

ORIGINALDecision No. 57695

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5330
 Petition for Modification No. 6
 and
 Order Setting Hearing Dated
 March 11, 1958

(Appearances are listed in Appendix "A")

O P I N I O N

Minimum rates, rules and regulations for the transportation of used household goods and personal effects are set forth in Minimum Rate Tariff No. 4-A. Rates in cents per hour and in cents per piece are prescribed for shipments moving 30 miles or less or within a metropolitan area. Such transportation is called local moving. Other transportation is characterized as long-distance moving and the minimum rates prescribed therefor are in cents per 100 pounds. The last general adjustment of the aforesaid minimum rates, rules and regulations became effective February 1, 1954, pursuant to Decision No. 49546 in Cases Nos. 4808 and 5330, Petitions Nos. 1 and 2. By Decision No. 53520, dated July 31, 1956, as amended by Decision No. 53597, dated August 21, 1956, the hourly rates for local moving were adjusted upward and the piece rates for local moving, the rates for long-distance moving and certain charges for accessorial services were increased by five percent.

By petition filed January 3, 1958, as amended April 22, 1958, the California Moving and Storage Association, Inc., seeks an

upward adjustment in the minimum rates. On March 11, 1958, upon the recommendation of its Transportation Division, the Commission ordered that hearings be held in Case No. 5330 for the purpose of determining whether the rules and regulations prescribed in the minimum rate tariff should be revised or modified. The two matters were consolidated for hearing and decision. Public hearings were held at San Francisco and Los Angeles before Examiner J. E. Thompson. Upon the receiving of oral argument on July 17, 1958, the matters were taken under submission.

A brief outline of the types of carriers engaged in household goods moving will be of assistance in understanding and evaluating the evidence presented.

One type of carrier has an organizational structure consisting of a parent company and one or more subsidiaries or affiliate corporations which are set up on a functional basis. The Bekins and Lyon corporations are typical of this type. Bekins Van & Storage Co. (of California) is the parent corporation of the Bekins group of corporations. Its principal functions are the storage of household goods, local moving and packing in California. It also obtains revenue from retail furniture sales and rug-cleaning. It has depositaries and terminals in a number of cities in California. Bekins Van Lines, Inc., a wholly owned subsidiary, is engaged in long-distance moving in California. It engages the services of Bekins Van & Storage Co., as well as others, for the booking of shipments and for performing pickup and delivery. Wilshire Fireproof Storage Co., a wholly owned subsidiary, leases a warehouse to the parent corporation. Bekins Warehousing Company is a subsidiary engaged in commercial warehousing in California. Bekins Household Shipping Company is a subsidiary engaged in the forwarding of household goods. B.V.L. Co. is a subsidiary which transports household goods in interstate commerce. It

is a motor carrier operating in all 48 states. Other subsidiaries are Bekins Van & Storage - Arizona, Bekins Van & Storage - Nevada, and Bekins Van & Storage - New Mexico, all of which conduct operations in the areas indicated. Affiliated corporations in which Bekins Van & Storage Co. owns stock include Bekins Van & Storage Co. - Santa Barbara, which conducts local moving and some long-distance moving about Santa Barbara and vicinity and various Bekins Van & Storage Companies of Missouri, Texas, Minnesota and Nebraska, none of which conduct operations in California. The various corporations perform services for each other and charges are assessed therefor and are reflected upon the books of the corporations as intercompany transactions. For example, a movement of household goods from Redding to Santa Monica may reflect intercompany transactions between Bekins Van Lines, Inc., and Bekins Van & Storage Co. involving packing, commissions for booking, pickup charges, lease of vehicular equipment, charges for providing drivers or helpers and delivery charges. Similar intercompany transactions may be reflected in the books of B.V.L.Co., Bekins Van Lines, Inc., and Bekins Van & Storage Co. for a shipment moving from Los Angeles to Chicago.

Another type of carrier is a corporation, the stockholders of which are numerous household goods carriers operating at various and many points in California and other states. Allied Van Lines, Aero-Mayflower Van Lines and Calmay Van Lines are typical of this type. This carrier is engaged in long-distance moving, ordinarily for distances over 150 miles. The stockholders act as agents for the carrier and in many instances place one or more pieces of motor vehicle equipment into the carrier pool. In some cases the actual physical services performed by the carrier include only the dispatching of vehicles and apportioning the revenue earned; in other cases, the carrier operates the freight carrying equipment. The operation

of this type of carrier may be illustrated by an example of how one of these carriers might perform a service. When Agent "A" at Riverside obtains a shipment destined to San Jose he books it on a shipping order in the name of the carrier. If there is any packing to be done, he performs that service. He calls the dispatcher of the office of the carrier at Los Angeles. Assume Agent "B" from San Francisco has made delivery of a shipment at San Bernardino. The dispatcher notifies A and B that B is to transport the shipment. B takes the shipment to San Jose where the shipper notifies him that he desires storage in transit for a week. B turns over the shipment to Agent "C" at San Jose and goes on to San Francisco. At the end of the week C delivers the shipment and receives the freight charges which he forwards to the carrier. The carrier then divides the revenue by remitting the packing charges to A and the storage in transit charges to C and divides the remainder on a percentage basis among the carriers for providing dispatching and bookkeeping services, booking the shipment, picking up the shipment, performing the line haul and effecting delivery.

A third type of carrier is the agent for the above "Allied" type of carrier. A typical carrier in this category operates a warehouse for the storage of household goods, engages in local moving and packing, performs some long-distance moving on his own account but usually not over 150 miles and engages in the selling of furniture at retail. A substantial portion of his earnings is derived from commissions from booking shipments for the principal carrier and performing storage in transit and packing of shipments moving by the principal carrier.

A fourth type of carrier is similar to the third type except that he may act as agent for Bekins, Lyons or for a carrier operating in California only in interstate commerce. In some instances this type of carrier performs long-distance movements statewide.

A fifth type of carrier is one which has no affiliations. In most instances carriers in this category operate only one or two trucks and usually do not undertake the transportation of shipments which will take them away from their headquarters for more than one day. Also included in this group are carriers that operate flat-rack equipment and perform transportation services in addition to the movement of household goods.

Evidence was presented by petitioner consisting of the testimony of officials of a number of carriers, exhibits showing the operating results of Bekins, Lyon and Beverly Hills Transfer and Storage Co., exhibits containing estimates of the costs of providing service by Bekins and by Lyon and exhibits setting forth proposed changes in the minimum rates, rules and regulations.

