

ORIGINAL

Decision No. 46379

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 household goods carriers, common carriers, highway carriers and city carriers relating to the transportation of used household goods and related property.

Case No. 5330

SUPPLEMENTAL OPINION AND ORDER

In Decision No. 46378 entered today in this proceeding the Commission found that household goods carriers, as defined in the Household Goods Carriers Act, should be required to observe the minimum rates, rules and regulations set forth in Highway Carriers' Tariff No. 2 for the transportation of crated used household goods. It was also found that this tariff should be amended by a separate order. Certain changes in Tariff No. 2 will be made to facilitate reference to other current tariff publications.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be and it is hereby further amended by incorporating therein the following revised pages attached hereto and by this reference made a part hereof to become effective as indicated thereon:

- Fourth Revised Title Page cancels Third Revised Title Page
- Sixth Revised Page 11 cancels Fifth Revised Page 11 and Fourth Revised Page 11
- Seventh Revised Page 12 cancels Sixth Revised Page 12
- Eighth Revised Page 13 cancels Seventh Revised Page 13

IT IS HEREBY FURTHER ORDERED that the rates, charges, rules and regulations set forth in the aforesaid Highway Carriers'

HIGHWAY CARRIERS' TARIFF

NO. 2

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

\*HOUSEHOLD GOODS CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 31606, in Case No. 4246. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

\* Governed, except as otherwise provided herein, by the Western Classification and by the Pacific Southcoast Freight Bureau Exception Sheet referred to in Items Nos. 10 and 11 series.

\*Change, Decision No. 46379

EFFECTIVE DECEMBER 1, 1951

(Original tariff effective  
August 7, 1939)

Correction No. 456

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

Item  
No.

SECTION NO. 1--RULES AND REGULATIONS OF GENERAL  
APPLICATION

DEFINITION OF TECHNICAL TERMS  
(Items Nos. 10 and 11 Series)

(2)\* (a) CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.

(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.

(1) (c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; also any interstate rate of any common carrier railroad or railroads applying between points in California by an interstate or foreign route lawfully in effect at time of shipment.

// (cc) DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof.

(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.

\*10-F  
Cancels  
10-E  
and  
10-D

(2)\* (e) EXCEPTION SHEET means Pacific Southcoast Freight Bureau Exception Sheet No. 1-R, Cal.P.U.C. No. 133 of J. P. Haynes, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.

(ee) PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 110 series.

(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.

(g) 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.

(h) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.

(i) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

(1) (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, but not necessarily in an identical type of equipment.

(Continued)

# Addition )  
\* Change )  
(1) Effective September 4, 1951 )  
(2) Effective December 1, 1951 )

Decision No. 46379

EFFECTIVE JANUARY 1, 1952

(Except as Noted)

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

Correction No. 457

<p>Item No.</p>	<p>SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</p>
<p>*11-E Cancels 11-D</p>	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11 Series)</p> <p>(k) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also paragraphs (l) and (m).)</p> <p>(l) SPLIT PICKUP SHIPMENT means a shipment consisting of several component parts, tendered at one time and received during one day and transported under one shipping document from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination and charges thereon being paid by the consignee when there is more than one consignor.</p> <p>(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.</p> <p>(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p> <p>(o) TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.</p> <p>(p) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p>*(q) WESTERN CLASSIFICATION means Western Classification No. 75, Cal.P.U.C.-W.C. No. 8 of G. H. Dumas, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p>
<p>*Change, Decision No. 46379</p>	
<p style="text-align: center;">EFFECTIVE DECEMBER 1, 1951</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 458</p>	

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*20-B Cancels 20-A	<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 and the Household Goods Carriers Act and apply for transportation of property by radial highway common carriers, highway contract carriers and household goods carriers as defined in said Acts.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p> <p>Radial highway common carriers, highway contract carriers and household goods carriers may deviate from the minimum rates named in this tariff in connection with the transportation of property for the armed forces of the United States.</p>
*30-G Cancels 30-F	<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL</p> <p>Rates in this tariff apply for transportation of shipments between all points within the State of California, except:</p> <p>(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>(b) Shipments between San Francisco and South San Francisco;</p> <p>*(c) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in City Carriers' Tariff No. 7 - Highway Carriers' Tariff No. 9, amendments thereto or reissues thereof;</p> <p>*(d) Shipments having both point of origin and point of destination within the Los Angeles Drayage Area, as described in City Carriers' Tariff No. 4 - Highway Carriers' Tariff No. 5, amendments thereto or reissues thereof;</p> <p>(e) Shipments (1) between Sacramento and North Sacramento; (2) between Sacramento and West Sacramento; (3) between said cities on the one hand and the adjacent plants of the Lumbermen's Supply, Inc., Swanston &amp; Son, Sacramento Wool Company, Sacramento Feed Company, Essex Lumber Company and Campbell Soup Company on the other hand; (4) between said cities and plants on the one hand and the Sacramento Air Depot, the Sacramento Municipal Airport and the Sacramento Signal Depot on the other hand; and (5) between the Sacramento Air Depot, the Sacramento Municipal Airport and the Sacramento Signal Depot;</p> <p>(f) Shipments between Marysville and Yuba City and between said cities on the one hand and the adjacent plant of the Harter Packing Company on the other hand;</p> <p>(g) Shipments between the Sonora freight depot of the Sierra Railroad Company and Sonora.</p>

\*Change, Decision No.

46379

EFFECTIVE DECEMBER 1, 1951

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

Correction No. 459

Tariff No. 2, as so amended, be and they are hereby approved as the just, reasonable and nondiscriminatory minimum rates and charges to be assessed, charged and collected, and the rules and regulations to be observed by all household goods carriers as defined in the Household Goods Carriers Act for the transportation of crated used household goods and related property between the points for which rates are provided in said tariff.

IT IS HEREBY FURTHER ORDERED that ordering Paragraphs Nos. 1, 4, 6, 7, 11, 13, of Decision No. 31606, as amended, be and they are hereby amended to include household goods carriers as defined in the Household Goods Carriers Act.

In all other respects Decision No. 31606, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 16<sup>th</sup> day of November, 1951.

*R. J. [Signature]*  
 President

*Justin F. [Signature]*

*Harold [Signature]*

*[Signature]*

*[Signature]*  
 Commissioners