

ORIGINAL

Decision No. 49456

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
(Petitions 1 & 2)

ADDITIONAL APPEARANCES

(The other appearances are listed in Decision
No. 48919 of August 4, 1953.)

Fred Nason, for Beverly Hills Transfer & Storage Co.
Clyde Shepherd, for Shepherd's Van & Storage, Inc.
J. F. Donovan, D. J. Farran and C. S. Abernathy for
the Commission Staff.

SUPPLEMENTAL OPINION

Minimum rates, rules and regulations for the transportation of used household goods and related articles are set forth in City Carriers' Tariff No. 3-A - Highway Carriers' Tariff No. 4-A. This tariff was established by Decision No. 44919 of October 17, 1950, in Case No. 4808. It represented a complete revision of the minimum rates, rules and regulations previously in effect.¹ The only adjustment in the minimum rates since then has been an interim 5 percent increase established by Decision No. 48919 of August 4, 1953, to compensate the carriers for increased costs in labor, gasoline, fuel

¹ The minimum rates for this transportation were first established in City Carriers' Tariff No. 3 - Highway Carriers' Tariff No. 4 by Decision No. 32629 of December 7, 1939.

taxes, licenses and registration fees. This increase was established as a temporary measure pending the completion of this record and the determination of permanent minimum rates.

By petition filed on August 12, 1952, by 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., and by petition filed on August 23, 1952, by California Moving & Storage Association, increases in the minimum rates and modification of the rules and regulations are sought.

Public hearings were held in May, June, July and September, 1953, at both Los Angeles and San Francisco before Examiner Lake. Following the July hearings the interim order referred to above was issued. The petitions as amended at the hearings were submitted September 18, 1953.

The record is voluminous. The 16 days of hearings resulted in 1,373 pages of transcript, and the receipt of 154 exhibits.² The exhibits included detailed financial and cost studies submitted by the carriers' witnesses and by members of the Commission's staff. During the course of the hearings, many of these exhibits were revised, a number of them several times. Proposals for revisions in the rules and regulations named in the minimum rate tariff and proposed adjusted minimum rates were submitted by a tariff expert on behalf of the carriers and by a rate expert on the Commission's staff.

In their petitions, the petitioners contend that since the 1950 rate adjustment they have experienced substantial increases in the costs of labor and other items which are adversely affecting and impairing the ability of the carriers to render an adequate transportation service, that the established rates are unduly and

² Of the 154 exhibits filed, 111 were entered by the Bekins, Lyon, Calmay and James group of carriers.

unreasonably low and are inadequate to return the costs of performing the service.

A witness from the Commission's Division of Finance and Accounts submitted a tabulation showing the operating results of 52 household goods carriers for the years of 1950, 1951 and 1952. This study showed the over-all operating ratios of the group of 52 carriers for the three years studied to be 98.16 percent, 98.25 percent, and 99.23 percent, respectively, before provision for income taxes.

Further discussion of the evidence can best be accomplished by dividing it into three general categories. That relating to long distance moving will be discussed first, followed by the evidence relating to local moving, and concluding with that relating to rules, regulations and accessorial services.

Long Distance Moving

Long distance moving is that between cities, generally for distances in excess of 30 miles. These rates are expressed in cents per 100 pounds. They vary with the weight of the shipment and the length of the haul. In addition to rates on a mileage basis, point-to-point rates are provided which apply between various major cities and metropolitan areas.

Cost studies involving the operations of Bekins, Lyon; Calmay and James were submitted by witnesses for these carriers. Transportation Division engineers also submitted cost studies covering the operations of Bekins and Lyon. In addition, the engineers submitted a cost-study covering operations by carriers other than the four above named. The cost studies submitted by the different witnesses were comprehensive. Fixed annual expenses for the equipment were used in connection with the number of hours used during the

year to get an hourly cost. A running expense per mile, taking into consideration fuel, tires and repairs, was calculated. Using the vehicle expenses and labor costs involved in the operations, separate cost factors for pickup and delivery, for terminal handling, and for over-the-road transportation were developed. From these factors the direct costs for various distances and between the major traffic centers were developed. The direct costs were expanded to reflect administrative and general expenses and to provide for taxes based upon gross revenues.

Decision No. 44919, supra, pointed out that in 1950 the bulk of the long distance moving was being performed by Bekins, Lyon, Calmay and James. Because of their extensive and regular operations in long distance moving and the economies attending such operations it was found that the costs of these carriers were controlling for rate-making purposes. The record in this proceeding shows that the same carriers are still performing most of this type of transportation.³ The James study introduced here, however, does not reflect costs which may be used because of the methods employed in the computations of the vehicle use factor. Also, it was shown that Calmay's operations are not representative of carriers generally. Therefore, neither the James nor the Calmay studies will be considered further.

Although the staff and the company studies of both Bekins' and Lyon's operations differ in some respects, the differences are mainly due to the informed judgment of the witnesses and the manner in which they treated various factors. However, the differences are slight, and reconciliation thereof would make little difference in

³ The costs of these carriers generally are lower than the long distance costs of carriers not regularly performing this type of service.

the weighted averages. Accordingly, discussion of the differences is not necessary. Weighted averages of the four studies involving Bekins and Lyon providing composite cost figures were developed independently by the Transportation Division's rate witness and by a cost witness for the carriers.⁴ The resulting composite costs appear to be representative of costs of providing necessary and adequate long distance moving service. Examples of the weighted average costs and the present interim rates, in cents per 100 pounds, are shown below:

| <u>Constructive Miles</u> | <u>Weight In Pounds</u> | | | | |
|-------------------------------|-------------------------|------------|-------------|-------------|-------------|
| | <u>100</u> | <u>500</u> | <u>1000</u> | <u>2000</u> | <u>4000</u> |
| 50 a) | 939 | 518 | 394 | 301 | 234 |
| b) | 902 | 488 | 364 | 281 | 221 |
| 150 a) | 1029 | 609 | 485 | 391 | 324 |
| b) | 971 | 558 | 430 | 350 | 290 |
| 350 a) | 1202 | 782 | 658 | 564 | 498 |
| b) | 1077 | 663 | 536 | 453 | 395 |
| 550 a) | 1381 | 961 | 837 | 743 | 677 |
| b) | 1174 | 763 | 635 | 554 | 494 |

- a) Weighted average costs
- b) Present interim rates

The financial showing submitted by the principal long distance moving carriers indicates that operations during 1952 were conducted at a loss for three carriers and at a break-even basis for the other.

⁴

The weighted average was constructed by taking the arithmetical averages of the two studies of Bekins' costs and of the two studies of Lyon's costs and combining them in proportion to 1952 gross transportation revenues of each carrier (the percentages were 69 percent for Bekins and 31 percent for Lyon).

The following table shows the operating results of the four long distance carriers for the calendar year 1952:

| | <u>Bekins</u> (1) | <u>Lyon</u> (1) | <u>Calmay</u> | <u>James</u> |
|---------------------|----------------------|--------------------|----------------|---------------|
| Revenues | \$ 997,204 | (3) \$475,350 | \$440,650 | \$76,015 |
| Expenses | <u>1,025,833</u> | <u>537,272</u> | <u>437,906</u> | <u>84,189</u> |
| Profit or Loss (2) | (\$ 28,629) | (\$ 61,922) | \$ 2,744 | (\$ 8,174) |
| Operating Ratio (2) | 102.9% | 113.0% | 99.4% | 110.8% |

(1) The figures for Bekins and Lyon represent that portion of revenues and expenses allocated to intrastate traffic only.

(2) Before income taxes.

(3) Indicates \$1,314 of local moving revenues.

() - Indicates loss.

It is clear from the record that for long distance moving the present minimum rates, whether measured by the costs of operations or the financial results of the operators who are principally engaged in this class of service, are insufficient. Increases in these rates are necessary if the carriers are to continue to render an adequate and efficient service.

The rates proposed by the carriers' witness, according to the record, were determined by expanding the costs of record to an operating ratio of 90 percent before provision for income taxes. It has not been shown on this record that rates which would produce an operating ratio of 90 percent are necessary or reasonable.

The Transportation Division rate expert recommended rates which were also predicated upon the composite costs of record. They were, however, somewhat lower than those suggested by the carriers and would not leave as great a margin between costs and revenues as that resulting from the carriers' proposals. These rates appear to be reasonable and will be adopted.

In addition to mileage rates, the tariff contains point-to-point rates which apply between the larger cities and metropolitan areas. The point-to-point rates between the major centers are lower than the mileage rates for equivalent distances. These lower rates also apply at intermediate points along designated routes. A carrier witness testified that the point-to-point rates are based on the cost of through express service between the major centers whereas the intermediate points are served by the more expensive local service or require a back-haul. He submitted evidence showing that an increment should be added to the cost in determining the point-to-point rates so as to give some consideration to the higher operating costs at the intermediate points. Effect will be given to this factor in the rate adjustments of the point-to-point rates.

We will next discuss local moving.

Local Moving

In 1950 it was found that substantially all of the local moving was performed by small operators although larger movers, some of whom are the long distance carriers or affiliates of the long

distance carriers, also engaged in this service. The same situation now holds.

Although rates for local moving are provided in the tariff on a piece basis and on a weight and distance basis, most of the local moving is performed under hourly rates. Three rate territories are provided in connection with these rates.⁵ The three rate territories were established chiefly because of differences in labor costs within each of the territories. The record now shows that the differences in labor costs between some of the areas have changed so that different scales of rates are justified for only two territories. One of these comprises the San Francisco Bay area (San Francisco, Alameda, Contra Costa, Marin, San Mateo and Santa Clara Counties) and the other consists of the balance of the State.

As was the case with respect to the long distance moving operations, both the carriers and the Commission's staff entered studies of the costs of conducting local moving operations. However, here, in contrast to long distance moving, the costs experienced by the small operators must be given major consideration in determining representative costs of local moving services. This is not only because the preponderance of this service is provided by the small operators but also because they experience generally lower costs.

The evidence shows a wide variation of costs. For example, the costs per hour for equipment with driver and one helper in the San Francisco territory range from a low of \$7.84 to a high of \$10.22. The costs in the remaining territory run approximately one dollar lower. For this service, the Commission's rate witness proposed a

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One territory consists of San Francisco, San Mateo and Alameda Counties and the City of Richmond. The second territory consists of Marin County and the Cities of Fresno, Lodi, Manteca, Modesto, North Sacramento, Palo Alto, Sacramento, San Jose, Santa Clara, Stockton and Tracy. The third territory consists of the balance of the State.

rate of \$9.60 in the San Francisco Bay area Territory and \$8.60 for the remainder of the State. The corresponding rates proposed by the carriers' rate witness were \$10.00 and \$9.00, respectively. The staff witnesses' proposed rates appear to be sufficient and will be adopted for the hourly moving rates.

At present there is a difference in the hourly rates dependent on whether the equipment used has a loading area of more or less than 70 square feet. The present costs of record do not warrant continuing a difference in rates dependent on the size of equipment. Accordingly, the rates to be established herein will be applicable to equipment of any size.

