

ORIGINALDecision No. 48919

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

In the Matter of the Investigation into
 the rates, rules, regulations, charges,
 allowances and practices of all house-
 hold goods carriers, common carriers,
 highway carriers, and city carriers
 relating to the transportation of used
 household goods and related property.

Case No. 5330

Frank Loughran and E. W. Kerttu, for California
 Moving & Storage Association.
Gordon, Knapp & Gill, by Wyman C. Knapp, for
 Bekins Van Lines, Inc., Lyon Van & Storage Co.,
 Lyon Van Lines, Inc., W. R. James, dba James
 Van Lines & Calmay Van Lines.
Harold J. Blaine, for Lyon Van & Storage Co.
W. Ray James, for James Van Lines & James Transfer
 & Storage Co.
J. C. Kaspar and R. D. Boynton, for California
 Motor Transport Association.
Earl S. Williams, for Department of Finance,
 State of California.
Leo V. Cox, for Barclay Traffic Service.
Daniel W. Baker, for Draymen's Association of
 Alameda.
W. B. McKinney, for Department of the Navy.
Jackson W. Kendall and W. R. Andreson, for
 Bekins Van Lines and Bekins Van and Storage
 Company.
Mrs. Theia A. Cascio, for Beverly Hills Transfer
 Storage Company.
J. Lowell McAdam, for Orth Van & Storage Company.
Edgar Flanders, for Inglewood Transfer & Storage
 Company.
George U. Normington, for Sun Moving & Storage
 Company.
Frank M. Jenkins, for Jenkins Van Storage Company.
Robert A. Lane and Grant L. Malquist, for the
 Commission staff.

I N T E R I M O P I N I O N

By petition filed July 14, 1953, Bekins Van & Storage Co., Bekins Van Lines, Inc., Calmay Van Lines, Inc., W. Ray James, doing business as James Van Lines, Lyon Van & Storage Co., and Lyon Van Lines, Inc., seek an interim increase in the minimum rates established in City Carriers' Tariff No.3-A - Highway Carriers' Tariff No.4-A for the transportation of used household goods and related articles.

Public hearing of the petition was held July 28, 1953, before Examiner Lake at Los Angeles. At the hearing the California Moving & Storage Association joined in and supported the petition. No one opposed the granting of the authority here sought.

Petitioners and the California Moving & Storage Association filed petitions on August 12 and 23, 1952, seeking modification of the present rates, rules and regulations for the transportation of the commodities here in issue. Hearings on these petitions are still in progress. Because of the voluminous record and the complexities of the matters involved a decision disposing of these petitions cannot be expected in the immediate future. In the circumstances the parties by their petition filed July 14, 1953, seek interim increases in the distance rates and in the local hourly moving rates for the transportation of used household goods and related articles.¹ Interim increases are also sought in the rates for packing and unpacking.

Petitioners allege and the record shows that since the rates here in issue were established in 1950 substantial increases

¹ The distance rates are stated in cents per 100 pounds. They apply generally for distances in excess of 30 miles. The local hourly moving rates apply for distances of 30 miles and less.

in the costs of performing the transportation services have been experienced by the carriers. The interim relief here sought, however, is only from increased cost experienced in labor, gasoline, fuel taxes, licenses, and registration fees which have primarily occurred in 1953. It is alleged that such increases have been occasioned by circumstances beyond the control of the carriers and that they now threaten to impair the ability of the carriers to render a continued successful operation.

In connection with the distance moving rates petitioners seek a 5 per cent increase. The record shows that an increase of this amount would produce additional revenues which would approximately offset the increased cost primarily experienced in 1953 by carriers engaged in this type of transportation. The request appears to be reasonable. It will be granted.

With respect to the local hourly rates and the rates for packing and unpacking, petitioners seek a 50-cent per hour increase. The per cent of increase sought in the local moving rates ranges from approximately 6-1/4 per cent to 9-1/2 per cent, depending upon the territory involved and the equipment employed. For packing and unpacking the per cent of increase sought ranges from about 14 to 15 per cent.