Evidence was presented by the Commission's staff and consists of a summary of the operating results of a number of household goods carriers, an exhibit setting forth estimates of the cost of performing local moving and exhibits setting forth proposed changes in the rules and regulations.

The traffic manager of the State of California participated in the proceedings. He presented testimony and exhibits setting forth the effect certain rules and regulations which are now in the tariff, as well as certain proposed rules, will have upon the State of California in connection with movement of the household effects of State employees. He proposed modifications of the rules.

Operating Results

The Commission's staff introduced an exhibit summarizing the income statements for the year 1956 of 50 carriers. The staff's witness testified that he had made an effort to select a representative sample of the medium sized or smaller carriers. The larger carriers who conduct major interstate operations either directly or

indirectly through affiliated companies were omitted from the sample. The revenues and expenses shown are for all services performed by these carriers. The exhibit also set forth profit and loss data for 1957 to the extent that it was available. Complete data was obtained only in 18 instances. Evidence presented by petitioner on rebuttal indicated that, where partial results were shown, they varied widely with the actual year-end results of the individual carriers. The exhibit contains a table showing consolidated operating results for a number of years. It shows a gradual increase in the operating ratio of the carriers as a group from 92.0 percent in 1950 to 95.8 percent in 1956. Said operating ratios together with others stated in this opinion are before income taxes.

Petitioner presented exhibits showing the operating results of Bekins and Lyon for 1956 and of Beverly Hills Transfer and Storage Co. for 1956 and 1957. Overall, all of these respondents operated at a profit during those periods. In the case of Bekins and Lyon, the revenues and expenses of the various corporations operating in California were separated and allocated so as to provide estimates of the results achieved from local moving and from long-distance moving. These results were modified to reflect intrastate revenues computed at the minimum rates and expenses based upon wage agreements in force April 1, 1958. The estimated operating ratios so computed for Bekins was 108.7 percent for long-distance moving and 112.2 percent for local moving. Lyon's summary shows an operating ratio of 122.7 percent for Lyon Van & Storage Co. (predominantly local moving) and 109.5 percent for Lyon Van Lines, Inc., (predominantly long-distance moving). Bekins and Lyon projected the revenues to show estimates of the results which would have been obtained under the rates proposed by petitioner. In the case of Bekins the operating ratios so produced for long-distance moving and local moving, respectively, are 95.2 percent and

93.1 percent. In the case of Lyon, the modified results are operating ratios of 98.7 percent for Lyon Van & Storage Co. and 97.8 percent for Lyon Van Lines.

The Commission's staff took exception to the results projected by the respondents. It is their contention that packing revenues and expenses and revenue from commissions should have been included in the operating results for local moving and long-distance moving. It is petitioner's contention that commissions are revenues derived from noncarrier operations and Bekins contends that packing revenues and expenses are not transportation items. These items are accessorial to transportation and, hence, are transportation items. Revenues and expenses therefrom should be included in any complete study of carrier operating revenues and expenses. Needless to say, if this proceeding involved a petition for an emergency interim increase in rates pending development of a full and complete record which would permit the establishment of rates on a definitive basis, commissions and packing revenues would be considered in determining the financial conditions of the carriers. In such a proceeding the matter to be determined is whether the financial conditions of the carriers is such that any delay in the providing of additional revenues might jeopardize their ability to provide adequate and dependable service. That is not the case here. The exhibits provide one measure of the effect of changes in conditions, including increased wage costs and increased rates, in connection with services performed under local moving rates and long-distance moving rates.

In Exhibit No. 23 the Controller of Beverly Hills Transfer and Storage Co. estimated the results of this carrier for the years 1956 and 1957 had the carrier assessed the minimum rates for local moving. The exhibit shows that had this been done this carrier would have had an over-all loss in both years.

Local Moving

It has been the general practice of carriers to assess rates greater than the minimum rates for local moving. The amount of the charges assessed in excess of the minimum rates varies widely with respect to different geographical areas and, to a certain extent, among carriers within an area. It appears that the carriers fix their rates for local moving at what the traffic will bear considering competition, the economic circumstances of the community, or general area served, and the equipment and facilities maintained by the carrier in providing the service. A summary of a freight bill study prepared by the director of research of the California Trucking Associations, Inc., indicates that, on a statewide basis, the local moving revenue actually received by carriers was 24.5 percent above the revenue which would be derived at the minimum rates. On the basis of the results of this study, the director of research estimated that had the 50 carriers whose operating results were summarized by the Commission's staff been assessing the minimum rates for local moving, the composite operating ratio of those carriers for the year 1956 would have been 100.13 percent rather than 95.8 percent.

Estimates of the cost per hour for local moving were presented by the assistant secretary of Bekins Van & Storage Co., by a cost analyst employed by Lyon Van & Storage Co., and by a transportation engineer of the Commission's staff. The director of research of California Trucking Associations, Inc., offered an exhibit on which he had modified the engineer's cost study by giving effect to certain factors which he thought to be appropriate.

The cost estimates are not comparable in that the types of service used as a basis for the cost estimates are not comparable. In developing his cost estimates the engineer studied the operations

of the smaller carriers and had in mind, as a standard in developing the cost estimates, a carrier operating one or perhaps two gasoline-powered two-axle trucks with 16-foot beds. In developing estimates of the cost of providing local moving service, the end results will depend upon the nature of the operations being studied. The end results developed by the staff engineer are the lowest of those of record in this proceeding. We shall now proceed to determine whether the cost estimates developed by the engineer are reasonable under current conditions for the type of carrier which was used as a standard. In this respect, there are three aspects of the engineer's estimates which petitioner challenges; these are, level of wages, allowance for nonproductive time and indirect expense.

The engineer's cost estimates reflect wages prevailing on March 31, 1958. Since that date, as the director of research testified, there have been a number of wage increases resulting from collective bargaining agreements between employers and employees. These agreements should be given effect.

The engineer made no allowance for nonproductive time nor for premium pay in determining his estimates of the cost of performing local moving. Nonproductive time is the time during the regular working day for which workers are being paid when they are not engaged in revenue producing activity. It results from a number of circumstances including situations where a local moving job is completed prior to 5:00 p.m. and too late to commence another job that day.

