

**ORIGINAL**

Decision No. 46062

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	)	Case No. 4808
carriers relating to the transportation	)	
of property.	)	

Appearances

Arlo D. Poe, for Motor Truck Association of Southern California.

Scott Elder, for Retail Furniture Association of Southern California, Retail Traffic Conference, Western Traffic Conference, Retail Furniture Association of Northern California, Furniture Retailers Association of Southern California, Furniture Retailers Association of Long Beach, Furniture Manufacturers Association, Home Furnishings Institute of San Diego County, Barker Brothers, and McMahons Furniture Company, interested parties.

F. F. Morgan, for Furniture Manufacturers Association of Southern California, interested party.

W. G. O'Barr, for Los Angeles Chamber of Commerce, interested party.

Q. W. Bernhard, W. M. Cheatham, E. A. Dagenais, Harry W. Dimond, Milton Hallen, Arthur J. Hansel, L. P. Harmon, Robert Hopping, Lawrence E. Osborne, Omar E. Pullen, A. L. Russell, Robert K. Wilson, and J. N. Zeyen, for various shippers and organizations, interested parties.

James F. Bartholomew, Preston W. Davis, R. C. Fels, Warren V. Glass, Alfred B. Jobes, Jackson W. Kendall, H. P. Merry, Melvin H. Pixley, and J. B. Robinson, for various highway carriers, respondents.

SUPPLEMENTAL OPINION

The Motor Truck Association of Southern California, by petition in this proceeding, seeks establishment of revised minimum rates for the transportation of uncrated new furniture by highway common carriers, radial highway common carriers, and highway contract carriers.

Public hearings were held before Examiner Bryant at San Francisco and Los Angeles. Pursuant to request, an Examiner's Proposed Report was issued. Exceptions thereto and reply memoranda have been filed. The matter is ready for decision.

No purpose would be served by restating the evidence as summarized in the examiner's report of record.<sup>1</sup> From the evidence the Examiner reached conclusions which may be stated briefly as follows:

1. The existing minimum second-class rates are not appropriate for the transportation of uncrated new furniture and related articles in blanket-wrap service. The specialized nature of this movement requires rates which produce greater revenues. The class rates are without practical effect in so far as the movement of this traffic is concerned.

2. The present rate situation is not conducive to a healthy and stabilized transportation system. According to a statement of the latest available revenues and expenses of six of the principal carriers, five suffered substantial net losses and the average operating ratio for the group was 110.8 per cent.

3. The legislative policy to stabilize transportation rates is clearly expressed in the Highway Carriers' Act and related acts. The Commission should undertake to establish effective minimum rates for the transportation herein involved.

4. Minimum rates for the transportation in question should be established in the recognized form of cents per 100 pounds.

5. In view of the extreme variations in the forms and levels of the rates now being assessed by different carriers for similar services, important changes will be effected in some cases under whatever rate structure may be established by the Commission. Any substantial question concerning the proper rate level to be established as minimum should, under the circumstances herein involved, be resolved in favor of the lower rates. Over-all transportation charges under the specific rate proposals of record would be greater than should be established as minimum at this time.

6. Minimum rates, rules and regulations should be established upon bases specifically indicated in the appendix attached to the examiner's proposed report.

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<sup>1</sup> No exceptions were taken to the examiner's summary of the evidence.

Various exceptions to the foregoing conclusions and recommendations were filed by the parties. The Motor Truck Association objected particularly to the levels of the rates recommended by the examiner.<sup>2</sup> This association declared that the recommended rates are deficient by at least 10 per cent when measured by the cost evidence, and it asked for a further hearing in order to show the effect of cost increases which have occurred since the taking of evidence was concluded.<sup>3</sup>

On the other hand, the shipper associations and the Los Angeles Chamber of Commerce objected to the establishment of minimum rates at all. It is their position that the evidence does not show the prevalence of any destructive rate competition between carriers, and that the record is deficient for the purpose of fixing minimum rates in that there is no separation of the cost data between common and contract carriers. These parties also take exception to the recommended rate levels, and declare that if rates are to be established they should not be on "any level higher than the lowest rates now in effect." They aver that the cost evidence is unsatisfactory as a basis for fixing minimum rates for the further reason that it was developed upon the basis of one-way loads without "back-haul". Subordinate exceptions to particular phases of the examiner's report will be referred to after the primary questions have been resolved.

