808

Form of Shipping Document to be used as a "Confirmation of Shipping Instructions and Rate Quotation" by common carriers in lieu of the form prescribed in Item No. 560 series of Appendix "A".

CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION

Form for Use in Connection with Consignments of Unrated Used Household Goods and Related Articles

(Name of Carrier)

(Serial Number of Document)

(The shipper is requested to read this document carefully before signing it and to ask for an explanation of anything which is not clear or is inconsistent with any previous representation made by the carrier.)

(Place document is issued)

(Date issued)

This will confirm instructions received from

(Name person placing instructions)

to transport a consignment of (Used household goods or other suitable description)

from (Describe the location from which the goods are to be shipped)

to (Describe the location at which the goods are to be delivered), to receive the consignment for transportation on (Specify the date and time or other arrangement)

and to perform the accessorial services of

(Specify any services such as packing or unpacking or indicate that none are involved)

in connection with the receipt, transportation or delivery of the consignment, to notify

(Name of party or parties to be notified)

at

(Location or locations where notification is to be made)

by

(Describe when and how notification is to be made, or show that the shipper was requested to supply a notification address but declined to do so. Describe such arrangements as have been made respecting delivery.)

The rate (s) for the above described services is (are)

(Name the rate or rates, including minimum weights, minimum charges, and any other minimum provisions involved, for transportation and accessorial services ordered, designating the particular services for which different rates or minimum provisions are quoted and conditions and circumstances which will result in extra charges as specified in the tariff, such as the ordering of additional service or failure to accept delivery pursuant to the delivery arrangements above described.)

(Continued)

IMPORTANT NOTICES

The furnishing of the above described transportation and accessorial services is to be undertaken under highway common carrier operative rights. Section 17(a)2 of the Public Utilities Act requires that highway common carriers observe the rates and charges provided for in their applicable tariffs on file with the California Public Utilities Commission. The rates and charges herein quoted are believed to be in strict conformity with those specified in the tariff applicable to the consignment involved. Should it develop that the quoted rates and charges have been incorrectly determined, the tariff rates and charges, whether higher or lower than those quoted, must be used as the basis for assessing and collecting charges. The quotation of rates and charges herein made supersedes any different quotation, estimate or representation previously made. The basis of charges provided by the applicable tariff controls determination of the charges to be assessed and collected, notwithstanding any rate quotation, estimate of charges or other representation. The actual weight, the number of hours involved in providing service or the actual number of other units of measurement, subject to applicable minimum provisions, not any estimate or representation of the carrier, will be used in determining charges. Copies of the tariff referred to in the rate quotation made herein and all other highway common carrier tariffs of this company covering transportation between California points are on file at, and open for public inspection at the California Public Utilities Commission's offices in San Francisco and Los Angeles and at -----

(The carrier's office or offices — designate their location)

The rates quoted herein, including minimum weight, minimum charge or other minimum provisions, are based upon an agreed or declared value being stated by the shipper which is not in excess of ----- cents per pound, per article, and carrier liability is limited accordingly. Protection against loss or damage exceeding carrier liability may be secured, if desired, by obtaining insurance coverage. -----

(If the carrier does not handle insurance state that fact; if it does, describe the type and amount of insurance ordered through the carrier to cover the consignment or state that no insurance has been ordered through the carrier.)

(Shipper's Name)

(Carrier's Name)

(Signature of Shipper or Agent of Shipper)

By-----

(Show name in full)

(Address of Shipper or Agent of Shipper)

(Date)