As previously mentioned, rates in cents per piece are also provided. The present provisions provide two scales of rates for the first piece dependent on distance transported plus an additional charge for each additional piece up to a total of five pieces. The two scales are different depending on the size of the article. As in the case of equipment of different sizes, the current costs justify only one scale of rates. The staff witnesses' proposal to establish one scale of rates appears to be reasonable and will be approved.

There remains for discussion the rules, regulations and accessorial services.

Rules and Regulations and Accessorial Services

A tariff publishing agent and the Transportation Division's rate witness both placed in evidence proposed changes in the tariff rules and regulations. Many of the proposals are designed to clarify the existing rules. Others are designed to reflect present costs of operation and to bring about uniformity with similar provisions in other minimum rate tariffs. There is no need to discuss these proposals in detail. These changes appear to be necessary, and with minor modification will be made.

The rate witness also proposed a revision of the rule relating to the computation of time under hourly rates. The revision was designed to preclude charging for time in excess of that actually used. Carrier witnesses opposed the revision. They contended that it is occasionally necessary to charge for excess time in order to recover the costs of operation. The proposed change will not be adopted. Should the carriers elect to assess charges in excess of the minimum rates either through higher rates or by charging for greater time they are required to inform the shipper and to include that information in the confirmation of shipping instructions and rate quotation form.

Among the changes proposed by the rate witness in the information required to be shown on the shipping document and the confirmation form was the inclusion of the carrier's address. Objections to this proposal were based on the additional expense that would be incurred by carriers with more than one office due to inability to use a single form for all offices. The shipper has a right to be able to determine from the shipping documents the address of the carrier with which he is doing business. The proposal will be adopted.

The rate witness proposed a proportional rate to be used in connection with the point-to-point rates for distances within 25 miles of the routes over which the point-to-point rates apply. This is patterned after a similar provision in the interstate household goods tariffs. Although such a provision may be desirable on interstate traffic, it was not shown to be justified for California intrastate traffic. It will not be approved. As an alternative, the rate witness proposed extending the application of the point-to-point rates from one mile on each side of the highways to five miles. Deviation of more than one mile on either side of the highway is required. A maximum of 5 miles appears to be a reasonable limitation. It will be authorized.

In addition various enlargements of the metropolitan areas were proposed. These changes are due to growth in the areas involved. The carriers also requested that maps be included in the minimum rate tariff for certain of the areas. They argued that having the maps would enable carriers to determine more readily the extent of the areas involved. These proposals will be adopted.

The carrier witness proposed elimination of the present exemption of shipments transported for the United States, state, county or municipal governments. He claimed that the cost of handling such shipments is no less than the cost of handling similar shipments subject to the minimum rates. The exemption was included in the tariff to accord a competitive equality of transportation between common carriers and permitted carriers.⁶ The evidence does not support petitioners' proposal that the exemption should be canceled at this time.

Changes were also proposed in the rule pertaining to inability to make delivery. The changes related mainly to the notification of arrival of shipment. It appears that if these changes were made discrimination could result. It would be best at this time to retain the present rule. There was also proposed a new rule relating to impracticable operations. It provided that where necessary to transfer a shipment from or to a smaller vehicle, the charges will be based on a combination of the rates from and to the point of transfer. While a provision such as this may be desirable in a common carrier tariff, it has not been shown to be justified for inclusion in a minimum rate tariff. It will not be adopted.

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Under Sec. 530 of the Public Utilities Code, common carriers may transport free or at reduced rates property for the governments specified. Their tariff rates need not be observed for such transportation.

As stated at the outset of this opinion, the record is voluminous. Many of the details of changes in the minimum rates, rules and regulations have not been discussed. All of the evidence, however, has been carefully weighed.

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 as amended) be and it is hereby further amended by incorporating therein, to become effective February 1, 1954, the original and revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix by this reference are made a part hereof.

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 February 1, 1954, and on not less than five days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that, except to the extent provided for in the preceding ordering paragraph hereof, 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., filed August 12, 1952, in these proceedings, and as amended, and the petition of California Moving & Storage Association filed August 23, 1952, in Case No. 5330, and as amended, be and they are hereby denied.

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 21st day of December, 1953.

A. F. Indurain
President
James J. Callahan
Francis J. Patten
James J. Quinn
Commissioners

APPENDIX "A" TO DECISION NO. 49456

Revised Pages to City Carriers' Tariff No. 3-A -
Highway Carriers' Tariff No. 4-A Authorized by
Said Decision.

First Revised Page 2 cancels Original Page 2
Second Revised Page 6 cancels First Revised Page 6
Second Revised Page 7 cancels First Revised Page 7
First Revised Page 8 cancels Original Page 8
First Revised Page 9 cancels Original Page 9
Second Revised Page 11 cancels First Revised Page 11
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First Revised Page 22 cancels Original Page 22
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Original Page 23-D
Original Page 23-E
Original Page 23-F
Original Page 23-G
Third Revised Page 25 cancels Second Revised Page 25
First Revised Page 26 cancels Original Page 26
Second Revised Page 27 cancels First Revised Page 27
Third Revised Page 28 cancels Second Revised Page 28
Second Revised Page 29 cancels First Revised Page 29
First Revised Page 31 cancels Original Page 31
First Revised Page 33 cancels Original Page 33

(End of Appendix "A")

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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* Change }
 # Addition } Decision No. 49456

EFFECTIVE FEBRUARY 1, 1954

Issued by the Public Utilities Commission of the State of California,
 Correction No. 16 San Francisco, California.

| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|--------------------------|
| <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.</p> | 30 |
| <p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>(a) Except as otherwise provided by paragraph (b), rates in this tariff apply to the transportation of the following uncrated property:</p> <p style="margin-left: 2em;">(1) Used household goods, viz: household or personal effects such as furniture, furnishings, clothing, radios, musical instruments, stoves and refrigerators.</p> <p style="margin-left: 2em;">(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 style="margin-left: 2em;">(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 style="margin-left: 2em;">*(2) Property transported for the United States, state, county or municipal governments. (See Exception.)</p> <p style="margin-left: 2em;">(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 style="margin-left: 2em;">(4) Baggage, except when transported in mixed shipments with uncrated property under the provisions of Item No. 120 series.</p> <p style="margin-left: 2em;">(5) Property shipped to or from producers of motion pictures or television shows when transported subject to the rates, rules, and regulations provided by Decision No. 33226, in Cases Nos. 4246 and 4434, as amended.</p> <p>Exception: Exemption will not apply to transportation of shipments wholly within an incorporated city or city and county.</p> | *40-B Cancels 40-A |
| <p style="text-align: center;">DUAL OPERATIONS</p> <p>*Where highway common carriers, as defined in the Public Utilities Act, are affiliated with radial highway common carriers, as defined in the Highway Carriers' Act, or where highway common carriers engage radial highway common carriers as agents or representatives, the following requirements shall be observed:</p> <p style="margin-left: 2em;">(a) The operations of each carrier shall be conducted as those of a separate entity.</p> <p style="margin-left: 2em;">(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> | *50-A Cancels 50 |

(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.

(d) All documents shall be issued and all records kept on a strictly individual carrier basis.

(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.

* Change, Decision No. ~~49456~~ **49456** EFFECTIVE February 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 17

| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|-----------------------|
| <p style="text-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 style="text-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 style="text-align: center;">PAYMENT OF COMMISSIONS</p> <p>Except where prohibited by law, commissions not to exceed five percent of the transportation charges may be paid by carriers to persons or corporations that do not operate as for-hire carriers of used household goods and other articles, as described in and for which rates are provided in this tariff. (See Exception)</p> <p><u>Exception:</u> Carriers shall not pay any commission to a shipper, consignee, or the employer thereof, nor to the payer of the transportation charges.</p> | *80-A Cancel 80 |
| <p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation and for the same accessorial services, than results from the application of the rates herein provided.</p> | 90 |

COMPUTATION OF DISTANCES

(a) Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table.

(b) Shortest resulting actual mileage via any public highway route shall be used to compute charges for shipments moving under distance rates within the same incorporated city (exclusive of that portion of Los Angeles included within Los Angeles Zones) or the same Los Angeles Zone as described in Item No. 40 series of the Distance Table.

*100-B
Cancels
100-A

ALTERNATIVE APPLICATION OF RATES NAMED IN THIS TARIFF

(a) In the event two or more rates are named in this tariff for the same transportation, the lower rate shall be the minimum rate.

(b) In the event a combination of point-to-point rates provided in Item No. 430 series and distance rates provided in Item No. 420 series makes a lower aggregate through rate or charge for the same transportation than a single through distance rate, such lower combination of rates shall be the minimum rate.

*110-A
Cancels
110

* Change, Decision No. 49456

EFFECTIVE FEBRUARY 1, 1954

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

Correction No. 18

| 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 the same shipment with 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 at the combined weight of the mixed shipment; or the commodities for which rates are provided in this tariff may be transported at the applicable rates provided herein, and the commodities for which rates are not provided herein, at the rates provided in other Commission tariffs or which might be otherwise applicable, provided separate weights or other authorized units of measurement are furnished or obtained. In the event that the latter basis is used, the minimum rates provided in this tariff shall apply to the entire shipment.</p> <p>(b) When any uncrated portion of a shipment of commodities for which rates are herein provided requires protection against damage after receipt thereof by the carrier and such protection is afforded by the carrier by packing such uncrated portion of the shipment in containers, such portion so packed shall be rated as uncrated property.</p> | <p>*120-A Cancels 120</p> |
| <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. 140 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, subject to Item No. 110 series.</p> <p>*(d) Rates in Item No. 440 series shall apply for the accessorial services of packing and unpacking in the territory in which the service is performed.</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>*Note 1. The highest rated territory in or through which any service is performed shall determine the applicable hourly rate.</p> | <p>*130-A Cancels 130</p> |

PICKUP AND/OR DELIVERY AT OTHER THAN GROUND FLOOR

When shipments are picked up or delivered, or both, at other than ground floor, the following additional charges per pickup or delivery per flight, shall be assessed:

1. At hourly rates (Item No. 400 series) - No additional charge.
2. At piece rates (Item No. 410 series)-45 cents per piece.
3. At distance or point-to-point rates (Items Nos. 420 and 430 series)-11 cents per 100 pounds.

0140-A
Cancels
140

* Change)
◇ Increase) Decision No. **49456**

EFFECTIVE FEBRUARY 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 19

| 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. When declared value exceeds twenty cents per pound but does not exceed fifty cents per pound, add 50% to rates provided in this tariff. 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. Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.</p> | 160 |
| <p style="text-align: center;">DIVERTED SHIPMENTS</p> <p>Charges upon a shipment transported under rates provided in Items Nos. 420 or 430 series which has been diverted shall be computed at the applicable rate in effect on date of shipment from point of origin via each point where diversion occurs to final destination, plus an additional charge of \$5.00 per shipment for each diversion.</p> | #165 |
| <p>#Addition, Decision No. 49456</p> | |
| <p>EFFECTIVE FEBRUARY 1, 1954</p> | |
| <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 20</p> | |

| 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 the Distance Table (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>(e) Storage on shipments held by carriers awaiting further transportation when such shipments are not held at the request of shipper, consignee or owner, nor stored under the provisions of Items Nos. 280 and 310.</p> <p>NOTE 1.: On shipments subject to hourly rates, actual bridge and ferry tolls shall be added to the transportation charge when such toll charges are incurred by the carrier. When two or more such shipments are transported on a unit of equipment, total toll charges shall be equally assessed between each shipment.</p> | <p style="text-align: center;">*190-B Cancels 190-A</p> |
| <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> | <p style="text-align: center;">200</p> |
| <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</p> | <p style="text-align: center;">210</p> |

same shipment, the lowest of the net scale weights shall be used in computing the applicable charges.