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<sup>2</sup>

For convenience the Motor Truck Association of Southern California will be sometimes referred to herein as the "Motor Truck Association"; and the Furniture Manufacturers' Association, Retail Furniture Association of California, Furniture Retailers' Association of Southern California, Retail Traffic Conference and Western Traffic Conference, whose members are either shippers or consignees, will be referred to herein collectively as "the shipper associations."

<sup>3</sup>

The closing hearing was held on August 7, 1950. Exceptions to the examiner's report were filed on or before December 21, 1950, and replies were filed on January 5, 1951.

The parties are at odds on the question whether destructive rate competition threatens the welfare and existence of the carriers. Evidence on the question, the examiner said, is conflicting. Whether or not there is a prevalence of destructive rate competition, the record establishes clearly that the present rate situation is not conducive to a healthy and stabilized transportation system. The average operating ratio for a group of the principal carriers exceeded 110 per cent according to the latest available revenues and expenses of record. Both the forms and levels of the rates being assessed by different carriers for similar service vary widely. In some instances the rates of one carrier are virtually double those of another for comparable transportation. Under all of these circumstances compliance with legislative policy contemplates that the Commission establish just, reasonable and nondiscriminatory minimum rates in order that adequate and dependable service by all necessary transportation agencies may be maintained. The legislative policy to stabilize transportation rates is clearly expressed in the Highway Carriers' Act and elsewhere. (See Decision No. 44510 of July 11, 1950, 49 Cal. P.U.C. 789).

Some of the exceptors offer the objection, however, that regardless of the need for minimum rates, such rates cannot be established upon <sup>the</sup> basis of the available evidence because separate cost data have not been developed for highway common carriers on the one hand and highway contract carriers on the other. This exception is founded upon the premise that separate costs are

required by Section 32(d) of the Public Utilities Act, the pertinent portion of which reads as follows:

"In any rate proceeding where more than one type or class of carrier, as defined in this act or in the Highway Carriers' Act, is involved, the commission shall consider all such types or classes of carriers, and, pursuant to the provisions of this act or the Highway Carriers' Act, fix as minimum rates applicable to all such types or classes of carriers the lowest of the lawful rates so determined for any such type or class of carrier."

Without considering the preliminary question whether highway common and highway contract carriers constitute separate "types or classes", the exceptors assume, apparently, that the quoted provision requires that the Commission adduce or receive cost data separately for each type or class of carrier, develop therefrom the lawful rates for each such type or class, and then fix the lowest of such rates as minimum for all. This assumption reads into the statute a restrictiveness which is not found in its explicit terms, and implies moreover that costs are the controlling or sole factor in rate making. The statute, it will be noted, makes no specific reference to costs. As recognized by the examiner in his report, the cost of performing the service is but one of the factors to be considered in establishing minimum rates.<sup>4</sup> Regardless of the extent to which cost data are or are not segregated, if the evidence is sufficient to enable the Commission properly to consider the several types or classes of carriers and to determine "the lowest of the lawful rates" for any of the affected types or classes, the requirements of the statute will be satisfied.

The evidence in the instant proceeding meets the statutory requirements. It includes, among other things, information concerning the operating practices and costs of all affected

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<sup>4</sup> See Highway Carriers' Act, Section 10; also Decision No. 31606, (41 C.R.C. 871).

classes of carriers; separate financial statements for various carriers of each class; and estimates of the cost of performing the service by such carriers. Relatively few carriers are regularly engaged in the services herein involved. The staff engineer testified that it was his opinion, based upon investigation, that there is no material difference in the transportation costs incurred by carriers of the different classes. Segregation of the cost estimates according to common or contract carriage, which the exceptors assert to be essential, is a refinement not required in this proceeding for the purpose of determining "the lowest of the lawful rates" for any of the affected classes. The motion of record filed by the shipper associations, joined by the Los Angeles Chamber of Commerce, "for a further study and report by the Commission's engineering staff for the purpose of developing the differences in the cost of transporting new uncrated furniture by highway common carriers and the cost of such transportation by highway contract carriers" will be denied.

It having been determined that minimum rates should be established, and that the absence of segregated cost data does not preclude our doing so, the questions turn to the form and level of the minimum rates and the nature of the governing rules and regulations. The shipper associations took exception to the examiner's recommendation that rates be established in the form of cents per 100 pounds and urged that, instead, "further study should be made to arrive at a form for stating minimum rates which will preserve the advantages of the present piece basis and will bear a more logical relation to the cost of transportation than rates based on weight." The examiner, in his report, pointed out practical difficulties with and objections to the "piece" form of rates, and explained that

none of the parties had undertaken to meet the problems inherent in that form nor to determine the cost of transportation on other than a weight basis. To withhold minimum rates pending "further study .... to arrive at a form ...." would be to delay for some indefinite period the rate stabilization which has been found to be necessary. On the present record the minimum rates should be stated in the form of cents per 100 pounds, and that form will be followed.