In an owner-driver operation nonproductive time could only accrue in connection with the owner or the helper. It was stated during the hearing, both by the engineer and by carrier witnesses, that some carriers employ nonunion helpers. While those helpers are normally paid the prevailing basic wage paid to union employees, they are not subject to the same "fringe benefits". The engineer's cost

study revealed that the labor cost per hour for union helpers under broken-time wages is less than under straight-time wages. The engineer used the straight-time wages in developing his cost estimates. Insofar as the helper is concerned, we are of the opinion that an additional increment to the cost estimates for nonproductive time is not warranted. In the case of the owner-driver, nonproductive time is used, or should be used, for planning work and other administrative matters. Compensation for performing these functions should be reflected in indirect expense.

In determining his estimate of indirect expense, the engineer studied the financial statements of 27 carriers. He made a nominal allowance for compensation to owners conducting operations as individuals or partnerships. In cases where the owners engaged in driving activities, the major portion of the compensation was assigned to direct expense, i.e., operating wages and a small portion was assigned as indirect expense, i.e., in administrative expense. From his study of the 27 carriers, there were allowances for owner's compensation in the case of 23 carriers, the engineer estimated that a reasonable ratio of indirect expenses to direct expenses is 33 percent. The director of research testified that he had made a study in 1955 in connection with proceedings in Petition No. 4 in Case No. 5330. He said that he found an indirect expense ratio of 44.5 percent. We are of the opinion that the estimate of the engineer is conservative for an owner-driver operation. In determining a reasonable estimate of the cost of operation we shall use an indirect expense ratio of 40 percent. The total costs with the above modifications for a van and two men are \$10.224 and \$9.808 per hour for Territories A and B respectively.

The respective rates will be increased to \$11.00 and \$10.50 per hour. These represent increases of 10 percent and 14 percent respectively.

Our comments above regarding the cost estimates are also applicable to other minimum rates for local moving and said rates will be adjusted accordingly.

Long-Distance Moving

The present minimum rates are predicated upon the costs of operation of Bekins and Lyon.¹ These carriers perform a substantial portion of the long-distance moving in California, particularly for distances over 150 miles. Cost estimates of the Bekins operation and of the Lyon operation were presented. The Lyon estimates are higher than the Bekins estimates.

Petitioner offered a schedule of proposed minimum rates which was developed, with certain modifications and adjustments, by applying to the present rates the percentages of the increases in costs of operation from May, 1956 to April 1, 1958. Said percentage increases are tabulated in Exhibit No. 8 and were derived from a comparison of cost estimates presented by the vice president of Bekins Van Lines in Exhibit No. 4-20 in Case No. 5330, Petition No. 4, and cost estimates presented in Exhibit No. 7 herein by said vice president. Exhibit No. 7 was prepared in the same form as Exhibit No. 4-20. The performance factors, use factor, service life of equipment and factors used in developing the labor cost per hour for California operations were the same in both exhibits. Elements of expense higher in 1958 than in 1956 include cost of equipment, cost of fuel, wages, insurance expense, licenses and taxes. Elements of cost which would tend to show a lower cost in 1958 than in 1956 included tire expense, maintenance and repair expense and an increase in load factor. The cost estimates in Exhibit No. 7 are as of April 1, 1958.

¹In its Decision No. 49456 the Commission held: "The resulting composite costs (average costs of Bekins and Lyon weighted 69 percent Bekins and 31 percent Lyon) appear to be representative of costs of providing necessary and adequate long-distance moving service."

While the record does not show that minimum rates should be established based on the cost of operations of Bekins, a comparison of Exhibit No. 4-20 and Exhibit No. 7 does in many respects show the effect upon total cost of operation resulting from changes in operating expense that would be typical for almost all household goods carriers engaged in long-distance moving on a statewide basis. Some of these expenses include wages, equipment, licenses, taxes and fuel, all of which have increased since 1956. Some other factors do not appear to be typical, such as an increase in the ratio of indirect expenses to direct expenses, and reductions in tire expense and maintenance expense.

In connection with the development of the costs of performing transportation under the point-to-point rates applicable between Los Angeles, on the one hand, and San Francisco and Sacramento, on the other hand, the witness included a factor for breakback.² Accord- *Relet*
ing to the witness, if the costs developed for express operations between the points are used as the sole basis for determining the point-to-point rate, Bekins would operate at a loss in transporting traffic to intermediate points. In Exhibit No. 4-20, the witness estimated that in order for Bekins to recover the cost of transporting shipments to and from intermediate points along the authorized routes, the express-run costs should be increased by 21 cents per 100 pounds. In Exhibit No. 7 he estimated that the express-run costs should be increased by 79 cents per 100 pounds. One of the principal reasons for the substantial increase in this "break-back factor" is that in 1956 besides its express runs, Bekins operated a regular schedule between Los Angeles and San Francisco and

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The term "breakback" usually refers to rates based on varying minimum weights. Here the witness uses it in another sense. The costs developed for Bekins' express operation are equivalent to those developed for Bekins' other operations at 142.5 miles, which the witness calls the "breakback mileage point". The factor is an additive to the express costs allegedly necessary to compensate Bekins for the higher cost of transporting shipments to intermediate points beyond the "breakback mileage point".

Sacramento serving intermediate points en route. At present Bekins operates only express runs between the afore-mentioned terminal points. The intermediate points are presently served on what the witness called a "radial operation"; that is to say, that on a shipment from Los Angeles to Santa Maria, the equipment would leave Los Angeles loaded, be unloaded at Santa Maria, and, unless there was traffic available in that general area, would be returned to Los Angeles empty. This change in operation had the effect of increasing the load factor in Bekins operations between Los Angeles and San Francisco and Sacramento in that the intermediate points were dropped from the regular schedules. As a result of this change in the "breakback factor" the percentage of increases in costs shown in Exhibit No. 8 for operations conducted between the terminal points ranges between 15.3 percent and 23.9 percent. Petitioner proposes increases in these rates ranging between 15 percent and 22 percent.

The percentages of increases in cost of operation shown in Exhibit No. 8, and the proposed increases in rates for transportation subject to the mileage rates in the tariff, range between 3 percent and 8 percent for distances over 150 miles and in the order of 10 percent for distances up to 150 miles.

The evidence of record clearly shows that the minimum rates are the going rates for long-distance moving. After due consideration of all of the facts and circumstances, we are of the opinion and find that the proposed increases in the rates, other than proposed point-to-point rates, are justified and are necessary in order to preserve and maintain adequate and dependable transportation service. In connection with the aforesaid point-to-point rates, the record shows that they are presently unduly depressed. Carrier witnesses testified that they had individually increased their rates between said points during the fall of 1957, but, because of

competition, they were unable to maintain the higher rates for more than four or five weeks. The increases proposed by petitioner in the point-to-point rates stem from the estimates of Bekins' vice president. In his estimates, the vice president expanded the express-run costs for all weight brackets by 79 cents per 100 pounds. This has the effect of showing a higher percentage of increase in the cost of transporting shipments of 4,000 pounds than for transporting shipments of 100 pounds. This is an anomaly in that the greatest increases in expense are in drivers' wages. For the costs developed for transportation performed under mileage rates the percentages of increases in costs are greater for the smaller shipments and diminish gradually in the higher weight groups. The point-to-point rates proposed by petitioner have not been shown to be justified.