RATES BASED ON VARYING MINIMUM WEIGHTS

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.

220

* Change, Decision No. 49456

EFFECTIVE FEBRUARY 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 21

| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|---|
| <p style="text-align: center;">SHIPPING ORDER AND FREIGHT BILL</p> <p>1. 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) Name and address of carrier. (b) Date issued. (c) Name of each shipper and consignee. (d) Points of origin and destination. (e) Description of the shipment, and the agreed or declared valuation thereof. (f) Unit of measurement upon which charges are based, viz.: <ul style="list-style-type: none"> 1. Actual and minimum number of hours involved; or 2. Actual number of pieces; or 3. Actual and minimum weight. (g) Deductions in time, if any, and reasons therefor. (h) Number of helpers. (i) Rates and charges assessed. (j) Description of accessorial services performed, if any, and each separate charge therefor. (k) Insurance, type and amount thereof, if any, and charge therefor. (l) Signature of carrier, or his agent. (m) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>2. The form of shipping document in Item No. 550 series will be suitable and proper. Such form may be combined with the confirmation of shipping instructions and rate quotation document form, provided such combined form and the issuance thereof are in compliance with the provisions of this item and Items Nos. 260 and 261 series and properly identified as to what it purports to be.</p> <p>3. A copy of each document issued in compliance with the provisions of this item 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> | <p>*230-A Cancels 230</p> |
| <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> | <p>240</p> |
| <p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments</p> | |

shall not be consolidated or combined by the carrier.

NOTE:-Component parts of a shipment may be combined under the provisions of Items Nos. 290 and 300 series. (Split pickup and split delivery.)

250

* Change, Decision No. 49456

EFFECTIVE FEBRUARY 1, 1954

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

| 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 confirmation of shipping instructions and rate quotation document shall be prepared in duplicate by the carrier for each shipment tendered for transportation. Such document shall be signed by the carrier and shipper prior to the commencement of performance of any service specified therein, and the signed original or duplicate thereof delivered to the shipper prior to or at the time such service is begun. Such documents shall contain the following information:</p> <ul style="list-style-type: none"> (a) Date. (b) Date and time of pickup requested or other arrangement. (c) Name and address of carrier or carriers. (d) Names of shippers and consignees. (e) Name, address or telephone number of party to be notified. (See Note 1.) (f) Description of notification and delivery arrangements. (See Note 2.) (g) Points of origin and destination. (h) Description of shipment. (i) Description of transportation and accessory services to be performed. (j) Rates and charges (including minimum weights, minimum hours, other units of measurement, or minimum charges, when they are to be applied) quoted for the services described in the documents. (See Note 3.) (k) Valuation of shipment. (See Note 4.) (l) Insurance. (See Note 5.) (m) Signatures of carrier and shipper. <p>2. The form of confirmation of shipping instructions and rate quotation document in Item No. 560 series will be suitable and proper. Such form may be combined with the shipping document form into a single document, provided such combined form and the issuance thereof are in compliance with the provisions of this item and Item No. 230 series and properly identified as to what it purports to be.</p> <p>3. The original or duplicate of each document issued in compliance with the provisions of this item 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 thereof.</p> <p>NOTE 1.: Carrier shall request of the shipper, notification party, address, or telephone number. When shipper cannot furnish such information or declines to do so, that fact must be shown on the document.</p> <p style="text-align: right;">(Continued on Page 14)</p> | <p style="text-align: center;">*260-A Cancels 260</p> |
| <p>*Change, Decision No. 19456</p> | |
| <p style="text-align: right;">EFFECTIVE FEBRUARY 1, 1954</p> | |
| <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 23</p> | |

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item
No.

CONFIRMATION OF SHIPPING INSTRUCTIONS AND
RATE QUOTATION (Concluded)

(Items Nos. 260 and 261 Series)

Note 2. The document shall also direct attention to the fact that additional charges for storage, extra handling, and transportation will accrue should the goods not be received by the consignee in accordance with the described arrangements. (See Item No. 280 series.)

Note 3. The following statement, or one of similar import, shall be placed upon the document:

IMPORTANT NOTICE

(a) The rates quoted herein (including minimum hours, minimum weight, minimum charge, or other minimum provisions), supersede any previous quotation, estimate or representation;

(b) The quoted rates are believed to be not lower than minimum rates prescribed by the California Public Utilities Commission as published in its City Carriers' Tariff No. 3-A - Highway Carriers' Tariff No. 4-A and are to be applied to the number of hours involved in providing service, to the actual weight, or to the actual number of other units of measurement, subject to the designated minimum provisions, unless in conflict with the minimum rates, rules, and regulations of that tariff.

(c) The Commission's tariff must be applied as the minimum basis.

(d) Copies of the tariff are open for public inspection at the Commission's offices in San Francisco and Los Angeles and at the carrier's office or offices at _____

designate location

Note 4. Valuation shall be shown in the following manner:

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

*261-A
Cancels
261

Note 5. If the carrier does not arrange for insurance, state that fact; if it does, and insurance is ordered through the carrier to protect the shipment, describe the type and amount of insurance and charges therefor, or state that no insurance has been ordered through the carrier.

* Change, Decision No. 49456

EFFECTIVE FEBRUARY 1, 1954

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

Correction No. 24

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item
No.

OBSERVANCE OF QUOTED RATES AND CHARGES

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 assessed on each shipment transported over the line of a single carrier, or over the lines of two or more carriers under a joint or agency arrangement, except as provided in paragraphs (a) or (b) below:

(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.

(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, 3, and 4, below, rates and charges no higher than the minimum rates and charges named in this tariff shall be assessed. 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.

*270-A
Cancels
270

1. A description of the transportation and accessorial services ordered 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 shipper.
4. Signature of carrier.

INABILITY TO MAKE DELIVERY

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.

280

Note 1. A free storage period of 24 hours from the first 7:00 A.M. after the day of arrival may be allowed.

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.

Note 3. The provisions of Item No. 310 series shall not apply.

* Change, Decision No. **49456**

EFFECTIVE FEBRUARY 1, 1954

Issued by the Public Utilities Commission of the State of California;
San Francisco, California.
Correction No. 25

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

SPLIT PICKUP

Split pickup service may be accorded subject to the following conditions:

- (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:

(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 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 of any component part to point of destination via the points of origin of all other component parts, plus an additional charge of \$8.60 for each stop to load 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 when the point of origin of each component part, and point of destination, are located as follows:

- 1. Within the named metropolitan areas and/or communities between which the point-to-point rates apply; or
- 2. Within unnamed communities directly intermediate between the named metropolitan areas and/or communities on a single authorized route named in Item No. 500 series or within five actual highway miles from such route; or
- 3. Within an incorporated city through which such route passes.

To the charges so computed shall be added a charge of \$8.60 for each stop to load between the first point of origin and point of destination.

*290-A
 Cancels
 290

* Change)
 ◊ Increase) Decision No. **49456**
 & Reduction)

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 San Francisco, California.

Correction No. 26

| 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> <p>(1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party.</p> <p>(2) Split pickup service shall not be accorded.</p> <p>(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.</p> <p>(4) Charges shall be computed as follows:</p> <p style="padding-left: 20px;">(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.)</p> <p style="padding-left: 20px;">(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 \$8.60 for each stop to unload between point of origin and final point of destination.</p> <p style="padding-left: 20px;">(c) Under point-to-point rates (Item No. 430 series). Apply the applicable rate to the total weight of the composite shipment when the point of origin and point of destination of each component part are located as follows:</p> <ol style="list-style-type: none"> Within the named metropolitan areas and/or communities between which the point-to-point rates apply; or Within unnamed communities directly intermediate between the named metropolitan areas and/or communities on a single authorized route named in Item No. 500 series, or within five actual highway miles from such route; or Within an incorporated city through which such route passes. <p>To the charges so computed shall be added a charge of \$8.60 for each stop to unload between the point of origin and final point of destination.</p> | <p style="text-align: center;">*300-A Cancels 300</p> |
| <p style="text-align: center;">STORAGE IN TRANSIT</p> <p>(Applies only on shipments subject to rates in cents per 100 pounds to or from point of storage)</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> <p style="padding-left: 20px;">(a) The applicable transportation rate from initial point of origin to point of storage, plus</p> <p style="padding-left: 20px;">(b) The applicable transportation rate from point of storage to point of destination, plus</p> | <p style="text-align: center;">*310-A Cancels 310</p> |

(c) Warehouse handling and storage charge of 650 cents per 100 pounds for the 30-day period or fraction thereof, subject to a minimum charge of \$2.50.

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. Charges for subsequent delivery shall be assessed on the basis of the charges applicable from point of storage to point of delivery.

* Change)
◊ Increase) DECISION NO. 49456
◊ Reduction)

EFFECTIVE FEBRUARY 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 27

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.

(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 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 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 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 re-issued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be cancelled on less than thirty days' notice to the Commission.

*320-1
Cancels
320

(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 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 | \$.30 | Over \$200.00 not over \$250.00 | \$1.69 |
| Over 2.50 | not over \$5.00 -- .35 | " 250.00 " " 300.00 | 1.94 |
| " 5.00 | " " 10.00 -- .48 | " 300.00 " " 350.00 | 2.18 |
| " 10.00 | " " 20.00 - .51 | " 350.00 " " 400.00 | 2.45 |
| " 20.00 | " " 25.00 - .54 | " 400.00 " " 450.00 | 2.70 |
| " 25.00 | " " 40.00 - .63 | " 450.00 " " 500.00 | 2.96 |
| " 40.00 | " " 50.00 - .67 | " 500.00 " " 550.00 | 3.21 |
| " 50.00 | " " 60.00 - .85 | " 550.00 " " 600.00 | 3.46 |
| " 60.00 | " " 80.00 - .88 | " 600.00 " " 650.00 | 3.71 |
| " 80.00 | " " 100.00 - .91 | " 650.00 " " 700.00 | 3.96 |
| " 100.00 | " " 102.50 - 1.16 | " 700.00 " " 750.00 | 4.23 |
| " 102.50 | " " 105.00 - 1.18 | " 750.00 " " 800.00 | 4.48 |
| " 105.00 | " " 110.00 - 1.24 | " 800.00 " " 850.00 | 4.73 |
| " 110.00 | " " 120.00 - 1.27 | " 850.00 " " 900.00 | 4.98 |
| " 120.00 | " " 140.00 - 1.29 | " 900.00 " " 950.00 | 5.24 |
| " 140.00 | " " 150.00 - 1.36 | " 950.00 " " 1,000.00 | 5.49 |
| " 150.00 | " " 160.00 - 1.43 | " 1,000.00 | |
| " 160.00 | " " 180.00 - 1.46 | at rate of \$5.49 per \$1,000.00 | |
| " 180.00 | " " 200.00 - 1.52 | | |

*Change)
Increase) Decision No. 49456

EFFECTIVE FEBRUARY 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 28

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)

Item
No.