All of the objections made by the various parties to the rate levels recommended by the examiner may be summarized under two principal categories: First, the shipper associations and the Los Angeles Chamber of Commerce termed the rates excessive because the supporting cost studies were based upon one-way hauls and were not segregated between common and contract carriage; and second, the Motor Truck Association termed the rates deficient "when measured by the cost evidence of record" and asked for further hearing to show the extent that costs have increased since the record was made in this proceeding.<sup>5</sup> These objections, it will be noted, rest primarily upon asserted defects in the cost exhibits, or, contrariwise, upon the examiner's declination to adhere to the costs in the development of his recommended rates. Upon either ground it appears that the parties would exaggerate the part to be played by cost estimates in the establishment of minimum rates. Satisfactory rates are not to be developed by mathematical projection from any cost formula. In the present proceeding the cost exhibits may be checked and balanced against two detailed rate proposals, against information concerning "going" rates, against various suggestions

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<sup>5</sup> Objections of the Los Angeles Chamber of Commerce to certain of the rate relationships, and of other parties to specific aspects of the rates, will be discussed hereinafter. The instant discussion relates only to the rate levels in general.

and proposals made by carriers, shippers, and shipper representatives, and particularly against the actual and adjusted revenues and expenses experienced by a number of carriers specializing in the services herein involved. In final analysis the determination of reasonable levels of minimum rates for highway carriers necessarily requires substantial reliance upon judgment. Setting aside for the moment the question of possibly changed circumstances since the hearings were concluded in August, 1950, we find from careful analysis of the evidence that, upon the present record, rates substantially as recommended by the examiner will be just and reasonable as minimum.

The Motor Truck Association asserted, however, that the establishment of minimum rates without consideration of recently advancing costs would result in inadequate and ineffective minimum rates. The shipper associations responded that suitable rates can best be achieved by separate actions of individual carriers, without the necessity of further hearings for the establishment of "blanket going rates for all carriers". It is our conclusion, for reasons hereinbefore stated, that minimum rates specifically designed for the traffic herein involved should be prescribed without unnecessary delay. To this end such rates should be established upon the evidence now available. This procedure will not foreclose the Motor Truck Association or any other interested party from offering evidence at a future hearing in this continuing proceeding to show the necessity for rate adjustments. In the present circumstances, where the transportation service is one for which, practically speaking, there have been no minimum rates in the past, it is to be expected in any event that the necessity for some revisions may be indicated after a period of experience under the new rates.



Subordinate exceptions relating to particular aspects of the rates and rules remain to be considered. Objections offered by the Los Angeles Chamber of Commerce to the proposed rate relationships were: (a) that effect should be given to certain cost differences by providing higher rates from the San Francisco area than from the Los Angeles area; and (b) that point-to-point rates between Los Angeles Territory and San Francisco Territory should be the same as for distances between 280 and 300 miles in accordance with "the mileage-reduction formula" observed in Highway Carriers' Tariff No. 2. The first objection apparently contemplates a close adherence to the cost estimates which, as we have hereinbefore indicated, is not warranted. The second exception presupposes that point-to-point rates in Highway Carriers' Tariff No. 2 follow a mileage-reduction formula, and that the formula is suitable for the traffic herein involved. The fact is, however, that the point-to-point class rates in Highway Carriers' Tariff No. 2 were based not upon a "mileage-reduction formula", but upon numerous factors applicable particularly to general commodities.<sup>6</sup> The record in the instant investigation discloses few similar or comparable circumstances in the transportation of uncrated new furniture. Much of the information underlying the distance rates hereinafter prescribed was necessarily derived from movements between the Los Angeles and San Francisco territories, and no reason appears on this record why there should be any substantial difference between the point-to-point rates between the two territories and the distance rates prescribed for comparable mileages.

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<sup>6</sup> See Decision No. 31606 dated December 27, 1938, in Case No. 4246, 41 C.R.C. 671, at page 689 et seq.