The principal reason for the lower cost per 100 pounds of performing transportation between Los Angeles and San Francisco and Sacramento, than between other points of like distance, is that there is more traffic moving between the territories than between the other points. This circumstance enables the carriers to achieve higher load factors, not only because of the availability of back hauls, but, also, the volume of traffic makes it more likely for a carrier to accumulate enough small shipments to comprise a full load going in one direction. This latter circumstance particularly provides more marked difference in the cost of transporting small shipments than in the case of larger shipments. On consideration of the evidence, we are of the opinion and find that, in general, the point-to-point rates for transportation between Los Angeles and San Francisco and Sacramento should be increased on the order of 13 percent. Adjustments will be made to reflect the afore-mentioned difference in the cost of transporting small shipments as compared to larger shipments.

The above discussion, also in part, is applicable to other point-to-point rates. Full discussion of the circumstances as they pertain to each rate is not necessary.

Rules and Regulations

Petitioner, the Commission's staff and the traffic manager of the State of California presented proposals for modification of the rules and regulations contained in the tariff. A number of the proposed modifications suggested by the staff were endorsed by petitioner and were not opposed by anyone. In general they were not calculated to make any changes in the manner in which the rates and charges are to be applied but were presented as clarification of present rules. We have examined those proposals and find that they have merit and should be adopted. Some of the proposals of the staff were opposed by petitioner or by one or more of the parties. These will be discussed. The staff proposes that the rates in cents per piece be applicable only to shipments for distances of 10 miles or less. The present limitation on distance is 30 miles. It was stated that the 10 miles conformed more to the present practices of carriers. Petitioner at the outset endorsed this proposal. Two carriers protested this modification. It was testified that they had developed business predicated upon the present application of the piece rates and that shipments were transported in excess of 10 miles under said rates. It appears that the rates in cents per piece are being used and are required by at least two carriers. The proposal will not be adopted.

The staff proposed amending Item No. 170 of the tariff which pertains to the computation of time under hourly rates for packing. It is proposed that the following provision be added: "In computing the accessorial rates the time shall be the total time actually spent packing or unpacking or both." The staff contends that the proposed modification merely clarifies the present tariff. Petitioner protests the proposed modification and contends that packing

rates have almost universally been assessed on the time the packers left the carriers' terminals and returned and not just for the amount of time spent actually packing. It is contended that the modification would result in a reduction in rates. It was pointed out that while the staff may have interpreted the tariff as set forth in their proposal, there is no provision in the tariff specifically setting forth the requirement that the time be computed on the basis of actual time spent packing and that the industry as a whole has construed the packing rates to apply from the time the packers embarked to perform the service until the time they returned. Petitioner pointed out that the cost estimates prepared by petitioner and by the staff in proceedings involving the establishment of rates for packing did not make an allowance for the so-called portal-to-portal time and that if the proposed modifications were adopted the carriers would not be compensated for the amount of time spent by packers going to and from the packing job. The present rates were based on cost estimates which do not provide an allowance factor for so-called portal-to-portal time.

The amount of time involved in the packers going from the terminal to the point of packing will vary with the distance from the terminal to the job site. The carrier nearest the point of packing has a decided competitive advantage. Another consideration which is persuasive of adoption of the proposal is that while shippers of household goods can readily compute the time spent on the job, they are not in a position to compute portal-to-portal time. Unless the shipper is fully informed of the basis of the assessment of charges prior to engaging the carrier, misunderstandings can and do arise. We are of the opinion that the staff's proposal has merit. While the costs upon which the packing rates were based do not include a factor for so-called terminal to job-site time, because of the extreme

variation in the amount of time that may be involved, we are of the opinion that an incremental allowance for this cost factor is one which can best be determined by the carriers with respect to each job. The Commission is establishing minimum rates. The adoption of the staff's proposal will not preclude carriers from assessing higher rates or continuing their practice of assessing rates on a terminal-to-terminal basis provided the higher rates and said basis for computing time are clearly set forth on the "Confirmation of Shipping Order and Rate Quotation".

The staff proposed modification of the descriptions of routes set forth in Item No. 500 to conform with the changes in the routings of highways by the construction of freeways. In these proposals the presently authorized routes are retained and the newer and more direct routes are added as authorized alternate routes. In order to accomplish the result without lengthy description of each route, the staff proposed to use the term "highway" in the descriptions and proposes defining "highway" as including such designations as: City Route, Business Route, Alternate Route and By-Pass. Their proposed modification of the descriptions of the routes also encompasses changing the names of places described therein to conform with the present names of communities or incorporated cities; for example, the present description has Centerville as a named point; Centerville is now included in the City of Fremont.

The description of the authorized routes is important in that the point-to-point rates are intermediate in application to points on and along authorized routes. Petitioner is opposed to the staff's proposal because it not only enlarges the scope of the application of the point-to-point rates by adding the freeway route, but also extends it to include roads and thoroughfares other than freeways that the Department of Highways or the city or county governments have

designated or may designate in the future as City Route, Business Route, Alternate Route and By-Pass.

The application of the point-to-point rates to intermediate points is predicated on the theory that it costs no more to pick up or deliver freight at points directly en route between terminal points. When the carrier must depart from the direct route, the theory is that there is an added cost. The level of the point-to-point rates is based in large part on evidence of the cost of performing service. Performance factors, including distance, grades, practical operating speeds of vehicles and traffic congestion are considered in arriving at the costs. These factors are determined from examination and observation of actual performance over specific routes which are considered to be the normal routes traversed by freight carrying vehicles between the terminal points. Physical changes are made in the highways from time to time which in turn change the normal routes used by the carriers. The authorized routings should reflect the normal routes currently traversed by carriers. It is obvious that in many instances the freeways now are normal routes; however, in some instances the older routes at various times are used by the carriers as normal routes. Unfortunately, the record herein does not set forth precisely what the normal routes are. There is evidence to show that they do not include every City Route, Business Route, Alternate Route and By-Pass. In the circumstances, the proposal of the staff will not be adopted; however, the item will be amended to show the proper place names of communities and cities and to include a provision that where the Department of Public Works has constructed freeways and by-passes as a part of the State's system of highways between any points or places along the defined authorized routes, the points and places on and along said freeways and by-passes between

said points on the authorized routes also will be considered as being on said authorized routes.