COLLECTION OF CHARGES

(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.

(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 of 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 debtor 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.

(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 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.

*330-A
Cancels
330

(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.

(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.

(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.

* Change, Decision No. 49256

EFFECTIVE February 1, 1954

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

Correction No. 29

| SECTION NO. 2 - TERRITORIAL DESCRIPTIONS | Item No. |
|---|----------|
| <p style="text-align: center;">APPLICATION OF TERRITORIAL DESCRIPTIONS</p> <p>1. Descriptions of territories and metropolitan areas in Section No. 2 apply in connection with rates, rules and regulations making reference thereto.</p> <p>2. Such descriptions shall include both sides of avenues, boulevards, highways, roads, or streets named as boundary lines, except that in unincorporated territory, all points not more than 500 feet beyond such named avenue, boulevard, highway, road, or street shall be included within the described territory or metropolitan area.</p> <p>3. 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 the described territory or metropolitan area.</p> | #340 |
| <p style="text-align: center;">TERRITORIES</p> <p>TERRITORY "A" consists of the City and County of San Francisco, the Counties of Alameda, Contra Costa, Marin, San Mateo and Santa Clara.</p> <p>TERRITORY "B" consists of all territory not contained in Territory "A".</p> | #343 |
| <p>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 and County of San Francisco meets the Pacific Ocean; easterly along said boundary to the boundary of Daly City; southerly and easterly along said boundary to U.S. Highway 101; southerly along said highway to the boundary of the City of Colma; westerly, southerly, and easterly 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 southern boundary of the City of South San Francisco; easterly along said boundary to the west shore line of San Francisco Bay; northeasterly along a direct line to the intersection of the southerly boundary of the City of Oakland and the east 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 Alameda-Contra Costa County Line; northerly along said County Line to the boundary of the City of El Cerrito; northerly and westerly along said boundary to the boundary of the City of Richmond; northerly and westerly along said boundary to the east shore line of San Pablo Bay; southerly along said shore line and the east shore line of 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; northerly and 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> | #347 |

The foregoing description includes the following points:

| | | | |
|-----------------|-------------------|----------------|--------------------|
| Alameda (1) | Daly City (1) | Oakland (1) | Point San Pablo |
| Alameda Pier | East Oakland | Oakland Pier | Richmond (1) |
| Albany (1) | El Cerrito (1) | Ocean View | San Bruno (1) |
| Badon | Elkton | Piedmont (1) | San Francisco (1) |
| Bay Farm Island | Elmhurst | Point Castro | San Leandro (1) |
| Bayshore | Emeryville (1) | Point Fleming | South San |
| Berkeley (1) | Ferry Point | Point Isabel | Francisco (1) |
| Bernal | Fruitvale | Point Molate | Stego |
| Brisbane | Government Island | Point Orient | Tanforan |
| Camp Knight | Lawndale | Point Petrero | Treasure Island |
| Colma (1) | Melrose | Point Richmond | Union Park |
| | | | Visitacion |
| | | | Winohaven |
| | | | Yerba Buena Island |

(1) Incorporated City.

* Change)
Addition) Decision No. **49456**

EFFECTIVE FEBRUARY 1, 1954

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

Correction No. 30

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)

Item
No.

METROPOLITAN LOS ANGELES AREA consists of that area embraced by the following boundary:

Beginning at the intersection of the Los Angeles-Orange County Line with the Pacific Ocean; westerly and northerly along the coast line to its intersection with the projection southerly of the line of Topanga Canyon Road (State Route 27); northerly along said projection, Topanga Canyon Road (State Route 27), and Topanga Canyon Boulevard (State Route 27) to its intersection with the boundary of the City of Los Angeles, approximately 3/8 mile south of Mulholland Highway; westerly, northerly and easterly along said boundary to its intersection with Pacoima Canyon Road, approximately 1 1/2 miles northeast of San Fernando; northeasterly along said road to the southerly boundary of the Angeles National Forest; easterly along said southerly boundary to the San Gabriel Forest Highway (State Route 39), approximately 2 1/2 miles north of Azusa; southerly along said highway to its intersection with the boundary of the City of Azusa; easterly, southerly, and westerly along said boundary to Azusa Avenue; southerly along said street to its intersection with the boundary of the City of West Covina; easterly, southerly, and westerly along boundary to Sunset Avenue; southwesterly along Sunset Avenue, Seventh Avenue, and Turnbull Canyon Road to its intersection with the boundary of the City of Whittier; southerly along said boundary to its intersection with Whittier Boulevard (Highway U.S. 101); southeasterly along said highway to the Los Angeles-Orange County Line; southerly, westerly and southwesterly along said County Line to the point of beginning.

The foregoing description includes the following points:

*350

| | | | |
|-----------------------|------------------|--------------------|--------------------|
| Alhambra (1) | Chatsworth | Granada Park | Los Angeles Harbor |
| Arroyo Vista | Chevy Chase | Griffith Park | Los Cerritos |
| Alamitos Bay | City Terrace | Harbor City | Los Nietos |
| Alamitos Heights | Clifton | Harbor Hills | Lynwood (1) |
| Alta Canyonada | Clearwater | Hawaiian Gardens | Machado |
| Altadena | Compton (1) | Hawthorne (1) | Magnolia Park |
| Arcadia (1) | Crushton | Hazard | Manhattan Beach(1) |
| Artesia | Crutcher | Hermosa Beach (1) | Mar Vista |
| Athens | Cudahy | Hermosillo | Mayfair |
| Atwater District | Culver City (1) | Hewitt | Maywood (1) |
| Avalon Village | Davidson City | Highland Park | McKinley |
| Azusa (1) | Dexter Park (2) | Highway Highlands | McNeil |
| Baldwin Hills | Dolores | Hobart | Michillinda |
| Baldwin Hills Village | Dominguez | Hollydale | Moneta |
| Baldwin Park | Dominguez Jct. | Hollywood | Monrovia (1) |
| Bandini | Downey | Hollywood Park | Montebello (1) |
| Banning Homes | Duarte | Hollywood Riviera | Montebello Gardens |
| Barnes City | Eagle Rock | Hondo | Montecito Park |
| Basilone Village | East Long Beach | Huntington Park(1) | Monterey Park (1) |
| Bassett | East Los Angeles | Hyde Park | Monte Vista |
| Bel Air | East Pasadena | Hynes | Montrose |
| Bel-Air Estates | East San Pedro | Inglewood (1) | Nadeau |
| Bell (1) | El Molino | Irwindale | Naples |
| Bella Vista | El Monte (1) | Jordan Downs | North Hollywood |
| Bellflower | El Nido | Kincaid | North Long Beach |
| Bell Gardens | El Segundo (1) | La Canada | North Los Angeles |
| Belmont Shore | El Sereno | La Crescenta | Northridge |
| Belvedere | Encino | Laguna | Northridge Estates |
| Belvedere Gardens | Encino Park | Lakeside Park | North Sherman Way |
| Beverly Hills (1) | Firestone Park | Lakewood | Norwalk |
| Biltmore Homes | Five Points | Lakewood Village | Ocean Park |
| Bixby | Flintridge | Lamanda Park | Olive View |
| Brentwood | Florence | La Mirada | Pacific Palisades |

| | | | |
|-------------------|------------------|-----------------|--------------------------|
| Brentwood Heights | Foothill Village | La Vina (1) | Pacoima |
| Brentwood Park | Forest Lawn | Lawn | Palms |
| Burbank (1) | Fort MacArthur | Lawndale | Palo Verde |
| Burnett | Gardena City (1) | Leffingwell | Palos Verdes Estates (1) |
| Cabrillo Beach | Garvanza | Leimert Park | Paramount |
| Cabrillo Homes | Garvey | Lennox | Pasadena (1) |
| Caluenga Park | Girard | Lincoln Heights | Pico |
| Calabasas | Glendale (1) | Lincoln Village | Playa del Rey |
| Canoga Park | Graham | Lomita | Point Fermin |
| Carmenita | Granada | Long Beach (1) | Point Vicente |
| Castellamare | Granada Hills | Los Angeles (1) | Ramona Park |
| Channel Heights | | | Redondo Beach (1) |
| | | | Reseda |

(1) Incorporated city.

(2) Subject to Item No. 340, paragraph 2.

(Continued)

*Change, Decision No. 49456

EFFECTIVE FEBRUARY 1, 1954

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

Correction No. 31

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)

Item
No.

METROPOLITAN LOS ANGELES AREA (Concluded)

| | | | |
|----------------------|--------------------|-------------------|------------------|
| Rioco | Sherman | Topanga Beach (2) | West |
| Rivora | Sherman Jct. | Topanga Oaks (2) | West Arcadia |
| Rolling Hills | Sherman Oaks | Torrance (1) | Westchester |
| Roscoe | Sierra Madre (1) | Tujunga | West Covina (1) |
| Rosemead | Signal Hill (1) | Universal City | Westgate |
| San Fernando (1) | Simons | Uplifters Club | West Glendale |
| San Fernando Mission | Soldiers Home | Estates | West Hollywood |
| San Gabriel (1) | South Gate (1) | Van Nuys | West Los Angeles |
| San Marino (1) | South Pasadena (1) | Venice | West Van Nuys |
| San Pedro | Strawberry Park | Verdugo City | Westwood |
| Santa Anita | Studebaker | Verdugo Woodlands | Westwood Village |
| Santa Anita Oaks | Studio City | Vernon (1) | Whites Point |
| Santa Anita Park | Sunland | View Park | Whittier (1) |
| Santa Anita Rancho | Sun Valley | Vinevale | Wildasin |
| Santa Anita Woods | Sylmar | Vinvale | Willowbrook |
| Santa Fe Springs | Tarzana | Walker | Wilmar |
| Santa Monica (1) | Temple City | Walnut Park | Wilmington |
| Sartelle | Terminal Island | Walteria | Windsor Hills |
| Sentous | Thenard | Watson | Wingfoot |
| Sepulveda | Topanga (2) | Watts | Woodland Hills |

*353

- (1) Incorporated City.
- (2) Subject to Item No. 340, paragraph 2.

METROPOLITAN SAN DIEGO AREA consists of that area embraced by the following boundary:

Beginning at the intersection of the southernmost boundary line of the City of Coronado and the shore line of the Pacific Ocean; 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, in the vicinity of Crossment; northeasterly and northerly on Murray Avenue and Cuyamaca Street, to Main Street, in the vicinity of El Cajon; easterly along Main Street to Johnson Avenue; northerly along Johnson Avenue to Broadway; easterly along Broadway to Mollison Avenue; southerly along Mollison Avenue to Chase Avenue; westerly along Chase Avenue to Avocado Boulevard; southerly along Avocado Boulevard to State Route 94; easterly along State Route 94 to Jamacha Avenue; southerly and westerly along Jamacha Avenue and San Elijo Street to Grand Avenue; southerly along Grand Avenue to Lakoview Avenue; southerly and westerly along Lakoview Avenue to Sweetwater Road; southerly along Sweetwater Road to unnumbered county highway approximately $\frac{1}{4}$ mile easterly from Margaret Street in the vicinity of Sunnyside; southerly along said county highway to Grand Avenue; southerly and westerly along Grand Avenue and Bonita Street to the boundary of the City of Chula Vista; southerly and westerly along said boundary to the east 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.

