

ORIGINALDecision No. 50114

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

APPEARANCES

Arlo D. Poe for Motor Truck Association of Southern California, petitioner.
Scott Elder, F. F. Morgan, G. W. Collins, W. G. O'Barr, Q. W. Bernhard, W. M. Cheatham, E. A. Dagensis, Harry W. Dimond, Milton Hallen, Arthur J. Hansel, L. P. Harmon, Robert Hopping, C. E. Jacobson, Lawrence E. Osborne, Omar E. Pullen, A. L. Russell, Robert K. Wilson, J. N. Zeyen, Edward S. Feldman, Henry W. Fulhorst, Robert S. Adkinson, R. H. Handasyde, Frank A. M. Eccleston and R. E. Tewson for various furniture manufacturers, distributors, retailers, shipper organizations and chambers of commerce, interested parties.
Robert S. Adkinson, Daniel W. Baker, W. J. Balthezar, James F. Bartholomew, H. J. Bischoff, R. D. Boynton, R. C. Fels, A. B. Jobs, J. C. Kaspar, and Melvin A. Pixley for various highway carriers and carrier associations, respondents and interested parties.
Grant L. Malquist, R. A. Lubich, and C. S. Abernathy of the staff of the Public Utilities Commission of the State of California.

OPINION ON REHEARING

Revised minimum rates for the transportation of uncrated new furniture and related articles between points in California, established by Decision No. 46062 dated August 7, 1951 in this proceeding (51 Cal. P.U.C. 41) were suspended by the Commission's order granting rehearing. Rehearing was had before Examiner Bryant at Los Angeles and San Francisco.¹ On May 11, 1954 the

¹ Rehearing was granted on September 4, 1951, and the tariff was suspended by Decision No. 46160 of that date. The evidence on rehearing was received on December 3, 1952, March 3 and 17, 1953, and May 3 and 11, 1954.

matter was submitted. It is now ready for decision.

The petitions for rehearing were filed by the Furniture Manufacturers' Association of Southern California and the Furniture Retailers' Association of Southern California, hereinafter referred to as "the shipper associations". They alleged principally that the suspended rates were unlawful because they were not the "lowest of the lawful rates" determined in accordance with the requirements of Section 726 of the Public Utilities Code (then Section 32(d) of the Public Utilities Act). Subordinate grounds advanced for rehearing were that the rates would be excessive as minimum because they were based assertedly upon a load factor of 50 percent. The Los Angeles Chamber of Commerce, which supported the petitions for rehearing, alleged also that the rates did not reflect properly the relatively higher cost of performing transportation service in the San Francisco Bay area.

This phase of Case No. 4808 was initiated on December 10, 1949 by the filing of a petition by the Motor Truck Association of Southern California for investigation and prescription of reasonable minimum rates on uncrated new furniture. The minimum rates subsequently established by the suspended Decision No. 46062 were based upon evidence received at extensive public hearings held on various dates in 1950, supplemented by an examiner's proposed report and exceptions thereto. All of the evidence prior to rehearing was summarized in the examiner's report of record and discussed further in Decision No. 46062. It need not be restated here.

The additional evidence received on rehearing in 1952, 1953 and 1954 may be indicated briefly. The representatives of

various furniture manufacturers and retailers and their associations supplied additional factual information relating to the manufacture and distribution of furniture within California, the importation of furniture from manufacturing areas in other states, and purchasing practices of retailers. Several of these witnesses offered exhibits containing rate studies, analyses of the cost to the shippers of various methods of distribution, and other related data. Revised studies of the cost of transporting uncrated new furniture by motor vehicle between points in California were introduced and explained by a transportation engineer of the Commission staff. These reports were based upon field investigations conducted subsequent to September, 1952, and incorporate modifications and revisions necessary to reflect the current costs, as determined by the further Commission staff studies, up to April 30, 1954.

In addition to the oral and documentary evidence, the rehearings closed with oral argument in which the shipper associations, the Los Angeles Chamber of Commerce, and the Motor Truck Association of Southern California participated.

During the progress of this proceeding numerous adjournments and postponements were granted at the request of various of the interested parties. Primarily these delays were sought by the furniture manufacturers and furniture retailers. Initially the shipper associations opposed the establishment of minimum rates at all, urging that there was no destructive rate competition between carriers of new furniture sufficient to make minimum rates necessary or desirable.² Generally the parties now concede that the

² The existing minimum second-class rates are technically applicable to the transportation of uncrated new furniture. However, these class rates, being designed for general freight, are so far below the costs experienced by carriers in transporting uncrated new furniture as to be without effect insofar as the movement of this traffic is concerned.