Petitioner proposed a number of rules which do not have counterparts in the minimum rate tariff. These concern rules for impractical operations, procedures for filing claims and proposed rule for charges applicable to waiting or delay in connection with long-distance moving. The proposed rules for impractical operations and claims are commonly found in the tariffs of common carriers setting forth limitations on the scope of services held out by the common carrier to the public so as to clearly set forth the limits and extent of the carrier's liability. There is nothing to prevent those carriers desiring to do so from setting forth the proposed rules on their forms for contracts of carriage or confirmation of shipping order forms. The necessity or desirability of requiring all carriers to comply with said proposed rules has not been shown. Those proposals will not be adopted. The proposed rule and charge for waiting or delay caused by shipper or consignee has merit. Rules and charges for delay time are necessary to assure compensation to the carriers for services not covered by the minimum rates.

Petitioner proposed increases in charges set forth in the present rules. The proposed charges were determined by increasing the present charges by 15 percent and rounding off to the nearest five cents. They are reasonable and will be adopted.

The traffic manager of the State of California proposed that the rules governing the issuance of the confirmation of shipping order and rate quotation be amended to include a provision requiring all carriers to clearly state on said document whether the rates and charges quoted are the same as or greater than the minimum rates prescribed by the Commission. According to the traffic manager, the State's Department of Finance reimburses employees for moving expense

necessitated by transfer of employees by order of the various departments of the State. The rules and regulations established by the State government provide that reimbursement will not be made in excess of the minimum rates unless the claim is accompanied by three competitive bids in which latter case reimbursement will be made at the rates proposed in the lowest bid. The employees and other shippers are not regularly engaged in traffic matters so that they are uninformed of the minimum rates; hence, the designation by the carrier of whether the rates quoted are the minimum rates or higher rates, it is argued, will be helpful to the public in engaging carriers. This proposal was opposed by petitioner. We have given consideration to the proposal and the contentions for and against it. While the Commission has established rules governing the representations to be made by the carriers to the public, said rules and regulations were established to prevent fraudulent and unfair practices by carriers. The Commission has stated in numerous decisions that in the establishment of minimum rates it is not fixing a schedule of rates that will be compensatory to all carriers. In several decisions the Commission has stated that it is not desirable that carriers attempt to maintain rates which are exactly the same as the minimum rates. Certainly the evidence in this proceeding clearly shows that if Bekins or Lyon engaged solely in local moving at the minimum rates found to be reasonable herein they would ~~operate~~ ^{operate} ~~it~~ ^{it}. In its day-to-day administration of the Household Goods Carriers Act and the minimum rate orders, the Commission has found that ordinarily shippers of household goods "shop around" before engaging a carrier. The evidence in this proceeding clearly shows that carriers in general assess rates higher than the minimum rates for local moving. Indeed, numerous officials of carriers testified

in person and the activities of other carriers were testified to by witnesses for petitioner and for the staff. In no case, other than for shipments for governmental agencies³ and so-called national accounts, was there any instance recited where any carrier had assessed the minimum rates for local moving. As pointed out by the traffic manager, the ordinary shipper of household goods is not cognizant of traffic matters. The proposed amendment would tend more to confuse than enlighten the shipper. It will not be adopted.

Upon consideration of all of the facts and circumstances of record, the Commission is of the opinion and finds that the rates, charges and accessorial charges established in the order which follows are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges for the transportation of household goods and other property for which minimum rates have been established in Minimum Rate Tariff No. 4-A; and, that the rules and regulations established in the ensuing order are necessary to the application and enforcement of the said minimum rates.

³ The minimum rates do not apply to property transported for the United States, State, County or Municipal Governments.

O R D E R

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

IT IS ORDERED:

1. That Minimum Rate Tariff No. 4-A (Appendix "A" of Decision No. 44919, as amended) is further amended by incorporating therein, to become effective January 1, 1959, the revised pages attached hereto and listed in Appendix "B", also attached hereto, which pages and appendix are by this reference made a part hereof.

2. That in all other respects said Decision No. 44919, as amended, shall remain in full force and effect.

3. That, except as otherwise provided for by paragraphs 1 and 2 of this order, Petition for Modification No. 6 filed by the California Moving and Storage Association, Inc., is denied and that proceedings arising from the Commission's Order Setting Hearing, dated March 11, 1958, are discontinued.

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

Dated at Los Angeles, California, this 7th day of December, 1958.

L. Lynn Fox
President

John E. Mitchell

Ray E. Winterer

William J. Wade

Theodore J. Jensen
Commissioners

Appearances

Petitioner

Gordon, Knapp, Gill & Hibbert, by Wyman C. Knapp, and Charles A. Woelpel, for California Moving & Storage Association.

Respondents

William W. Edmond, for Acme Transfer & Storage.
Theresa R. Lorimer, for Al's Transfer & Storage.
George C. Taylor and Sophia E. Taylor, for Arbor Vitae Transfer & Storage.
Jackson W. Kendall, for Bekins Van & Storage Co., Bekins Van Lines, Inc. and Bekins Van & Storage Inc.
Arvid C. Johnson, for Bellaire Van & Storage Co.
Lloyd J. Jensen and Ralph T. Rolapp, for Beverly Hills Transfer & Storage.
Robert S. Bryan, for Bryan's Moving & Storage.
Ernest E. Busk, for Busvan Moving & Storage Co.
J. Lowell McAdam, for Calmay Van Lines, Inc. and Orth Van & Storage.
Robert Maisano, for Checker Transfer.
T. R. Travers, for Checker Van & Storage.
A. L. Chipman, in propria persona.
Robert S. Reis, City Transfer & Storage Co.
Paul David Jensen, for Dave's 24-Hour Moving Service.
Eric H. Pierson, for Dean Van Lines.
W. DeWitt, for DeWitt Transfer & Storage.
Clyde O. Dyer, Jr., in propria persona.
H. B. Woodworth, for Fidelity Van & Storage Co.
Arthur N. Garidelle, for Garidelle's Van & Storage.
Elmer B. Smith, for Harbor Transfer & Storage.
Bert Hussey, for Hussey's.
Jacob Levin and Jack Levin, for Jax Moving & Hauling.
W. Ray James, for James Transfer & Storage Co., James Van Lines, and San Jose Moving & Storage Co.
Cromwell Warner, for Kleimer Van Lines.
David Macauley, for Lawrence Moving & Storage.
Clarence C. Lockett, for Lockett Van & Storage Co.
Harold J. Blain, for Lyon Van Lines, Inc., and Lyon Van & Storage Co.
Norman N. Blair, for Mac's Transfer & Storage.
Roger E. Druehl, for Market St. Van & Storage, Inc.
William A. Whiteley, for Martin Movers & Storage.
John B. Price, for Martin Van Lines.
Arvid E. Johnson, for Martin Van Lines, Inc.
James A. Nevil and Martin H. Fisher, Jr., for Nevil Storage.
Charles R. Hartwig, for North American Van Lines, Inc.
O. F. Olsen, for Olsen Moving & Storage.
Jack W. Barker, for Palo Alto Transfer & Storage Co.
Phil Shambaugh, for Phil's Transfer and Storage.
Robert C. Riegg, for R. & R Van & Storage Co.
Mrs. Josie Shaw, for Republic Van & Storage Co.