*357

The foregoing description includes the following points:

| | | | |
|-----------------|----------------|-------------------|--------------------|
| Balboa Park | Hillcrest | Middletown | Pacific Beach |
| Bonita (2) | Horton | Mission Beach | Paradise Hills |
| Camp Callan | Kensington | Mission Hills | Point Loma |
| Chesterton | Ladrillo | Mission Valley | Rosoville |
| Chula Vista (1) | La Jolla | Morena | San Diego (1) |
| City Heights | La Mesa (1) | National City (1) | Selwyn |
| Collego Heights | La Mesa Colony | Normal Heights | Sorrento |
| Coronado (1) | La Playa | North Island | South Park |
| El Cajon (1) | Lemon Grove | North Park | Spring Valley |
| Elvira | Lincoln Acres | North San Diego | Sunnyside (2) |
| Encanto | Linda Vista | Oak Park | Talmadge Park |
| Fort Rosecrans | Logan Heights | Ocean Beach | The Muirlands |
| Golden Hill | Loma Portal | Old San Diego | University Heights |
| Grossmont (2) | Marilou Park | Old Town | |

(1) Incorporated City.

(2) Subject to Item No. 360 series, paragraph 2.

* Change, Decision No. **49456**

EFFECTIVE FEBRUARY 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 32

| SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued) | Item No. | | | | | | | | | | | | | | | |
|--|-----------------|-----------------|--------------|----------------------|-----------|-------|-------|-------------|------------|-----------|---------|----------|--|--|-----------|-----------------------------------|
| <p>METROPOLITAN SACRAMENTO AREA consists of that area embraced by the following boundary:</p> <p>Beginning at the junction of Powerline Road and El Verta Road northwesterly from Sacramento; easterly along El Verta Road to its junction with Rio Linda Boulevard; southerly along Rio Linda Boulevard to its junction with Grand Line Road; easterly along Grand Line Road to its junction with U. S. Highway 40; northeasterly along U. S. Highway 40 to its junction with Watson Way; easterly along Watson Way to its junction with San Juan Road; southerly along San Juan Road to its junction with Coloma Road; southwestly and southerly along Coloma Road to its junction with U. S. Highway 50; southwestly along U. S. Highway 50 to its junction with Mather Drive; southerly along Mather Drive, Sixth Street, A Avenue and Gilbert Street to E Avenue; northeasterly along E Avenue to its junction with Mather Boulevard; southerly along Mather Boulevard to Brand Drive; easterly along Brand Drive to its junction with Johnson Avenue; southerly along Johnson Avenue to its junction with Cochran Avenue; easterly along Cochran Avenue to its junction with Excelsior Road; southerly along Excelsior Road to its junction with Middle Jackson Road; westerly along Middle Jackson Road to Walsh Station Road; southerly along Walsh Station Road to its junction with Gerber Road; westerly along Gerber Road and Meadow View Road to its junction with the Sacramento River; northwesterly along the center of the Sacramento River to its junction with Riverview Road; westerly along Riverview Road to its junction with Drainage Canal; northerly along Drainage Canal and Powerline Road to point of beginning.</p> <p>The foregoing description includes the following points:</p> <table border="0" data-bbox="281 1601 1306 1783"> <tr> <td>Sacramento (1)</td> <td>West Sacramento</td> <td>Mather Field</td> </tr> <tr> <td>North Sacramento (1)</td> <td>Riverview</td> <td>Mills</td> </tr> <tr> <td>Bryte</td> <td>Meadow View</td> <td>Carmichael</td> </tr> <tr> <td>Broderick</td> <td>Perkins</td> <td>Del Paso</td> </tr> <tr> <td></td> <td></td> <td>Rio Linda</td> </tr> </table> <p>(1) Incorporated City</p> | Sacramento (1) | West Sacramento | Mather Field | North Sacramento (1) | Riverview | Mills | Bryte | Meadow View | Carmichael | Broderick | Perkins | Del Paso | | | Rio Linda | <p>#360-A Cancels 360</p> |
| Sacramento (1) | West Sacramento | Mather Field | | | | | | | | | | | | | | |
| North Sacramento (1) | Riverview | Mills | | | | | | | | | | | | | | |
| Bryte | Meadow View | Carmichael | | | | | | | | | | | | | | |
| Broderick | Perkins | Del Paso | | | | | | | | | | | | | | |
| | | Rio Linda | | | | | | | | | | | | | | |
| <p>METROPOLITAN SANTA BARBARA AREA consists of that area embraced by the following boundary:</p> <p>Beginning at the point of Tecolote Canyon meets the Pacific Ocean west of Ellwood; northerly along Tecolote Canyon to the road (Camino Cielo) extending along the summit of the Santa Ynez Mountains; easterly along the summit of the Santa Ynez Mountains 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> | <p>#363</p> | | | | | | | | | | | | | | | |

The foregoing description includes the following points:

| | | |
|-------------|------------|--------------------|
| Carpenteria | Hope Ranch | Ortega |
| Coromar | La Patera | Santa Barbara (1) |
| Ellwood | Miramar | Summerland |
| Coleta | Montecito | West Santa Barbara |

(1) Incorporated City

* Change, Decision No. **49456**

EFFECTIVE February 1, 1954

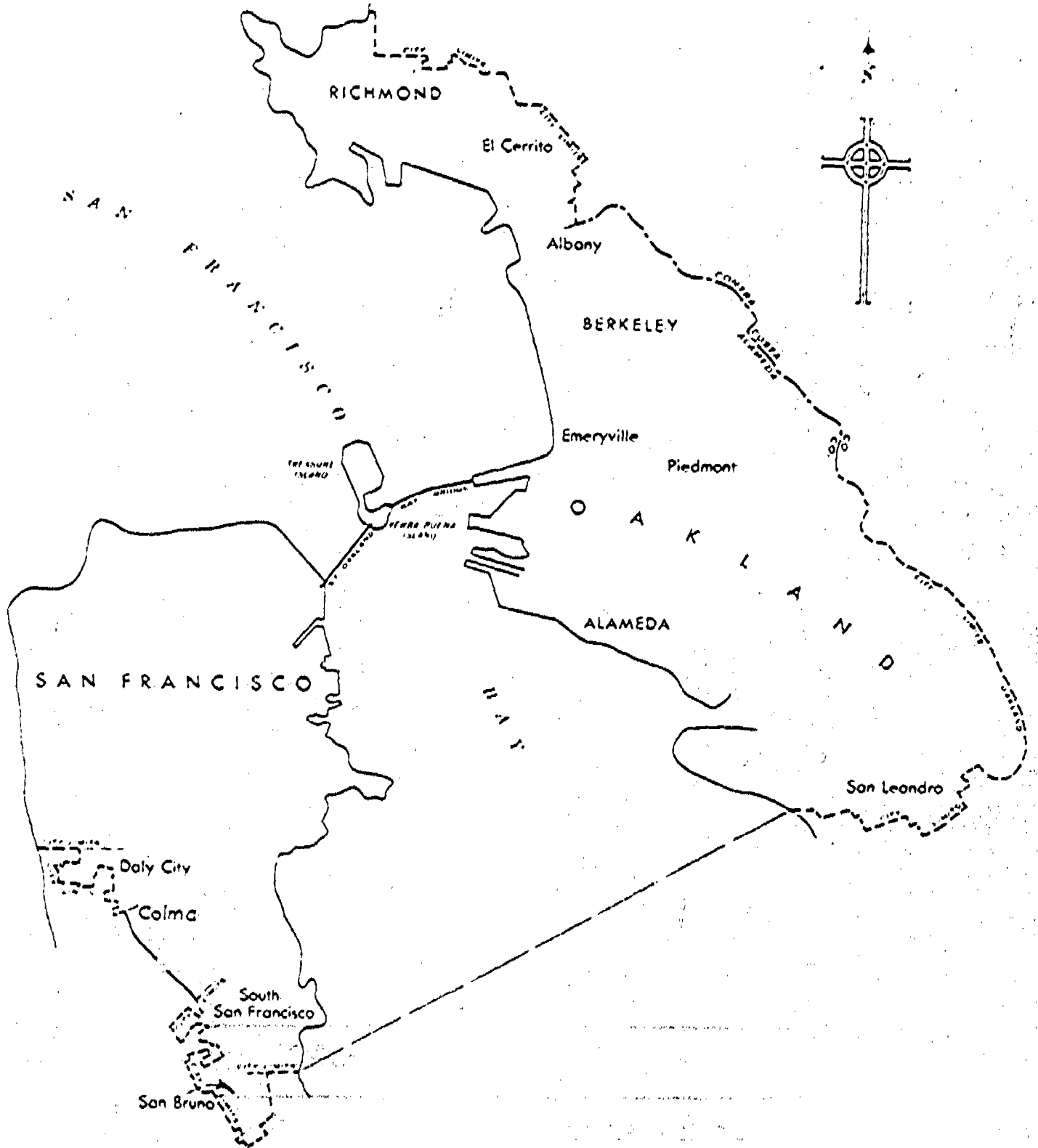
Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 33.

| SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued) | Item No. |
|---|----------|
| <p>METROPOLITAN BAKERSFIELD AREA consists of that area embraced by the following boundary:</p> <p>Beginning at the intersection of Planz Road and Wible Road, north along Wible Road and Oak Street to Rosedale Highway, northwesterly along Rosedale Highway to Pierce Road, north along Pierce Road to U. S. Highway 99, northwesterly along U. S. Highway 99 to Norris Road, southeast and east along Norris Road to Airport Drive, north along Airport Drive to Douglas Street, east along Douglas Street to Chester Avenue, north along Chester Avenue to China Grade Loop, east along China Grade Loop to Mt. Vernon Avenue, south along Mt. Vernon Avenue to Elton Avenue, east along Elton Avenue to Locust Ravine, south along Locust Ravine to College Avenue, east along College Avenue to Fairfax Road, south along Fairfax Road to Niles Street, east along Niles Street to Morning Drive, south along Morning Drive and Weedpatch Highway to Red Bank Road, west along Red Bank Road to Fairfax Road, north along Fairfax Road to Brundage Lane, west along Brundage Lane to Cottonwood Road, south along Cottonwood Road to Planz Road, and west along Planz Road to point of beginning.</p> | #367 |
| #Addition, Decision No. 49456 | |
| EFFECTIVE FEBRUARY 1, 1954 | |
| <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 34</p> | |

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)