The examiner proposed additional charges to be added to the basic rates when shipments are picked up at a point (other than the carrier's depot) within Los Angeles Territory. The Motor Truck Association objected because the additional charges would not likewise be applied on shipments picked up at a point within San Francisco Territory; and Safe Transportation Company made similar objection concerning shipments picked up within and transported beyond certain San Francisco Bay cities. The exceptors argued that the added pickup charges are justified and necessitated by cost considerations. The record indicates that there is little occasion for pickup service except in the Los Angeles Territory. Nevertheless, there is some performance of such service in the San Francisco area and perhaps elsewhere. To confine the added charges to shipments originating in Los Angeles Territory as proposed by the examiner, or to those originating in the Los Angeles or San Francisco territories as proposed by the Motor Truck Association and Safe Transportation Company, would result in a form of prejudice against shippers located in those territories and preference to shippers located elsewhere. On the present record such discriminations do not appear to be warranted. The pickup charges will be prescribed for application uniformly throughout the state.

The shipper associations propose in their exceptions that provision be made for the carriers to accumulate and consolidate shipments received at their depots from several consignors for transportation to a single consignee. The record shows that it is the common practice of the carriers to hold shipments at their depots until they have accumulated truckload quantities. If the carriers were to act as agents of the shippers or consignees for the purpose of consolidating various shipments separately received from

different consignors over varying periods of time they would thereby both increase their expenses and reduce their revenues. Such a plan would presumably require that the needed revenues be obtained through special charges or higher rates for general application, or both. It is readily apparent also that the suggested plan would open the door to many abuses. The evidence does not offer any valid basis for the adoption of this proposal.

In their exceptions the shipper associations urged that lower rates be established for a minimum weight of 6000 pounds. The record shows that there are few shipments of uncrated new furniture between points in this state weighing as much as 6000 pounds, and that the unit cost difference between shipments of 2000 pounds and 6000 pounds is negligible.<sup>7</sup> Carrier witnesses and the Commission engineer testified that there is no measurable difference, in cost per 100 pounds, in transporting the larger shipments. In view of the evidence, no reason appears for providing an additional weight bracket.

The shipper associations took exception to per-shipment minimum charges proposed by the examiner on shipments weighing 50 pounds and under. They declared that the recommended charges are excessive, and pointed out that the proposed report contains no explanation for the examiner's deviation from minimum charges recommended by the rate witnesses. Minimum charges proposed by the examiner reasonably reflect the estimated costs of handling the smaller shipments, and his recommended rule would correct certain ambiguities and difficulties of application which are apparent in the rules suggested by the rate witnesses. The minimum charge rule as proposed by the examiner appears to be reasonable and will be adopted.

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<sup>7</sup> Of 4316 shipments studied by the Commission engineer, only eleven weighed 6000 pounds or more.

The examiner recommended that the proposed minimum rates not apply to shipments transported from or returned to retail stores where the length of haul does not exceed 35 constructive miles. The shipper associations and United Parcel Service of Los Angeles, Inc. took exception to the distance limitation, asserting that the rates should not apply to retail deliveries in any case. They argued that the record is devoid of evidence which would support the establishment of rates for such service. The evidence includes some references to retail deliveries, but lacks the substantial character necessary to justify the examiner's finding that minimum rates therefor should be established on this record. It appears that the exceptors are correct in their assertions that transportation conditions affecting deliveries from retail stores are materially different from those under consideration in this investigation. The order herein will not establish rates for transportation from retail stores or retail store warehouses where the property has been sold at retail by a retail merchant, or transported from retail customers to retail stores or retail store warehouses.

It is clear from the record that the specialized nature of the service of transporting uncrated new furniture and related articles requires rates different from the existing minimum class rates applicable to such commodities. The minimum rates are substantially below the costs experienced by carriers specializing in this transportation, and are without practical effect in so far as the movement of this traffic is concerned. Conformity with the legislative policy to stabilize transportation rates requires that appropriate minimum rates be established at the earliest practicable date in order that adequate and dependable service may be maintained.

We conclude and find that the rates, rules and regulations hereinafter set forth in Appendix "A" will provide reasonable and nondiscriminatory minimum rates and charges for the transportation services herein involved. The corresponding exemption of this traffic from Highway Carriers' Tariff No. 2 will be made by a separate order.

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 that Decision No. 31606, in Case No. 4246, as amended, be and it is hereby further amended by establishing Highway Carriers' Tariff No. 11 to become effective September 21, 1951, attached hereto as Appendix "A" and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on not less than ten (10) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that common carriers be and they are hereby authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 24(a) of the Public Utilities Act, to the extent necessary to adjust long and short haul departures now maintained under outstanding authorizations and to depart from the provisions of Tariff Circular No. 2 and General Order No. 80 requiring that all tariff changes be indicated by designated symbols in distance table and tariff filings made pursuant to the order herein.