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Page 2 of 2

Respondents (Contd.)

Jan T. Fischer, for Republic Van & Storage Co., Inc.
Ellwood L. Johnson, for Rudd's Transfer & Storage.
Stanley A. Roberts, for San Diego Van & Storage Co.
W. D. Medeiros, for San Francisco Storage Co.
E. Earl Booker, for San Jose Moving & Storage Co.
Ochs J. Hardin, for San Mateo Moving & Storage Co.
Arthur C. Schick, Jr., for Schick Moving & Storage Co.
Floyd M. Shook, Jr., for Shook's Van & Storage.
James T. Murphy, for Smythe Storage, Inc.
John J. Canova, for Solano Moving and Storage.
Paul F. Furedi, for Southwest Van & Storage Co.
Jack W. Swofford, for Swofford Van & Storage.
John E. Sullivan, for Triangle Transfer & Storage Co. and
Sullivan Storage & Transfer Co.
Herman C. Kuhnert and John Carlson, for Tri-City Van &
Storage Corp.
A. A. Colwell, for U. C. Express & Storage Co.

Interested Parties

Maurice A. Owens, for Bay Area Household Goods Movers'
Association.
J. C. Kaspar, A. D. Poe and James Quintrall, for California
Trucking Associations, Inc.
Earl S. Williams, Dept. of Finance, State of California.

Commission's Staff

James S. Eddy, Grant Malquist, R. A. Lubich and
Leonard Diamond.

APPENDIX "B" TO DECISION NO. 57695

Supplement and Revised Pages to Minimum
Rate Tariff No. 4-A Authorized by Said Decision

Supplement No. 3

Fourth Revised Page 2

Third Revised Page 5

Fourth Revised Page 6

Fifth Revised Page 7

Third Revised Page 8

Second Revised Page 9

Second Revised Page 10

Second Revised Page 15

Second Revised Page 16

Second Revised Page 17

Second Revised Page 18

Second Revised Page 21

Second Revised Page 21-A

Second Revised Page 22

Second Revised Page 23-C

Sixth Revised Page 25

Second Revised Page 26

Fourth Revised Page 27

Fourth Revised Page 28

Fifth Revised Page 29

Third Revised Page 31

First Revised Page 31-A

END OF APPENDIX "B"

SUPPLEMENT NO. 3

(Cancels Supplement No. 2)

(Supplement No. 3 contains all changes)

TO

MINIMUM RATE TARIFF NO. 4-A

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF USED PROPERTY, VIZ.:
HOUSEHOLD GOODS, PERSONAL EFFECTS AND OFFICE, STORE AND
INSTITUTION FURNITURE, FIXTURES AND EQUIPMENT OVER
THE PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA

BY

CITY CARRIERS
RADIAL HIGHWAY COMMON CARRIERS
HIGHWAY CONTRACT CARRIERS

AND

HOUSEHOLD GOODS CARRIERS

The increased rates and charges shown in
Supplement No. 2 canceled by Decision No. 57695

EFFECTIVE JANUARY 1, 1959

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

Cancels

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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EFFECTIVE JANUARY 1, 1959

Issued by the Public Utilities Commission of the State of California,
Correction No. 67 San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p>(l) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation, except that (1) all locations within a radius of 50 feet from a single point, and (2) all locations within a radius of 300 feet on a single piece of property of a single consignor will be considered as one point of origin.</p> <p>(m) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(n) 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>(o) SHIPMENT means a quantity of property tendered for transportation to one carrier at one time on one shipping document by:</p> <ol style="list-style-type: none"> (1) One shipper at one point of origin for one consignee at one point of destination; or (2) One shipper at more than one point of origin, or more than one shipper at one or more points of origin, for one consignee at one point of destination (split pickup); or (3) One shipper at one point of origin for one consignee at more than one point of destination, or for more than one consignee at one or more points of destination (split delivery). <p>#(4) Shipment as defined in Paragraphs 1, 2 or 3 above to and from one point of storage in transit.</p> <p>(p) STATE ROUTE means the numbered highway route indicated by signs displaying a bear insignia.</p> <p>(q) STORAGE IN TRANSIT means storage of a shipment at request of consignor or consignee at one point between point of origin and point of destination for a period not in excess of 660 days.</p> <p>(r) TERRITORY means one of the territories described in Section No. 2.</p> <p>(s) UNCRATED PROPERTY means property not packed in accordance with the crated property requirements set forth in Paragraph (d).</p> <p>(t) UNIT OF EQUIPMENT means one or more motor vehicles physically connected so as to form a complete unit.</p> <p>(u) UNPACKING means any accessorial service performed in connection with delivery of a shipment or portion thereof, subsequent to unloading, except services for which rates and charges are otherwise provided in this tariff.</p>	<p style="text-align: center;">*11-A Cancels 11</p>

APPLICATION OF TARIFF - CARRIERS

Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act, the Highway Carriers' Act, and the Household Goods Carriers Act. They apply for the transportation of commodities described in Item No. 40 series, by carriers as defined in Item No. 10 series.

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.