Commission should establish reasonable minimum rates, although some of the shippers are still opposed to any rate regulation of this traffic. This general subject was discussed by the Commission in Decision No. 46062, supra, wherein it was concluded that the legislative policy to stabilize transportation rates is clearly expressed in the Highway Carriers' Act and elsewhere (citing Decision No. 44510 of July 11, 1950, 49 Cal. P.U.C. 789). The evidence received on rehearing offers no basis for altering that conclusion.

Regardless of the need for reasonable minimum rates, the shipper associations and some of the other parties question whether the evidence in this proceeding is sufficient to permit determination by the Commission of the lowest of the lawful rates for any type or class of carrier in accordance with the requirements of Section 726 of the Public Utilities Code. In the interval since the issuance of the suspended Decision No. 46062 the question of rate-making procedures under Section 726 has been explored and considered extensively in other proceedings not limited to the transportation of furniture. The question reached the Supreme Court of the State of California in the case of California Manufacturers' Association vs. Public Utilities Commission, decided on March 19, 1954 (42 A.C. 543). In view of the full discussion of this matter elsewhere in the decisions of this Commission and of the Supreme Court, no useful purpose would be served by reviewing the subject in this opinion.³ It will

³ For discussion of rate-making procedures pursued by this Commission under Section 726 and other sections of the Public Utilities Code, reference is made to the decision of the Supreme Court cited above, and to the following decisions of this Commission: Decision No. 46062, supra; Decision No. 46912, 51 Cal. P.U.C. 586, and the numerous earlier decisions cited and discussed therein.

suffice here to state the conclusion that the record now before this Commission is entirely adequate and sufficient to enable the Commission properly to fix as minimum rates applicable to all affected types or classes of carriers the lowest of the lawful rates so determined for any such type or class of carrier within the meaning of Section 726 of the Public Utilities Code.

The minimum rates as prescribed by the suspended Decision No. 46062 were, of course, based upon the evidence received prior to the rehearing. They were set forth in an appendix to the decision designated as Highway Carriers' Tariff No. 11. Upon the full record now before the Commission it is concluded that minimum rates, rules and regulations for the transportation of the new furniture and related articles herein involved should be established upon bases substantially similar to those contained in the suspended Highway Carriers' Tariff No. 11, but with modifications and adjustments to reflect the more complete and current evidence developed upon rehearing. Inasmuch as the provisions of the suspended tariff were explained and discussed in the prior decision, and are well known to the parties, it will be sufficient herein to discuss only the important respects in which the minimum rates and charges hereinafter prescribed differ from those in the suspended tariff, and the reasons for such differences.

The additional evidence received on rehearing shows, among other things, that some changes have occurred in distribution methods and carrier operations, and that there have been increases in the cost of performing the transportation services. It shows also that furniture carriers operating from counties in

the vicinity of San Francisco Bay have substantially higher operating costs than those located in the Los Angeles area or other parts of the state, and that the cost differences are greater than those indicated on the original record.⁴ In response to the current cost evidence the minimum rates hereinafter established are in general higher than those set forth in the suspended tariff, and two rate scales are provided in lieu of the single statewide scale of rates originally prescribed.

The minimum rates are based upon shipments of less than 500 pounds and minimum weights of 500 pounds and 2,000 pounds. The shipper associations urged that lower rates be established for a minimum weight of 6,000 pounds. This matter was considered in Decision No. 46062, supra, wherein it was concluded that there is no measurable difference in cost per 100 pounds in transporting furniture in the larger shipments. No change in this conclusion is warranted by the later evidence except with relation to the added rates for pickup service, and hence no reason appears for providing an additional weight bracket for other application.

The rates hereinafter established, although necessarily higher than those contemplated in the 1951 decision, are at the minimum levels necessary to meet the current costs of the most efficient operations and to provide an opportunity for reasonable earnings on such operations. In view of the concern evidenced by the shipper associations and the Los Angeles Chamber of Commerce lest the minimum rates be based upon average factors and not upon the most efficient methods of transportation, specific comment will be made concerning the costs of record in this proceeding and their application and place in the development of the minimum rates.