According to the record, the impact of the recent increased costs of operations conducted under the distance rates applies with substantially the same force to operations conducted under the local moving rates. Such increased costs when related to the 1952 expenses of the carriers approximate 5 per cent. Under these circumstances an increase of approximately 5 per cent in the local hourly rates is as much as the record will support on an interim basis. A like increase appears to be justified on an interim basis for the services of packing and unpacking.

The evidence upon which our conclusions are based, while it is convincing that the carriers are in immediate need of additional revenue, does not show conclusively the extent to which the present rates in City Carriers' Tariff No.3-A - Highway Carriers' Tariff No.4-A may be deficient as reasonable minimum rates. The increases involved were proposed as, and are being established as, temporary or interim increases pending the establishment of definitive rates as the result of the record being made in these proceedings on the petitions filed August 12 and 23, 1952, heretofore referred to. The rates hereinafter established are not intended to provide a basis for further modification.

The increases herein authorized will be made effective September 1, 1953. This will give interested parties reasonable notice and allow for printing and distribution of tariffs.

It is to be noted that a petition also seeking interim increases in the rates here in issue was filed by the California Moving & Storage Association on July 24, 1953. Inasmuch as the interim increases herein granted are designed to meet the increased costs referred to in said petition, separate action thereon appears to be ~~unnecessary~~ ^{UNNECESSARY}. In the circumstances the petition of the California Moving & Storage Association will be dismissed.

Upon consideration of all of the facts and circumstances of record, we are of the opinion and hereby find that modifications of the existing rates, rules and regulations are justified to the extent hereinbefore indicated and as provided in the order herein.

O R D E R

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

IT IS HEREBY ORDERED that City Carriers' Tariff No. 3-A - Highway Carriers' Tariff No. 4-A (Appendix "A" to Decision No. 44919, in Case No. 4808, as amended) be and it is hereby further amended by incorporating therein, to become effective as indicated thereon, the following revised pages attached hereto and by this reference made a part hereof:

Second Revised Page 25 cancels First Revised Page 25.
First Revised Page 27 cancels Original Page 27.
Second Revised Page 28 cancels First Revised Page 28.
First Revised Page 29 cancels Original Page 29.

IT IS HEREBY FURTHER ORDERED that tariff publications to be made by common carrier respondents in these proceedings, as a result of this order shall be made effective not earlier than September 1, 1953, and on not less than one day's notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that except to the extent provided for in the preceding ordering paragraphs the petition of Bekins Van & Storage Co., Bekins Van Lines, Inc., Calmay Van Lines, Inc., W. Ray James, doing business as James Van Lines, Lyon Van & Storage Co., and Lyon Van Lines, Inc., be and it is hereby denied.

IT IS HEREBY FURTHER ORDERED that the petition of the California Moving & Storage Association filed July 24, 1953, be and it is hereby dismissed.

In all other respects the aforesaid Decision No. 44919, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 4th day of August, 1953.

R. Z. [Signature]
President

Justus F. [Signature]

Harold [Signature]

[Signature]

[Signature]
Commissioners

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 -----	605	580	550	
(b) with driver and helper -----	815	760	710	
Unit of equipment, having a loading area of over 70 square feet (4):				
(a) with driver -----	630	605	580	
(b) with driver and helper -----	840	790	735	◇400-B Cancels
Additional helpers, per man -----	325	295	275	400-A
Minimum charge - the charge for one hour.				
<p>(1) See Item No. 130 series for application of rates.</p> <p>(2) See Item No. 170 series for computation of time under hourly rates.</p> <p>(3) On split pickup shipments charges shall be based upon the rates applicable to the highest rated territory in which loading is performed.</p> <p>(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).</p>				
◇ Increase, Decision No. 48919				
EFFECTIVE SEPTEMBER 1, 1953				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 12</p>				

SECTION NO. 3 - RATES (Continued)