20-B
Cancels
20-A

* Change }
Addition } Decision No. 57695
o Reduction }

EFFECTIVE JANUARY 1, 1959

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

Correction No. 68

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="padding-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="padding-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="padding-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="padding-left: 2em;">(2) Property transported for the United States, state, county or municipal governments.</p> <p style="padding-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.</p> <p style="padding-left: 2em;">(4) Baggage, except when transported in mixed shipments with uncrated property under the provisions of Item No. 120</p> <p style="padding-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>	40-C Cancels 40-B
<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 household goods carriers, as defined in the Household Goods Carriers Act, or where highway common carriers engage radial highway common carriers or household goods carriers, as agents or representatives, the following requirements shall be observed:</p> <p style="padding-left: 2em;">(a) The operations of each carrier shall be conducted as those of a separate entity.</p> <p style="padding-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-B Cancels 50-A

(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. 57695

EFFECTIVE JANUARY 1, 1959

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

Correction No. 49

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<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 Cancels 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. (See Note)</p> <p>NOTE.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>	90-A Cancels 90
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Except as provided in Note 1, distances to be used in connection with distance rates provided herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table.</p> <p>Note 1. - Distances between points within any of the areas designated in paragraphs (a), (b) and (c), below shall be the shortest resulting actual mileage via any public highway route over which the shipment lawfully may be transported.</p> <p>(a) A single incorporated city, other than Los Angeles.</p> <p>(b) A single Los Angeles zone, as described in the Distance Table.</p> <p>(c) The area encompassed by any one of the following Los Angeles zones and its contiguous mileage basing point city:</p> <ol style="list-style-type: none"> 1. Zone 8 and Santa Monica 2. Zone 11 and Glendale 3. Zone 15 and El Segundo 4. Zone 16 and Inglewood 5. Zone 17 and Lynwood 6. Zone 18 and Gardena 7. Zone 19 and Torrance 	*100-C Cancels 100-B

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 and distance rates provided in Item No. 420 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

ACCESSORIAL CHARGES NOT TO BE OFFSET BY
TRANSPORTATION CHARGES

Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.

115

* Change, Decision No. 57695

EFFECTIVE JANUARY 1, 1959

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

Correction No. 70

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 charges 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 style="text-align: right;">120-B Cancels 120-A</p>
<p style="text-align: center;">APPLICATION OF RATES</p> <p>* (a) Rates provided in Items Nos. 400, 410, 420 and 430 are for the transportation of shipments from point of origin to point of destination, from point of origin to point of storage-in-transit, or from point of storage-in-transit to point of destination, and include pickup and delivery, subject to Item No. 140.</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), subject to Items Nos. 260, 261 and 270.</p> <p>(c) For transportation in excess of 30 miles, not wholly within the same metropolitan area, rates in Items Nos. 420 and 430 shall apply, subject to Item No. 110.</p> <p>(d) Rates in Item No. 440 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 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 style="text-align: right;">*130-B Cancels 130-A</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) - No additional charge.
2. At piece rates (Item No. 410) - 055 cents per piece.
3. At distance or point-to-point rates (Items Nos. 420 and 430) - 015 cents per 100 pounds.

*140-B
Cancels
140-A

*Change)
o Increase) Decision No. 57695

EFFECTIVE JANUARY 1, 1959

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 71

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. 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 thirty cents per pound shall be subject to rates computed on the bases provided in Note 1.</p> <p>*NOTE 1.—When declared value exceeds thirty 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>	<p style="text-align: center;">*150-A Cancels 150</p>
<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>	<p style="text-align: center;">160</p>
<p style="text-align: center;">DIVERTED SHIPMENTS</p> <p>Charges upon a shipment transported under rates provided in Items Nos. 420 or 430 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 for each diversion.</p>	<p style="text-align: center;">*165-A Cancels 165</p>
<p>* Change) Decision No. 57695 o Reduction)</p>	
<p style="text-align: center;">EFFECTIVE JANUARY 1, 1959</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 72</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.																				
<p style="text-align: center;">COMPUTATION OF TIME UNDER HOURLY RATES NAMED IN ITEMS NOS. 400 AND 440</p> <p>(a) In computing hourly rates the time shall be the total of the loading, unloading, and double the driving time between the point of origin and the point of destination. (See paragraphs (b), (c), (d), and (e) hereof, and Items Nos. 290 and 300 for exceptions to this rule.)</p> <p>(b) When two or more shipments are transported on a unit of equipment, time to be used shall be the total of the loading and unloading time, plus 15 minutes driving time, for each shipment.</p> <p>(c) When shipper requests the service of an additional helper or helpers to assist in loading or unloading, but not both, the charge therefor shall be determined by applying the rate per man, per hour, provided in Item No. 400 for additional helpers, to the time such helper or helpers are engaged in performing these services.</p> <p>#(c-1) In computing the accessorial rates the time shall be the total time actually spent packing or unpacking or both. (See paragraph (e) hereof.)</p> <p>(d) When two or more units of equipment are furnished for transportation of a single shipment and the driver and/or helper or helpers of any one unit assist in loading or unloading another unit, the time such persons are so engaged shall be charged for at the rate provided in Item No. 400 for additional helpers. During any such interval, time shall not accrue for the unit or units of equipment not being loaded or unloaded.</p> <p>*(o) After the total time has been determined under the provisions of paragraphs (a), (b), (c), (c-1) or (d) hereof, it shall be converted into hours and/or fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>Minutes</u></th> <th rowspan="2" style="text-align: center;"><u>Fractional hour</u></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But not over</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">7</td> <td style="text-align: center;">omit</td> </tr> <tr> <td style="text-align: center;">7</td> <td style="text-align: center;">22</td> <td style="text-align: center;">1/4</td> </tr> <tr> <td style="text-align: center;">22</td> <td style="text-align: center;">37</td> <td style="text-align: center;">1/2</td> </tr> <tr> <td style="text-align: center;">37</td> <td style="text-align: center;">52</td> <td style="text-align: center;">3/4</td> </tr> <tr> <td style="text-align: center;">, 52</td> <td style="text-align: center;">60</td> <td style="text-align: center;">1</td> </tr> </tbody> </table>	<u>Minutes</u>		<u>Fractional hour</u>	<u>Over</u>	<u>But not over</u>	0	7	omit	7	22	1/4	22	37	1/2	37	52	3/4	, 52	60	1	<p style="text-align: center;">*170-A Cancels 170</p>
<u>Minutes</u>		<u>Fractional hour</u>																			
<u>Over</u>	<u>But not over</u>																				
0	7	omit																			
7	22	1/4																			
22	37	1/2																			
37	52	3/4																			
, 52	60	1																			
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</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 of this tariff are stated.</p>	180																				
<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>	185																				
<p>* Change) # Addition) Decision No. 57695</p>																					
<p>EFFECTIVE JANUARY 1, 1959</p>																					
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 88</p>																					