⁴ The principal difference is found in the wages of drivers.

It is clear from careful analysis of the evidence that in general the latest cost estimates submitted by the Commission staff are representative of those for the most efficient methods of providing the services. There are some respects in which adjustment must be made and latitude allowed in applying the cost estimates for rate purposes. As an example, the load factors for the most efficient carrier operations between the Los Angeles and San Francisco areas are somewhat greater than those adopted by the Commission staff from an analysis of the movement as a whole. Recognition must be given to the higher load factors. The higher load factors tend to reduce somewhat the resulting costs per 100 pounds of property transported. Adjustments of this nature, although not recited in detail in Commission decisions, are made as required and necessarily have their effect upon the minimum rates. Thus the Commission determines directly from all of the evidence before it the minimum rates which necessarily will be the lowest it could lawfully determine for any of the types or classes of carriers involved.

The rules and regulations set forth in the tariff hereinafter established are, in most respects, the same as those which were contained in the suspended Highway Carriers' Tariff No. 11. Some revisions have been made in the interest of further clarification or in response to known cost increases or other factors developed on rehearing. The reasons for such revisions will be apparent.

Upon careful consideration of all of the evidence of record the Commission concludes and finds as a fact that the rates, rules and regulations established by the following order

will provide just, reasonable, and non-discriminatory minimum rates, rules and regulations for the transportation services herein involved. The corresponding exemption of this traffic from Highway Carriers' Tariff No. 2 will be made by a separate order.

O R D E R

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

IT IS HEREBY ORDERED:

(1) That Decision No. 31606, in Case No. 4246, as amended, be and it is hereby further amended by establishing Minimum Rate Tariff No. 11-A to become effective July 1, 1954, attached hereto as Appendix "A" and by this reference made a part hereof.

(2) That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on not less than ten days' notice to the Commission and to the public.

(3) That common carriers be and they are hereby authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to adjust long and short haul departures now maintained under outstanding authorizations and to depart from the provisions of Tariff

Circular No. 2 and General Order No. 80 requiring that all tariff changes be indicated by designated symbols in tariff filings made pursuant to the order herein.

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

Dated at San Francisco, California, this 1st day of June, 1954.

John E. Mitchell
President
Justin F. Cramer
Kenneth Pottel
Verne Higgins

Commissioners

APPENDIX "A"

OF

DECISION NO. 50114

In Case No. 4808

Issued by

the

PUBLIC UTILITIES COMMISSION

OF THE

STATE OF CALIFORNIA

Consisting of Minimum Rate Tariff No. 11-A,
naming minimum rates, rules and regulations for
the transportation of uncrated new furniture
between points within California

by

Radial Highway Common Carriers

and

Highway Contract Carriers

Original Title Page

PUBLIC UTILITIES COMMISSION
OF THE
STATE OF CALIFORNIA

MINIMUM RATE TARIFF NO. 11-A
(Issued in lieu of Highway Carriers' Tariff No. 11)

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF UNCRATED NEW FURNITURE

OVER

THE PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 50114n Case No. 4808. Changes will be made by issuing revised or added pages or by issuing supplements.

EFFECTIVE JULY 1, 1954

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco 2, California

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose leaf form. All added and revised pages will be numbered consecutively in the lower left hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

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

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- SECTION NO. 1 - Rules and Regulations
- SECTION NO. 2 - Territorial Descriptions
- SECTION NO. 3 - Rates
- SECTION NO. 4 - Routing
- SECTION NO. 5 - Form of Shipping Document

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San Francisco, California.