IT IS HEREBY FURTHER ORDERED that the motion for further cost study filed in this proceeding on May 1, 1950, by the Retail Furniture Association of California, et al., and the concurring motion filed on May 11, 1950, by the Los Angeles Chamber of Commerce, be and they are hereby denied.

IT IS HEREBY FURTHER ORDERED that the petition filed in this proceeding on December 21, 1950, by the Motor Truck Association of Southern California, seeking further hearing prior to final determination of matters involved in the examiner's proposed report, be and it is hereby denied.

IT IS HEREBY FURTHER ORDERED that in all other respects the petition of the Motor Truck Association of Southern California, filed in this proceeding on December 10, 1949, for investigation and prescription of minimum rates on uncrated new furniture, be and it is hereby denied.

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

Dated at San Francisco, California, this 17th day of August, 1951.

Justice F. C. Brewer  
Harold P. Huls  
Francis H. Potter  
John L. Mitchell

Commissioners

APPENDIX "A"

OF

DECISION NO. 46062

In Case No. 4808

Issued by

the

PUBLIC UTILITIES COMMISSION

OF THE

STATE OF CALIFORNIA

Consisting of Highway Carriers' Tariff No. 11,  
naming minimum rates, rules and regulations  
for the transportation of uncrated new furniture  
between points within California

by

Radial Highway Common Carriers.

and

Highway Contract Carriers

PUBLIC UTILITIES COMMISSION  
OF THE  
STATE OF CALIFORNIA

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HIGHWAY CARRIERS' TARIFF NO. 11

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF UNCRATED NEW FURNITURE

OVER

THE PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. ~~1808~~ in Case No. 4808. Changes will be made by issuing revised or added pages or by issuing supplements.

EFFECTIVE SEPTEMBER 21, 1951

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  
San Francisco, California