MILES		Minimum Weight					Item No.
Over	But Not Over	100 Pounds	500 Pounds	1,000 Pounds	2,000 Pounds	4,000 Pounds	
0	3	869	456	334	249	190	
3	5	872	458	336	251	192	
5	10	875	460	338	254	194	
10	15	878	464	341	257	197	
15	20	881	467	344	260	201	
20	25	885	470	348	264	205	
25	30	888	474	352	268	208	
30	35	891	478	355	271	211	
35	40	895	482	358	275	215	
40	45	899	485	361	278	218	
45	50	902	488	364	281	221	
50	60	907	494	369	287	227	
60	70	914	501	377	294	234	
70	80	921	508	383	301	241	
80	90	928	515	390	308	248	
90	100	935	523	397	315	255	
100	110	943	529	403	322	261	
110	120	950	536	410	329	269	
120	130	957	544	417	336	276	
130	140	964	551	423	343	282	
140	150	971	558	430	350	290	
150	160	978	565	437	357	296	
160	170	983	570	442	362	301	
170	180	988	575	447	368	307	
180	190	993	581	452	373	312	
190	200	1000	586	458	378	317	
200	220	1007	594	466	385	326	
220	240	1019	605	477	395	337	
240	260	1029	616	488	406	348	
260	280	1040	627	499	418	358	
280	300	1051	637	510	428	370	
300	325	1064	650	523	440	382	
325	350	1077	663	536	453	395	
350	375	1087	676	549	466	408	
375	400	1100	689	562	479	421	
400	425	1113	701	573	491	433	
425	450	1125	714	586	504	445	
450	475	1137	726	598	516	458	
475	500	1150	738	611	529	470	
500	525	1162	751	623	541	482	
525	550	1174	763	635	554	494	
550	575	1186	775	648	567	507	
575	600	1198	787	660	580	520	
600	625	1211	800	672	592	531	
625	650	1223	812	685	605	544	
650	675	1233	824	697	617	557	
675	700	1247	837	710	630	569	
700	725	1260	849	721	643	581	
725	750	1272	862	734	655	593	

420-A
Cancel
420

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.	
◇ Increase, Decision No. 48919 EFFECTIVE September 1, 1953	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 13	

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	1087	613	484	406	351	1,2,3, or 4	
	Metropolitan Sacramento Area	1087	613	484	406	351	6	
	Metropolitan San Diego Area	950	500	384	309	253	5	
	Fresno	1029	587	465	391	330	1	
	Tulare	1007	580	459	383	322	1	
	Bakersfield	964	536	419	339	278	1	
	San Luis Obispo	1018	605	471	391	330	3	
	Santa Maria	1000	586	452	370	309	3	
	Buellton	983	563	432	351	289	3	
Metropolitan Santa Barbara Area	943	528	394	313	248	3		
Metropolitan San Francisco Oakland Area	Metropolitan Sacramento Area	914	482	359	288	238	7	430-B Cancels 430-A
	Metropolitan San Diego Area	1138	650	536	452	397	1,2,3, or 4 thence 5	
	Modesto	935	515	390	314	258	1 or 2	
	Merced	960	541	420	343	291	1 or 2	
	Fresno	982	563	443	365	313	1 or 2	
	Bakersfield	1030	610	484	406	351	1 or 2	
	Salinas	931	511	385	310	254	3 or 4	
	King City	963	542	419	342	287	3 or 4	
	San Luis Obispo	1006	584	460	384	330	3 or 4	
Metropolitan Sacramento Area	Metropolitan San Diego Area	1138	650	536	452	397	6 thence 5	
	Modesto	861	468	354	277	218	6	
	Merced	882	491	382	311	257	6	
	Fresno	914	520	407	339	287	6	
	Bakersfield	977	578	469	396	345	6	
Metropolitan San Diego Area	Bakersfield	1017	594	483	395	341	5 thence 1	
	Metropolitan Santa Barbara Area	1006	583	470	383	330	5 thence 3	

- (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. 4, 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.

◇ Increase, Decision No. 48919

EFFECTIVE SEPTEMBER 1, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 14

SECTION NO. 3 - RATES (Concluded)			Item No.
Accessorial Rates Rates in Cents per Man per Hour (1)(2)(3)			
	TERRITORY		
	A	B	C
Packing			
Unpacking	345	315	295
(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.)			440-A Cancels 440
CHARGES FOR SHIPPING CONTAINERS AND PACKING MATERIALS			
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 carrier at the request of the shipper will be charged for at not less than the actual cost to the carrier of such materials.			450
(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 per cent 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.			
♦ Increase, Decision No. 48919 EFFECTIVE SEPTEMBER 1, 1953			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 15			