*Item No. 370-A Cancels 370

MAP OF METROPOLITAN SAN FRANCISCO-OAKLAND AREA AS DESCRIBED
IN ITEM NO. 317 SERIES

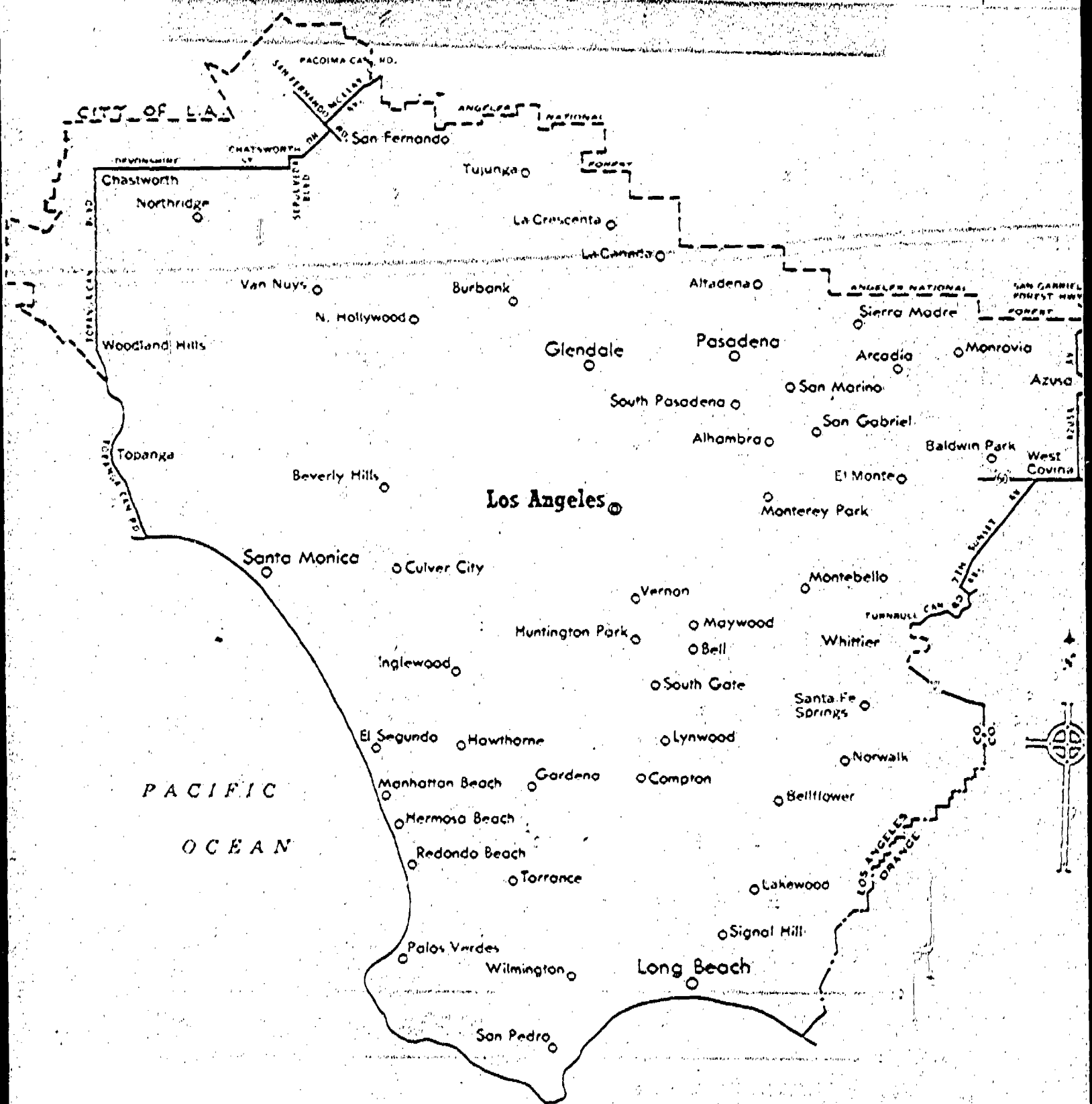


Correction No. 35

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)

#Item No. 373

MAP OF METROPOLITAN LOS ANGELES AREA AS DESCRIBED IN ITEMS
NOS. 350 AND 353 SERIES



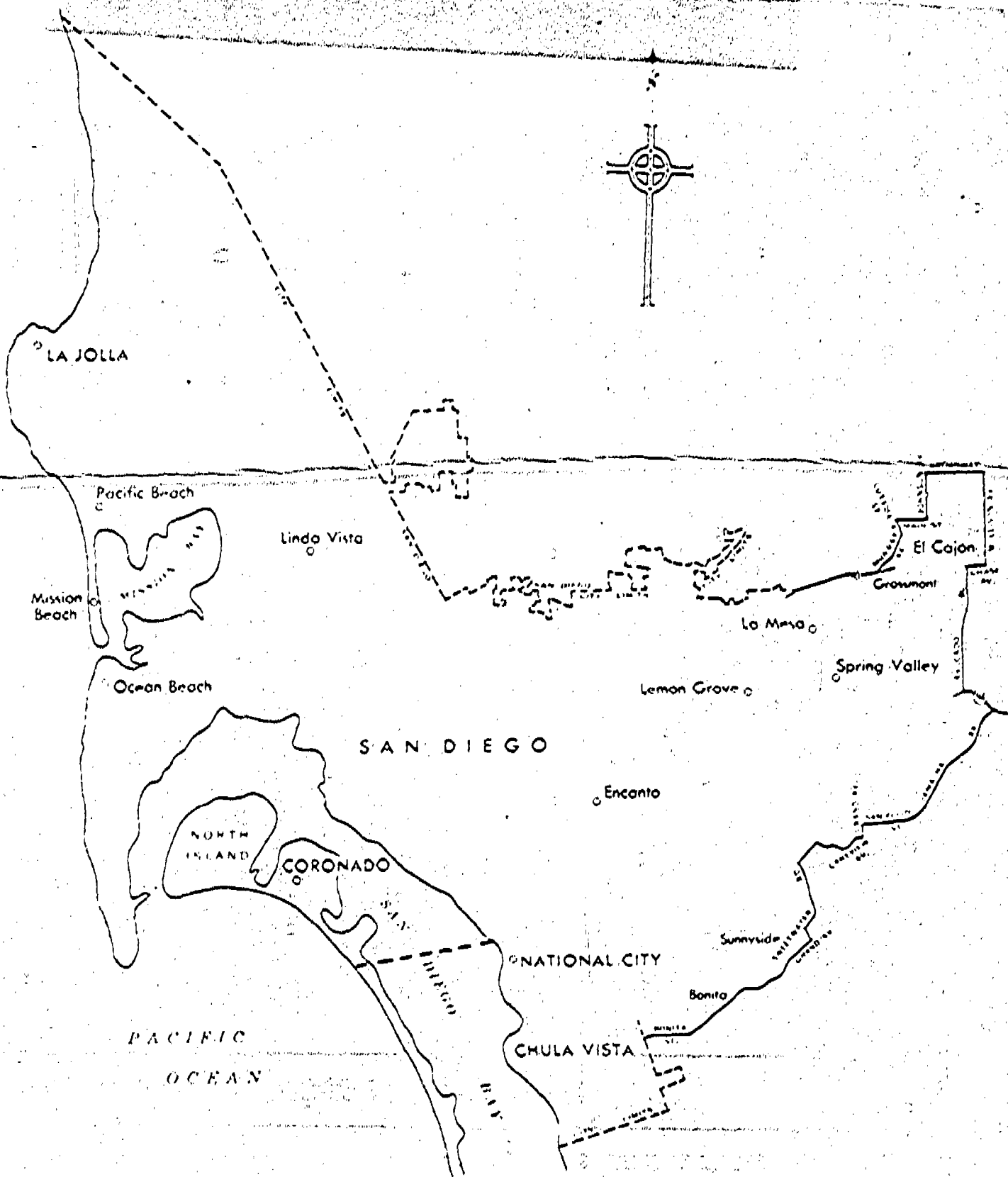
Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 36

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)

#Item No. 377

MAP OF METROPOLITAN SAN DIEGO AREA AS DESCRIBED IN ITEM
NO. 357 SERIES



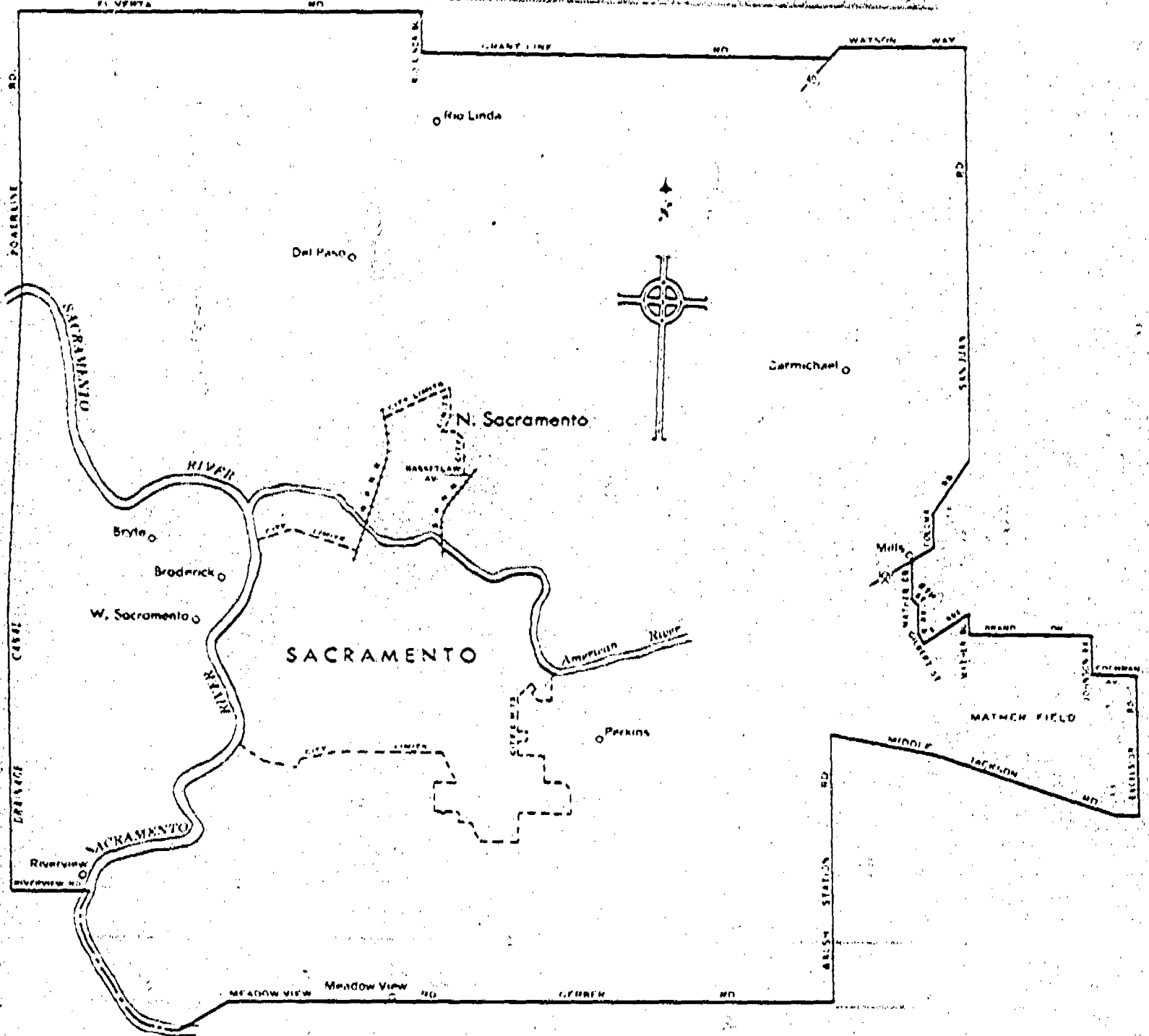
Correction No. 37

San Francisco, California.