## 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 - Routing
- SECTION NO. 5 - Form of Shipping Document

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

SECTION NO. 1

RULES AND REGULATIONS

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Issued by the Public Utilities Commission of the State of California,  
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 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) DEPOT means an established freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof. NOTE:—Until January 1, 1952, substitute "Distance Table No. 3" for "Distance Table No. 4" in the above definition.</p> <p>(f) 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>(g) 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 real property owned or used by a single consignee will be considered as one point of destination.</p> <p>(h) 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 real property owned or used by a single consignor will be considered as one point of origin.</p> <p>(i) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(j) 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>(k) SHIPMENT means a quantity of property tendered for transportation to one carrier, and delivered into the custody of the carrier at one time on one shipping document by one shipper at one point of origin for one consignee at one point of destination.</p> <p>(l) UNCRATED NEW FURNITURE means new "furniture," as described under that heading in the Western Classification, and lamp shades or reflectors and lamp standards or electric lamps and shades combined when tendered to the carrier loose (not in packages nor completely wrapped).</p> <p>(m) UNIT OF EQUIPMENT means one or more than one motor vehicle physically connected so as to form a complete unit.</p> <p>(n) WESTERN CLASSIFICATION means Western Classification No. 74, Cal. P.U.C.-W.C. No. 7, issued by George H. Dumas, Agent, and supplements thereto or subsequent reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p>	10
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Issued by the Public Utilities Commission of the State of California, San Francisco, California.	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates established pursuant to the Highway Carriers' Act. They apply for the transportation of uncrated new furniture by carriers as defined herein.</p>	20
<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply to transportation of shipments between all points within the State of California, except transportation:</p> <p>(1) Within incorporated cities;</p> <p>(2) Within or between zones described in the following Commission tariffs, amendments thereto or reissues thereof:</p> <p>(a) City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A</p> <p>(b) City Carriers' Tariff No. 4 - Highway Carriers' Tariff No. 5</p> <p>(c) City Carriers' Tariff No. 7 - Highway Carriers' Tariff No. 9</p>	30
<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply to the transportation of uncrated new furniture except when transported:</p> <p>(1) From retail stores or retail store warehouses where the property has been sold at retail by a retail merchant, or transported from retail customers to retail stores or retail store warehouses.</p> <p>(2) For the United States, state, county or municipal governments. The transportation of such property excluded from the provisions of this tariff by this exemption shall not be subject to the rates provided in Highway Carriers' Tariff No. 2, amendments thereto or reissues thereof.</p>	40
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<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.												
<p><b>APPLICATION OF RATES</b></p> <p>Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination, and include loading into and unloading from carrier's unit of equipment, subject to Note 1.</p> <p>Note 1. When shipment is picked up at a point other than a depot, an additional charge as set forth below shall be assessed for such pickup service:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;"><u>For Shipments Subject To</u></th> <th style="text-align: center;"><u>Rate in Cents per 100 pounds</u></th> </tr> </thead> <tbody> <tr> <td>Any Quantity or minimum weight 100 pounds</td> <td style="text-align: center;">95</td> </tr> <tr> <td>Minimum weight 500 pounds</td> <td style="text-align: center;">80</td> </tr> <tr> <td>Minimum weight 2000 pounds</td> <td style="text-align: center;">75</td> </tr> <tr> <td>Minimum weight 6000 pounds</td> <td style="text-align: center;">No Charge</td> </tr> </tbody> </table>	<u>For Shipments Subject To</u>	<u>Rate in Cents per 100 pounds</u>	Any Quantity or minimum weight 100 pounds	95	Minimum weight 500 pounds	80	Minimum weight 2000 pounds	75	Minimum weight 6000 pounds	No Charge	50		
<u>For Shipments Subject To</u>	<u>Rate in Cents per 100 pounds</u>												
Any Quantity or minimum weight 100 pounds	95												
Minimum weight 500 pounds	80												
Minimum weight 2000 pounds	75												
Minimum weight 6000 pounds	No Charge												
<p><b>ACCESSORIAL SERVICES</b></p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item No. 80 series. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>	60												
<p><b>DELAYS TO EQUIPMENT</b></p> <p>When any action or inaction of consignor or consignee causes delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading) additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item No. 80 series.</p>	70												
<p><b>CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</b></p> <p>For accessorial services or delays under the conditions specified in Items Nos. 60 and 70 series, charges shall be assessed for each period or fraction thereof, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;"><u>Charges in Cents</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>For First 30 Minutes</u></th> <th style="text-align: center;"><u>For each Additional 15 Minutes</u></th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man .....</td> <td style="text-align: center;">100</td> <td style="text-align: center;">50</td> </tr> <tr> <td>(b) For unit of equipment .....</td> <td style="text-align: center;">50</td> <td style="text-align: center;">25</td> </tr> </tbody> </table>		<u>Charges in Cents</u>			<u>For First 30 Minutes</u>	<u>For each Additional 15 Minutes</u>	(a) For driver, helper or other employee, per man .....	100	50	(b) For unit of equipment .....	50	25	80
	<u>Charges in Cents</u>												
	<u>For First 30 Minutes</u>	<u>For each Additional 15 Minutes</u>											
(a) For driver, helper or other employee, per man .....	100	50											
(b) For unit of equipment .....	50	25											
<p>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;"><b>MINIMUM CHARGE</b></p> <p>(a) When the constructive distance from point of origin to point of destination does not exceed 150 miles:</p> <p style="padding-left: 40px;">For shipments weighing:</p> <table style="margin-left: 80px; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th style="text-align: center;"><u>Minimum Charge Shall Be</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">75 lbs.</td> <td style="text-align: center;">\$1.50</td> </tr> <tr> <td colspan="2" style="padding-left: 20px;">75 lbs. The charge for 100 lbs. at the applicable rate, but not less than.....</td> <td style="text-align: center;">1.50</td> </tr> </tbody> </table> <p>(b) When the constructive distance from point of origin to point of destination exceeds 150 miles:</p> <p style="padding-left: 40px;">For shipments weighing:</p> <table style="margin-left: 80px; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th style="text-align: center;"><u>Minimum Charge Shall Be</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">75 lbs.</td> <td style="text-align: center;">\$2.00</td> </tr> <tr> <td colspan="2" style="padding-left: 20px;">75 lbs. The charge for 100 lbs. at the applicable rate.</td> <td></td> </tr> </tbody> </table>	<u>Over</u>	<u>But Not Over</u>	<u>Minimum Charge Shall Be</u>	0	75 lbs.	\$1.50	75 lbs. The charge for 100 lbs. at the applicable rate, but not less than.....		1.50	<u>Over</u>	<u>But Not Over</u>	<u>Minimum Charge Shall Be</u>	0	75 lbs.	\$2.00	75 lbs. The charge for 100 lbs. at the applicable rate.			90
<u>Over</u>	<u>But Not Over</u>	<u>Minimum Charge Shall Be</u>																	
0	75 lbs.	\$1.50																	
75 lbs. The charge for 100 lbs. at the applicable rate, but not less than.....		1.50																	
<u>Over</u>	<u>But Not Over</u>	<u>Minimum Charge Shall Be</u>																	
0	75 lbs.	\$2.00																	
75 lbs. The charge for 100 lbs. at the applicable rate.																			
<p style="text-align: center;"><b>SHIPMENTS TRANSPORTED BY TWO OR MORE CARRIERS</b></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>	100																		
<p style="text-align: center;"><b>SHIPMENTS TO BE RATED SEPARATELY</b></p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier.</p>	110																		
<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></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>	120																		
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>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. In either case the combined weight of the shipment may be used to determine the minimum charge.</p>	130
<p style="text-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 the Distance Table.</p>	140
<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. Such weight shall not include the weight of pads, blankets, dollies, hand trucks, or other carrier equipment.</p>	150
<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>	160
<p style="text-align: center;">UNITS OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES</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 in this tariff are stated.</p>	170
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">RETURNED SHIPMENTS</p> <p>Articles refused by consignee at time of delivery may be returned to original shippers and to original point of shipment by the same carrier performing the original outbound movement, at one-half of the outbound rate (applicable to quantity returned) current at time of return movement.</p>	180
<p style="text-align: center;">SHIPPING DOCUMENT REQUIREMENTS</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"> <li>(a) Date shipping document issued.</li> <li>(b) Name of carrier.</li> <li>(c) Name of shipper.</li> <li>(d) Name of consignee.</li> <li>(e) Point of origin.</li> <li>(f) Point of destination.</li> <li>(g) Description of the shipment.</li> <li>(h) Weight of the shipment.</li> <li>(i) Rate and charge assessed.</li> <li>(j) Signature of carrier or his agent.</li> <li>(k) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</li> </ul> <p>The form of shipping document in Section No. 5 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 issue.</p>	190
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SECTION NO. 1 --- RULES AND REGULATIONS (Continued)