SECTION NO. 1

R U L E S A N D R E G U L A T I O N S

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

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>CURRENT CLASSIFICATION means Western Classification No. 75, Cal. P.U.C. - W.C. No. 8, issued by George H. Dumas, Agent, and supplements thereto or subsequent reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p> <p>DEPOT means an established freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>DISTANCE TABLE means Distance Table No. 4.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semi-trailer, dolly or other vehicle drawn thereby.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of property tendered for transportation to one carrier, and delivered into the custody of the carrier at one time on one shipping document by one shipper at one point of origin for one consignee at one point of destination.</p> <p>UNCRATED NEW FURNITURE means new "Furniture" as described under that heading in the current classification, and lamp shades or reflectors and lamp standards or electric lamps and shades combined when the furniture or other articles are tendered to the carrier loose (not in packages nor completely wrapped).</p> <p>UNIT OF EQUIPMENT means a single motor vehicle or more than one motor vehicle connected as a single highway train.</p>	10
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Issued by the Public Utilities Commission of the State of California, San Francisco, California.	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates established pursuant to the Highway Carriers' Act. They apply for the transportation of uncrated new furniture by radial highway common carriers and highway contract carriers as defined in said act.</p> <p>Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.</p>	20
<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply to transportation of shipments between all points within the State of California, except transportation:</p> <ol style="list-style-type: none"> (1) Within incorporated cities; (2) Within or between zones described in the following Commission tariffs: <ol style="list-style-type: none"> (a) City Carriers' Tariff No. 2-A- Highway Carriers' Tariff No. 1-A (b) City Carriers' Tariff No. 4 - Highway Carriers' Tariff No. 5 (c) City Carriers' Tariff No. 7 - Highway Carriers' Tariff No. 9 	30
<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	40
<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply to the transportation of uncrated new furniture except when transported:</p> <ol style="list-style-type: none"> (1) From retail stores or retail store warehouses where the property has been sold at retail by a retail merchant, or transported from retail customers to retail stores or retail store warehouses. (2) For the United States, state, county or municipal governments. The transportation of such property excluded from the provisions of this tariff by this exemption shall not be subject to the rates provided in Highway Carriers' Tariff No. 2. 	50
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Issued by the Public Utilities Commission of the State of California, San Francisco, California.	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)			Item No.
APPLICATION OF RATES			
<p>Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination, and include loading into and unloading from carrier's unit of equipment, subject to Note 1.</p> <p>Note 1. When the point of origin is other than a depot, an additional rate as provided below shall be added to the rates set forth in Section 3.</p>			
<u>Rates in Cents Per 100 Pounds</u>			60
<u>Minimum Weight</u>	<u>Column A(1)</u>	<u>Column B(2)</u>	
Any Quantity	64	70	
500 Pounds	55	63	
2,000 Pounds	52	60	
4,000 Pounds	40	(3) ✓	✓
6,000 Pounds	(3) ✓	(3) ✓	✓
<p>(1) Column A rates apply to shipments not subject to Column B rates.</p> <p>(2) Column B rates apply only to shipments having point of origin in one of the following counties: San Francisco, San Mateo, Santa Cruz, Santa Clara, San Benito, Monterey, Alameda, Contra Costa, Marin, Sonoma, Solano and Napa.</p> <p>✓(3) No additional rate.</p>			✓
ACCESSORIAL SERVICES			
<p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item No. 90. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>			70
DELAYS TO EQUIPMENT			
<p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading) additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item No. 90.</p>			80

CHARGES FOR ACCESSORIAL SERVICES OR DELAYS

For accessorial services or delays under the conditions specified in Items Nos. 70 and 80, charges shall be assessed for each period or fraction thereof, as follows:

	<u>Charges in Cents</u>		90 ✓
	<u>For First 30 Minutes</u>	<u>For each Additional 15 Minutes</u>	
(a) For driver, helper or other employee, per man	120	60	
(b) For unit of equipment	50	25	
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">MINIMUM CHARGE</p> <p>(a) When the constructive distance from point of origin to point of destination does not exceed 150 miles the minimum charge per shipment shall be \$1.75.</p> <p>(b) When the constructive distance from point of origin to point of destination exceeds 150 miles the minimum charge per shipment shall be \$2.25.</p>	100
<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>	110
<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier.</p>	120
<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>	130
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>When one or more commodities for which rates are not provided in this tariff are included in a shipment of commodities for which rates are herein provided, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff, or the commodities for which rates are provided in this tariff may be transported as separate shipments at applicable rates provided herein, and the commodities for which rates are not provided herein, at the rates, if any, applicable to separate shipments of such other commodities.</p>	140
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with rates provided in this tariff shall be the shortest constructive mileage provided in the Distance Table.</p>	150
<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. Such weight shall not include the weight of pads, blankets, dollies, hand trucks, or other carrier equipment.</p>	160
<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply.</p>	170
<p style="text-align: center;">UNITS OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES</p> <p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	180
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">RETURNED SHIPMENTS</p> <p>Articles refused by consignee at time of delivery may be returned to original shippers and to original point of shipment by the same carrier performing the original outbound movement, at one-half of the outbound rate (applicable to quantity returned) current at time of return movement.</p>	195
<p style="text-align: center;">SHIPPING DOCUMENT REQUIREMENTS</p> <p>A shipping document shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Date shipping document issued. (b) Name of carrier. (c) Name of shipper. (d) Name of consignee. (e) Point of origin. (f) Point of destination. (g) Description of the shipment. (h) Weight of the shipment. (i) Rate and charge assessed. (j) Signature of carrier or his agent. (k) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>The form of shipping document in Section No. 5 will be suitable and proper.</p> <p>A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	200
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<p>Issued by the Public Utilities Commission of the State of California San Francisco, California</p>	