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)

*Item No. 380-A Cancels 380

MAP OF METROPOLITAN SACRAMENTO AREA AS DESCRIBED IN ITEM
NO. 360 SERIES

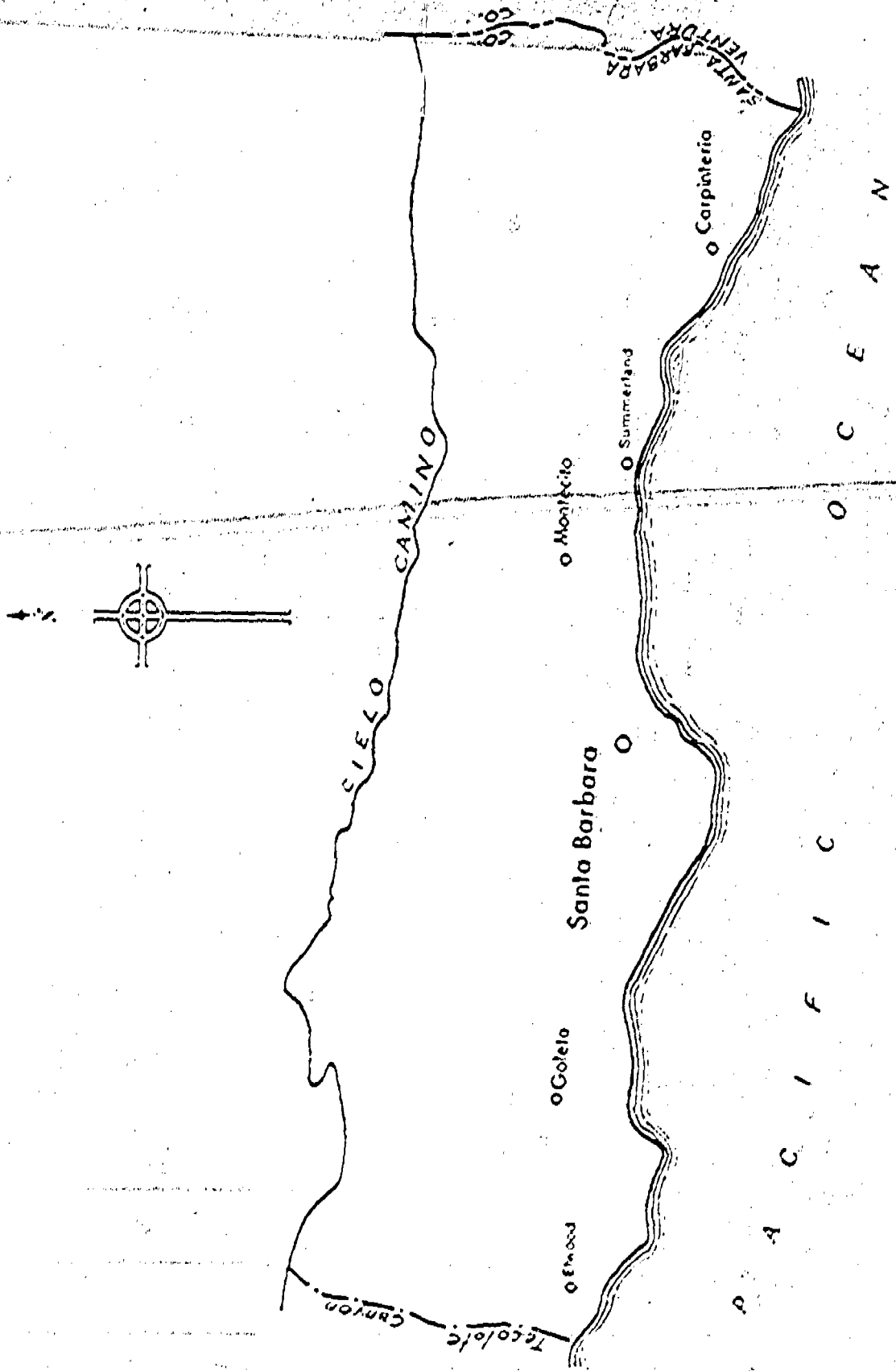


Correction No. 50

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)

#Item No. 383

MAP OF METROPOLITAN SANTA BARBARA AREA AS DESCRIBED IN
ITEM NO. 363 SERIES



Third Revised Page ... 25
 Cancels
 Second Revised Page... 25

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

| SECTION NO. 3 - RATES | | Item No. |
|---|----------------------|----------|
| RATES IN CENTS PER HOUR (1) (2) (APPLIES FOR DISTANCES OF 30 CONSTRUCTIVE MILES OR LESS OR WITHIN METROPOLITAN AREAS) | | |
| Unit of Equipment: | <u>TERRITORY (3)</u> | |
| | <u>A</u> | <u>B</u> |
| (a) with driver | 630 | 605 |
| (b) with driver and 1 helper.... | 960 | 860 |
| Additional helpers, per man..... | 400 | 340 |
| 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. | | |
| (3) See Item No. 343 series for territorial descriptions. | | |
| ◇ Increase, Decision No. 49456 | | |
| EFFECTIVE FEBRUARY 1, 1954 | | |
| Issued by the Public Utilities Commission of the State of California; San Francisco, California. | | |
| Correction No. 41 | | |

◇ 400-C
 Cancels
 400-B

First Revised Page ... 26
 Cancels
 Original Page 26

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

| SECTION NO. 3 - RATES (Continued) | Item No. | | | | | | | | | | | | | | | |
|--|-------------------------------|------------|----------------------------------|----------------------------------|-----------|--|--|----------------|-------------------------------|------------|--|-----|-----|------|-----|--|
| <p style="text-align: center;">DISTANCE RATES IN CENTS PER PIECE (1) (2) (APPLIES TO SHIPMENTS OF NOT MORE THAN 5 PIECES FOR DISTANCES OF 30 MILES OR LESS OR WITHIN METROPOLITAN AREAS)</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; padding: 2px;">FIRST PIECE</th> <th rowspan="2" style="text-align: center; padding: 2px;">Each Addi- tional Piece</th> </tr> <tr> <th colspan="3" style="text-align: center; padding: 2px;">MILES (3)</th> </tr> <tr> <th style="text-align: center; padding: 2px;">Not Over 10</th> <th style="text-align: center; padding: 2px;">Over 10 but Not Over 20</th> <th style="text-align: center; padding: 2px;">Over 20</th> <th style="padding: 2px;"></th> </tr> </thead> <tbody> <tr> <td style="text-align: center; padding: 2px;">575</td> <td style="text-align: center; padding: 2px;">940</td> <td style="text-align: center; padding: 2px;">1290</td> <td style="text-align: center; padding: 2px;">200</td> </tr> </tbody> </table> <p style="margin-top: 10px;">(1) See Item No. 130 series for application of rates.</p> <p style="margin-top: 10px;">(2) Rates in this item will not apply to split pickup or split delivery shipments.</p> <p style="margin-top: 10px;">(3) See Item No. 100 series for computation of distances.</p> | FIRST PIECE | | | Each Addi- tional Piece | MILES (3) | | | Not Over 10 | Over 10 but Not Over 20 | Over 20 | | 575 | 940 | 1290 | 200 | <p style="text-align: center;">◇ 410-A Cancels 410</p> |
| FIRST PIECE | | | Each Addi- tional Piece | | | | | | | | | | | | | |
| MILES (3) | | | | | | | | | | | | | | | | |
| Not Over 10 | Over 10 but Not Over 20 | Over 20 | | | | | | | | | | | | | | |
| 575 | 940 | 1290 | 200 | | | | | | | | | | | | | |
| <p>◇ Increase, Decision No. 49456</p> | | | | | | | | | | | | | | | | |
| <p>EFFECTIVE FEBRUARY 1, 1954</p> | | | | | | | | | | | | | | | | |
| <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 42</p> | | | | | | | | | | | | | | | | |

SECTION NO. 3 - RATES (Continued)

| Distance Rates in Cents per 100 Pounds (1) (2) (3) | | | | | | | Item No. |
|--|--------------|----------------|------------|--------------|--------------|--------------|----------|
| MILES | | Minimum Weight | | | | | |
| Over | But Not Over | 100 Pounds | 500 Pounds | 1,000 Pounds | 2,000 Pounds | 4,000 Pounds | |
| 0 | 3 | 965 | 490 | 372 | 277 | 200 | |
| 3 | 5 | 967 | 492 | 374 | 279 | 202 | |
| 5 | 10 | 972 | 496 | 379 | 283 | 207 | |
| 10 | 15 | 977 | 501 | 384 | 288 | 211 | |
| 15 | 20 | 982 | 505 | 389 | 292 | 216 | |
| 20 | 25 | 987 | 509 | 394 | 296 | 221 | |
| 25 | 30 | 992 | 513 | 399 | 301 | 225 | |
| 30 | 35 | 998 | 517 | 405 | 305 | 230 | |
| 35 | 40 | 1003 | 522 | 410 | 309 | 235 | |
| 40 | 45 | 1008 | 526 | 415 | 314 | 239 | |
| 45 | 50 | 1013 | 530 | 420 | 318 | 244 | |
| 50 | 60 | 1023 | 538 | 430 | 327 | 253 | |
| 60 | 70 | 1034 | 547 | 441 | 335 | 263 | |
| 70 | 80 | 1044 | 555 | 451 | 344 | 272 | |
| 80 | 90 | 1054 | 564 | 461 | 353 | 281 | |
| 90 | 100 | 1065 | 572 | 472 | 362 | 291 | |
| 100 | 110 | 1075 | 580 | 482 | 370 | 300 | |
| 110 | 120 | 1085 | 589 | 492 | 379 | 309 | |
| 120 | 130 | 1095 | 597 | 502 | 388 | 318 | |
| 130 | 140 | 1106 | 606 | 513 | 396 | 328 | |
| 140 | 150 | 1116 | 614 | 523 | 405 | 337 | |
| 150 | 160 | 1125 | 622 | 530 | 413 | 345 | |
| 160 | 170 | 1134 | 630 | 537 | 421 | 353 | |
| 170 | 180 | 1143 | 638 | 544 | 429 | 361 | |
| 180 | 190 | 1152 | 646 | 551 | 437 | 369 | |
| 190 | 200 | 1161 | 654 | 558 | 445 | 377 | |
| 200 | 220 | 1178 | 670 | 572 | 461 | 393 | |
| 220 | 240 | 1196 | 686 | 576 | 477 | 406 | |
| 240 | 260 | 1214 | 702 | 600 | 494 | 425 | |
| 260 | 280 | 1232 | 718 | 614 | 510 | 441 | |
| 280 | 300 | 1250 | 734 | 628 | 526 | 457 | |
| 300 | 325 | 1272 | 754 | 646 | 546 | 477 | |
| 325 | 350 | 1294 | 774 | 663 | 566 | 497 | |
| 350 | 375 | 1312 | 790 | 679 | 582 | 513 | |
| 375 | 400 | 1330 | 805 | 695 | 597 | 528 | |
| 400 | 425 | 1348 | 821 | 710 | 613 | 544 | |
| 425 | 450 | 1366 | 837 | 726 | 628 | 560 | |
| 450 | 475 | 1383 | 852 | 742 | 644 | 575 | |
| 475 | 500 | 1401 | 868 | 758 | 659 | 591 | |
| 500 | 525 | 1419 | 883 | 773 | 675 | 606 | |
| 525 | 550 | 1437 | 899 | 789 | 690 | 622 | |
| 550 | 575 | 1455 | 915 | 805 | 706 | 638 | |
| 575 | 600 | 1473 | 930 | 821 | 721 | 653 | |
| 600 | 625 | 1491 | 946 | 836 | 737 | 669 | |
| 625 | 650 | 1509 | 962 | 852 | 752 | 685 | |