Item No.

COLLECT ON DELIVERY 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).

(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 <sup>any</sup> 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) 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.

200

(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
Over	Not Over		Over	Not Over	
\$ 2.50	\$ 2.50	\$0.24	\$ 200.00	\$ 250.00	\$1.33
2.50	4.00	.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 \$1.32 per \$1,000		
180.00	200.00	1.19			

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Issued by the Public Utilities Commission of the State of California

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where the 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 debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor 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>	210
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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>LOS ANGELES TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northeasterly along Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to State Highway No. 118; northeasterly along State Highway No. 118 through and including the City of San Fernando; continuing northeasterly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U.S. Highway No. 66 to State Highway No. 19; southerly along State Highway No. 19 to its intersection with U.S. Highway No. 101, Alternate, at Kimeno Street; southerly along Kimeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northerly along an imaginary line to point of beginning.</p> <p>SAN FRANCISCO TERRITORY includes that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U.S. Highway No. 101; southerly along an imaginary line 1 mile west of and paralleling U.S. Highway No. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with State Highway No. 17; northerly along State Highway No. 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U.S. Highway No. 40 (San Pablo Avenue); northerly along U.S. Highway No. 40 to and including the City of Richmond; southwestery along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said water front and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.</p>	250
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SECTION NO. 3

R A T E S

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San Francisco, California

SECTION NO. 3 - RATES (Distance Rates in Cents per 100 Pounds)					Item No.
M I L E S		Minimum Weight 100 Pounds	Minimum Weight 500 Pounds	Minimum Weight 2000 Pounds	
Over	But Not Over				
0	5	100	85	60	
5	10	104	89	64	
10	15	107	92	67	
15	20	111	96	91	
20	25	114	99	94	
25	30	118	103	98	
30	35	121	106	101	
35	40	125	110	105	
40	45	128	113	108	
45	50	132	117	112	
50	60	139	124	119	
60	70	146	131	126	
70	80	153	138	133	
80	90	160	145	140	
90	100	167	152	147	
100	110	174	159	154	
110	120	181	166	161	
120	130	188	173	168	
130	140	195	180	175	
140	150	202	187	182	
150	160	207	192	187	
160	170	212	197	192	
170	180	217	202	197	
180	190	222	207	202	
190	200	227	212	207	
200	220	237	222	217	
220	240	247	232	227	
240	260	257	242	237	
260	280	267	252	247	
280	300	277	262	257	
300	325	290	275	270	
325	350	302	287	282	
350	375	315	300	295	
375	400	327	312	307	
400	425	340	325	320	
425	450	352	337	332	
450	475	365	350	345	
475	500	377	362	357	
500	525	390	375	370	
525	550	402	387	382	
550	575	415	400	395	
575	600	427	412	407	
600	625	440	425	420	
625	650	452	437	432	
650	--	(1)	(1)	(1)	

300

(1) Add to the rate for 650 miles 25 cents per 100 pounds for each 50 miles or fraction thereof.