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

COLLECT ON DELIVERY SHIPMENTS

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

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

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

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

When the amount collected is		Charge for collecting and remitting will be	When the amount collected is		Charge for collecting and remitting will be
Over	Not Over		Over	Not Over	
\$ 2.50	\$ 2.50	\$.30	\$ 200.00	\$ 250.00	\$1.69
2.50	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		
180.00	200.00	1.52			

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>	220
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SECTION NO. 2

TERRITORIAL DESCRIPTIONS

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

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS	Item No.
<p>LOS ANGELES TERRITORY . is that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northeasterly along Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to State Highway No. 118; northeasterly along State Highway No. 118 through and including the City of San Fernando; continuing northeasterly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U.S. Highway No. 66 to State Highway No. 19; southerly along State Highway No. 19 to its intersection with U.S. Highway No. 101, Alternate, at Ximeno Street; southerly along Ximeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northerly along an imaginary line to point of beginning.</p> <p>SAN FRANCISCO TERRITORY . is that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U.S. Highway No. 101; southerly along an imaginary line 1 mile west of and paralleling U.S. Highway No. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with State Highway No. 17; northerly along State Highway No. 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Miles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U.S. Highway No. 40 (San Pablo Avenue); northerly along U.S. Highway No. 40 to and including the City of Richmond; southwesterly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said water front and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.</p>	<p>300</p>
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SECTION NO. 3

R A T E S

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

SECTION NO. 3 - RATES								Item No.
DISTANCE RATES IN CENTS PER 100 POUNDS (1)								
M I L E S		Any Quantity		Minimum Weight 500 Pounds		Minimum Weight 2000 Pounds		400
But Not Over	Over	Column A(2)	Column B(3)	Column A(2)	Column B(3)	Column A(2)	Column B(3)	
0	5	100	100	85	85	80	80	
5	10	103	105	88	90	83	85	
10	15	106	110	91	95	86	90	
15	20	110	114	95	99	90	94	
20	25	113	119	98	104	93	99	
25	30	116	124	101	109	96	104	
30	35	119	129	104	114	99	109	
35	40	122	134	107	119	102	114	
40	45	126	138	111	123	106	118	
45	50	129	143	114	128	109	123	
50	60	134	150	119	135	114	130	
60	70	140	160	125	145	120	140	
70	80	147	170	132	155	127	150	
80	90	153	179	138	164	133	159	
90	100	159	189	144	174	139	169	
100	110	166	198	151	183	146	178	
110	120	172	208	157	193	152	188	
120	130	179	217	164	202	159	197	
130	140	185	227	170	212	165	207	
140	150	192	237	177	222	172	217	
150	160	198	244	183	229	178	224	
160	170	205	249	190	234	185	229	
170	180	211	254	196	239	191	234	
180	190	217	258	202	243	197	238	
190	200	224	263	209	248	204	243	
200	220	234	270	219	255	214	250	
220	240	246	279	231	264	226	259	
240	260	259	288	244	273	239	268	
260	280	272	298	257	283	252	278	
280	300	285	407	270	392	265	387	
300	325	300	318	285	303	280	298	
325	350	316	329	301	314	296	309	
350	375	332	341	317	326	312	321	
375	400	348	352	333	337	328	332	
400	425	364	364	349	349	344	344	
425	450	380	380	365	365	360	360	
450	475	396	396	381	381	376	376	
475	500	412	412	397	397	392	392	
500	525	428	428	413	413	408	408	
525	550	444	444	429	429	424	424	
550	575	461	461	446	446	441	441	
575	600	477	477	462	462	457	457	
600	625	493	493	478	478	473	473	
625	650	509	509	494	494	489	489	
650	---	(4)	(4)	(4)	(4)	(4)	(4)	

- (1) Rates in this item apply only when point of origin is a depot. When point of origin is other than a depot, add to the rates provided in this item the additional rates, if any, provided in Item No. 60.
- (2) Column A rates apply to shipments not subject to Column B rates.
- (3) Column B rates apply only to shipments having point of origin in one of the following counties: San Francisco, San Mateo, Santa Cruz, Santa Clara, San Benito, Monterey, Alameda, Contra Costa, Marin, Sonoma, Solano, and Napa.
- (4) Add to the rate for 650 miles 16 cents per 100 pounds for each 25 miles or fraction thereof.