420-B
Cancel
420-A

| | | | | | | | |
|-----|-----|---|------|-----|-----|-----|--|
| 650 | 675 | 1526 | 977 | 868 | 768 | 700 | |
| 675 | 700 | 1544 | 993 | 884 | 783 | 716 | |
| 700 | 725 | 1562 | 1008 | 899 | 799 | 731 | |
| 725 | 750 | 1580 | 1024 | 915 | 814 | 747 | |
| 750 | --- | Add to the rate for 750 miles 15 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.
- (3) See Item No. 100 series for computation of distances.

◇ Increase, Decision No. **49456**

EFFECTIVE FEBRUARY 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 43

SECTION NO. 3 - RATES (Continued)

| Point-to-Point Rates in Cents per 100 Pounds (1) (2) | | | | | | | Item No. | |
|--|---|----------------------------|-----|------|------|----------------------|-------------|--------------------------------------|
| BETWEEN (3) | AND (3) | 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 | 01087 | 672 | 506 | 415 | 353 | 1,2,3, or 4 | |
| | Metropolitan Sacramento Area | 01087 | 672 | 506 | 415 | 353 | 6 | |
| | Stockton | 01087 | 672 | 506 | 415 | 353 | 6 | |
| | Modesto | 01087 | 672 | 506 | 415 | 353 | 1 | |
| | Merced | 01087 | 672 | 506 | 415 | 353 | 1 | |
| | Fresno | 1087 | 672 | 506 | 415 | 353 | 1 | |
| | Tulare | 1087 | 624 | 506 | 415 | 347 | 1 | |
| | Metropolitan Bakersfield Area | 1084 | 583 | 491 | 374 | 305 | 1 | |
| | San Jose | 01087 | 672 | 506 | 415 | 353 | 3 | |
| | Salinas | 01087 | 672 | 506 | 415 | 353 | 3 | |
| | San Luis Obispo | 1087 | 637 | 506 | 415 | 353 | 3 | |
| | Santa Maria | 1087 | 616 | 506 | 407 | 330 | 3 | |
| | Metropolitan Santa Barbara Area | 1056 | 561 | 463 | 351 | 281 | 3 | |
| | Ventura | 1029 | 540 | 436 | 329 | 257 | 3 | |
| | Oxnard | 1021 | 534 | 428 | 323 | 250 | 3 | |
| Metropolitan San Diego Area | 1026 | 575 | 440 | 355 | 289 | 5 | | |
| Metropolitan San Francisco Oakland Area | Metropolitan Sacramento Area | 1051 | 557 | 456 | 347 | 276 | 7 | 430-C Cancels 430-E |
| | Stockton | 1065 | 572 | 472 | 362 | 291 | 8 | |
| | Modesto | 1051 | 558 | 458 | 347 | 277 | 1 or 2 | |
| | Merced | 1085 | 584 | 492 | 375 | 307 | 1 or 2 | |
| | Fresno | 1087 | 618 | 506 | 409 | 341 | 1 or 2 | |
| | Tulare | 1087 | 647 | 506 | 415 | 353 | 1 or 2 | |
| | Metropolitan Bakersfield Area | 1087 | 672 | 506 | 415 | 353 | 1 or 2 | |
| | San Jose | 1013 | 530 | 420 | 318 | 244 | 3 or 4 | |
| | Salinas | 1053 | 559 | 460 | 349 | 279 | 3 or 4 | |
| | King City | 1087 | 592 | 501 | 383 | 315 | 3 or 4 | |
| | San Luis Obispo | 1087 | 650 | 506 | 415 | 353 | 3 or 4 | |
| | Santa Maria | 1087 | 672 | 506 | 415 | 353 | 3 or 4 | |
| | Metropolitan Santa Barbara Area | 1087 | 672 | 506 | 415 | 353 | 3 or 4 | |
| Ventura | 1087 | 672 | 506 | 415 | 353 | 3 or 4 | | |
| Oxnard | 1037 | 672 | 506 | 415 | 353 | 3 or 4 | | |
| Metropolitan San Diego Area | 1239 | 787 | 635 | 516 | 438 | 1,2,3, or 4 thence 5 | | |
| Metropolitan Sacramento Area | Stockton | 1013 | 530 | 420 | 318 | 244 | 6 | |
| | Modesto | 1027 | 539 | 434 | 328 | 255 | 6 | |
| | Merced | 1085 | 584 | 492 | 375 | 307 | 6 | |
| | Fresno | 1087 | 618 | 506 | 409 | 341 | 6 | |
| | Tulare | 1087 | 632 | 506 | 415 | 353 | 6 | |
| | Metropolitan Bakersfield Area | 1087 | 672 | 506 | 415 | 353 | 6 | |
| | Metropolitan San Diego Area | 1239 | 787 | 635 | 516 | 438 | 6 thence 5 | |

| | | | | | | | | |
|-----------------------------------|------------------------------------|------|-----|-----|-----|-----|---|----------|
| Metropolitan San Diego Area | Fresno | 1239 | 729 | 618 | 516 | 438 | 5 | thence 1 |
| | Tulare | 1224 | 705 | 596 | 497 | 428 | 5 | thence 1 |
| | Metropolitan Bakersfield Area | 1177 | 665 | 562 | 456 | 388 | 5 | thence 1 |
| | San Luis Obispo | 1235 | 715 | 604 | 507 | 438 | 5 | thence 3 |
| | Santa Maria | 1210 | 693 | 585 | 485 | 416 | 5 | thence 3 |
| | Metropolitan Santa Barbara Area | 1150 | 641 | 541 | 432 | 364 | 5 | thence 3 |
| | Ventura | 1128 | 621 | 525 | 412 | 344 | 5 | thence 3 |
| | Oxnard | 1120 | 614 | 519 | 405 | 337 | 5 | thence 3 |

(1) Minimum charge—the charge for 100 pounds at the applicable rate.

(2) (a) The rates in this item also apply on shipments from, to, or between unnamed points directly intermediate between the named points or areas via routes shown in Item No. 500 series, when they result in lower charges on the same shipment than charges accruing under the Distance Rates in Item No. 420 series.

(b) Rates in this item also apply from, to, or between all points located within a distance of five actual highway miles from any point on such route and from, to, or between all points located within incorporated cities through which such route passes.

(c) When routes named in connection with rates in this item extend beyond the named points or areas, rates in this item are intermediate in application via that portion of such route or routes which connect such named points or areas.

(3) See Section No. 2 for descriptions of metropolitan areas.

◇ Increase, except as noted)
○ No change)

Decision No. **49456**

EFFECTIVE FEBRUARY 1, 1954

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

Correction No. 44

| SECTION NO. 3 - RATES (Concluded) | | Item No. |
|--|------------------------------|----------------------------|
| ACCESSORIAL RATES | | |
| Rates in Cents per Man per Hour (1) (2) (3) | | |
| | TERRITORY (4) | |
| | A B | |
| | 410 350 | ◇440-B Cancels 440-A |
| Packing) Unpacking) 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. (3) Rates do not include cost of materials. (See Item No. 450 series.) (4) See Item No. 343 series for description of territories. | | |
| RATES AND CHARGES FOR SHIPPING CONTAINERS AND PACKING MATERIALS | | |
| 1. In the event the shipper requests delivery of shipping containers, including wardrobes, prior to the time shipment is tendered for transportation, or requests pickup of such containers subsequent to time delivery is accomplished, the following transportation charges shall be assessed: (See Note.) Each container, set up ----- ◇55 cents #Each bundle of containers, folded flat 55 cents Minimum charge, per delivery ----- ◇275 cents | | |
| 2. (a) Shipping containers, including wardrobes, 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 original cost to the carrier of such materials, F.O.B. carrier's place of business. (b) In the event such packing materials and shipping containers are returned to any carrier, participating in the transportation thereof when loaded, 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. | | *450-A Cancels 450 |
| * Change) ◇ Increase) # Addition) Decision No. 49456 | | |
| EFFECTIVE FEBRUARY 1, 1954 | | |
| Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 45 | | |

SECTION NO. 4 - ROUTES

Item
No.

Routing for Rates Provided in Item No. 430 Series
(The following routes apply in either direction.)

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.

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.

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.

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.

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.

ROUTE NO. 6: From Metropolitan Sacramento Area via Highway U.S. 99 to Metropolitan Los Angeles Area.

ROUTE NO. 7: From Metropolitan San Francisco-Oakland Area via Highway U.S. 40 to Metropolitan Sacramento Area.

*500-A
Cancels
500

#ROUTE NO. 8. From Metropolitan San Francisco-Oakland Area via
Highway U.S. 50 to Stockton

*Change)
#Addition) Decision No. 49456

EFFECTIVE FEBRUARY 1, 1954

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San Francisco, California.
Correction No. 46

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. _____
 Address _____ Date Issued _____
 Shipper _____ Consignee _____
 Street Address _____ Street Address _____
 City _____ City _____

Description of Property _____

AT RATES IN CENTS PER HOUR

Units of Equipment :
 With Driver Only With Driver and Helper

| Service | Time Started | Time Completed | Deductions (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 of Pieces | Rate for First Piece | Rate for Additional Piece | Each | Charges |
|------------------|----------------------|---------------------------|------|---------|
| | | | | |
| Total | | | | |

AT RATES IN CENTS PER 100 POUNDS

| Weight | Rate | Charges |
|--------|------|---------|
| | | |

OTHER SERVICES AND CHARGES (3)

| Charges |
|---------|
| |

INSURANCE TYPE AND AMOUNT

| 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: _____
 By _____ By _____

Received by carrier in good condition, except as noted: _____
 By _____

550-A
 Cancels
 550

- (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.

*Change, Decision No. 49456

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