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SECTION NO. 3 - RATES (Continued)					Item No.
POINT-TO-POINT RATES IN CENTS PER 100 POUNDS (1)					
<u>Between</u>	<u>And</u>	<u>Minimum Weight 100 Pounds</u>	<u>Minimum Weight 500 Pounds</u>	<u>Minimum Weight 2000 Pounds</u>	
Los Angeles Territory	San Francisco Territory	352	337	332	310
<p>(1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Item No. 350 series are lower than charges accruing under the Distance Rates in Item No. 300 series, on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within incorporated cities through which the highway route passes.</p>					
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SECTION NO. 4

R O U T I N G

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San Francisco, California

SECTION NO. 4 - ROUTING	Item No.
Routing for Rates Provided in Item No. 310 Series (Routes apply in either direction.)	
<p>Route No. 1: From San Francisco Territory via U.S. Highway No. 40 to its junction with unnumbered highway near Crockett; thence easterly via unnumbered highway generally paralleling Southern Pacific Company right of way located along the shore line of Carquinez Strait and Suisun Bay to Martinez; thence County Road generally paralleling Southern Pacific Company right of way through Port Chicago to its junction with State Route 4, 4 miles west of Pittsburg; thence State Route 4 to its junction with County Road 1.6 miles north of Byron; said County Road through Byron to its junction with U.S. Highway No. 50, 3.9 miles west of Tracy; U.S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 2: From San Francisco Territory via U.S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 3: From San Francisco Territory via Niles Canyon Highway through Sunol, Pleasanton and Livermore to its junction with U.S. Highway No. 50 east of Livermore; U.S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 4: From San Francisco Territory via U.S. Highway No. 101 to Gilroy; State Highway No. 152 through Los Banos to its junction with U.S. Highway No. 99 north of Madera; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 5: From San Francisco Territory via U.S. Highway No. 101 to its junction with State Highway No. 118, 4.0 miles southeast of Ventura; thence via (a) State Highway No. 118 through Chatsworth; or (b) U.S. Highway No. 101 through Girard; or (c) U.S. Highway No. 101 to its junction with U.S. Highway No. 101, Alternate, at El Rio; thence via U.S. Highway No. 101, Alternate, through Oxnard to Los Angeles Territory.</p> <p>Route No. 6: From San Francisco Territory via Route 1, 2 or 3 to the junction of U.S. Highway No. 50 and State Highway No. 33, 3 miles east of Tracy; thence via State Highway No. 33 to Los Banos; thence via State Highway No. 152 to its junction with U.S. Highway No. 99 north of Madera; thence via Route 1, 2 or 3 beyond.</p>	350
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SECTION NO. 5

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FORM OF SHIPPING DOCUMENT

(To which reference is made  
in Item no. 190 Series.)

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

SECTION NO. 5 - FORM OF SHIPPING DOCUMENT

Item No.

SHIPPING ORDER AND FREIGHT BILL  
FOR UNCRATED NEW FURNITURE

Bill No. \_\_\_\_\_

Date Issued \_\_\_\_\_

Name of Carrier \_\_\_\_\_  
(Name of carrier must be same as shown on permit)

Shipper \_\_\_\_\_

Consignee \_\_\_\_\_

Street Address \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_

City \_\_\_\_\_

Description of Property

Origin  Terminal  
 Store Door

Weight	Rate in Cents Per 100 Pounds	Charge
		400
Amount of C.O.D.		C.O.D. Fee
Other Services (1)		Charges
Total to Collect		

Shipper \_\_\_\_\_  
By \_\_\_\_\_

Received by carrier in good condition except as noted:  
\_\_\_\_\_  
By \_\_\_\_\_

Received by consignee in good condition except as noted:  
\_\_\_\_\_  
By \_\_\_\_\_

(1) Show each charge separately and what it represents.

END OF TARIFF

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