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SECTION NO. 3 - RATES (Continued)					Item No.
POINT-TO-POINT RATES IN CENTS PER 100 POUNDS (1) (2)					
<u>Between</u>	<u>And</u>	<u>Any Quantity</u>	<u>Minimum Weight 500 Pounds</u>	<u>Minimum Weight 2000 Pounds</u>	
Los Angeles Territory	San Francisco Territory	360	345	340	
<p>(1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Item No. 500 are lower than charges accruing under the Distance Rates in Item No. 400, on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within incorporated cities through which the highway route passes.</p> <p>(2) Rates in this item apply only when point of origin is a depot. When point of origin is other than a depot, add to the rates provided in this item the additional rates, if any, provided in Item No. 60.</p>					410
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SECTION NO. 4

R O U T I N G

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SECTION NO. 4 - ROUTING	Item No.
Routing for Rates Provided in Item No. 410 (Routes apply in either direction.)	
<p>Route No. 1: From San Francisco Territory via U.S. Highway No. 40 to its junction with unnumbered highway near Crockett; thence easterly via unnumbered highway generally paralleling Southern Pacific Company right of way located along the shore line of Carquinez Strait and Suisun Bay to Martinez; thence County Road generally paralleling Southern Pacific Company right of way through Port Chicago to its junction with State Route 4, 4 miles west of Pittsburg; thence State Route 4 to its junction with County Road 1.6 miles north of Byron; said County Road through Byron to its junction with U.S. Highway No. 50, 3.9 miles west of Tracy; U.S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 2: From San Francisco Territory via U.S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 3: From San Francisco Territory via Niles Canyon Highway through Sunol, Pleasanton and Livermore to its junction with U.S. Highway No. 50 east of Livermore; U.S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 4: From San Francisco Territory via U.S. Highway No. 101 to Gilroy; State Highway No. 152 through Los Banos to its junction with U.S. Highway No. 99 north of Madera; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 5: From San Francisco Territory via U.S. Highway No. 101 to its junction with State Highway No. 118, 4.0 miles southeast of Ventura; thence via (a) State Highway No. 118 through Chatsworth; or (b) U.S. Highway No. 101 through Girard; or (c) U.S. Highway No. 101 to its junction with U.S. Highway No. 101, Alternate, at El Rio; thence via U.S. Highway No. 101, Alternate, through Oxnard to Los Angeles Territory.</p> <p>Route No. 6: From San Francisco Territory via Route 1, 2 or 3 to the junction of U.S. Highway No. 50 and State Highway No. 33, 3 miles east of Tracy; thence via State Highway No. 33 to Los Banos; thence via State Highway No. 152 to its junction with U.S. Highway No. 99 north of Madera; thence via Route 1, 2 or 3 beyond.</p>	500
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SECTION NO. 5

FORM OF SHIPPING DOCUMENT

(To which reference is made
in Item No. 200.)

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SECTION NO. 5 - FORM OF SHIPPING DOCUMENT			Item No.
SHIPPING ORDER AND FREIGHT BILL FOR UNCRATED NEW FURNITURE			
		Bill No. _____	
		Date Issued _____	
Name of Carrier _____ (Name of carrier must be same as shown on permit)			
Shipper _____	Consignee _____		
Street Address _____	Street Address _____		
City _____	City _____		
Description of Property	Origin	<input type="checkbox"/> Depot <input type="checkbox"/> Other than Depot	
	Weight	Rate in Cents Per 100 Pounds	Charge
			600
	Amount of C.O.D.		C.O.D. Fee
	Other Services (1)		Charges
	Total to Collect		
Shipper _____ By _____	Received by carrier in good condition except as noted: _____ By _____	Received by consignee in good condition except as noted: _____ By _____	
(1) Show each charge separately and what it represents.			
END OF TARIFF			
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