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">OBSERVANCE OF QUOTED RATES AND CHARGES</p> <p>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 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:</p> <p>(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.</p> <p>*(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, 4 and 5 below, rates and charges no higher than the minimum rates and charges named in this tariff shall be assessed. (See Note). 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.</p> <ol style="list-style-type: none"> 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. Agreed or declared value of the property per pound per article. **4. Signature of shipper. **5. Signature of carrier. <p>#NOTE: The shipment will be deemed to have a released valuation of 30 cents per pound per article.</p>	<p>*270-B Can- cels 270-A</p>
<p style="text-align: center;">INABILITY TO MAKE DELIVERY</p> <p>(a) In all instances where carrier is unable to locate the consignee, notification of inability to make delivery will be mailed or telegraphed to the consignee, consignor or owner, or written notice delivered to the premises where actual delivery was to be effected or to other notifying address, and the shipment will be placed in the nearest warehouse of the carrier, or at the option of the carrier, in a public warehouse; and upon such placement the carrier's liability shall cease and liability shall thereafter be that of the warehouseman in possession.</p> <p>(b) In all instances where the consignee is unable to take delivery or declines to accept delivery of the shipment, or where the shipment remains in carrier's possession, pursuant to instructions of the shipper or the consignee, and is not stored in transit under the provisions of Item 310, the shipment will be placed in the nearest warehouse</p>	<p>06 280-A Can- cels 280</p>

of the carrier, or at the option of the carrier, in a public warehouse; and upon such placement the carrier's liability shall cease and liability shall thereafter be that of the warehouseman in possession.

(c) In cases where a "subsequent delivery" is made, charges will be assessed for such "subsequent delivery" on the basis of charges lawfully applicable from carrier's terminal or from public warehouse (as the case may be) to the point of destination.

* Change)	Decision No. 57695
o Increase)	
o Reduction)	
# Addition)	
** Subparagraphs 4 and 5 formerly 3 and 4 respectively.)	

EFFECTIVE JANUARY 1, 1959

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 73

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">WAITING OR DELAY</p> <p>When vehicle is held for convenience of the shipper or consignee through no fault of the carrier in connection with shipments moving or to be moved under rates contained in Items Nos 420 or 430, a charge at the hourly rates provided in Item No. 400 will be assessed for each hour or fraction thereof over one hour.</p>	#0285
<p style="text-align: center;">SPLIT PICKUP</p> <p>Split pickup service may be accorded subject to the following conditions:</p> <ol style="list-style-type: none">(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:<ol style="list-style-type: none">(a) Under hourly rates (Item No. 400). 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). 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 \$10.00 for each stop to load between first point of origin and point of destination.(c) Under point-to-point rates (Item No. 430). 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:<ol style="list-style-type: none">1. Within the named metropolitan areas and/or communities between which the point-to-point rates apply; or2. Within unnamed communities directly intermediate between the named metropolitan areas and/or communities on a single authorized route named in Item No. 500 or within five actual highway miles from such route; or3. Within an incorporated city through which such route passes. <p>To the charges so computed shall be added a charge of \$10.00 for each stop to load between the first point of origin and point of destination.</p>	*290-B Cancels 290-A

* Change)
o Increase)
Addition)

Decision No. 57695

EFFECTIVE JANUARY 1, 1959

Issued by the Public Utilities Commission of the State of California,
Correction No. 74 San Francisco, California.

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>(a) Under hourly rates (Item No. 400). 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.)</p> <p>(b) Under distance rates (Item No. 420). 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 \$10.00 for each stop to unload between point of origin and final point of destination.</p> <p>(c) Under point-to-point rates (Item No. 430). 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"> 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 Items Nos. 500 and 500-1, or within five actual highway miles from such route; or 3. Within an incorporated city through which such route passes. <p>To the charges so computed shall be added a charge of \$10.00 for each stop to unload between the point of origin and final point of destination.</p>	<p style="text-align: center;">*300-B Cancels 300-A</p>
<p style="text-align: center;">STORAGE IN TRANSIT (See Note 1)</p> <p>Shipments may be stored once in transit for a period not to exceed 60 days from the date of unloading at storage point. (See Note 2.)</p> <p>Charges shall be computed on the following basis:</p> <p>(a) The applicable transportation rate from initial point of origin to point of storage, plus</p> <p>(b) The applicable transportation rate from point of storage to point of destination, plus</p>	<p style="text-align: center;">*310-B Cancels 310-A</p>

*(c) Warehouse handling and storage charge of 50 cents per 100 pounds for each 30-day period or fraction thereof, subject to a minimum charge of \$2.50 for each thirty-day period.

#Note 1. On shipments subject to hourly rates both into and out of point of storage in transit the weight of the shipment for purposes of determining the storage-in-transit charge may be estimated by multiplying the total cubic feet of storage space occupied by the shipment on the warehouse platform or in the warehouse by 7 pounds per cubic foot.

**Note 2. In the event a shipment remains in storage in excess of 60 days, the point of storage in transit 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
#Addition
oIncrease
oReduction
**Formerly Note 1

Decision No. 57695

EFFECTIVE JANUARY 1, 1959

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

Correction No. 75

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.

(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	
Not over \$	2.50	-----	\$0.40
Over	2.50 not over \$ 5.00	-----	0.46
"	5.00 " " 10.00	-----	0.60
"	10.00 " " 20.00	-----	0.63
"	20.00 " " 25.00	-----	0.66
"	25.00 " " 40.00	-----	0.77
"	40.00 " " 50.00	-----	0.82
"	50.00 " " 60.00	-----	1.04
"	60.00 " " 80.00	-----	1.07
"	80.00 " " 100.00	-----	1.10
"	100.00 " " 102.50	-----	1.39
"	102.50 " " 105.00	-----	1.44
"	105.00 " " 110.00	-----	1.48
"	110.00 " " 120.00	-----	1.53
"	120.00 " " 140.00	-----	1.58
"	140.00 " " 150.00	-----	1.63
"	150.00 " " 160.00	-----	1.74
"	160.00 " " 180.00	-----	1.78
"	180.00 " " 200.00	-----	1.81
"	200.00 " " 250.00	-----	2.05
"	250.00 " " 300.00	-----	2.35
"	300.00 " " 350.00	-----	2.66

*320-B
Cancels
320-A

"	350.00	"	"	400.00 -----	2.94
"	400.00	"	"	450.00 -----	3.27
"	450.00	"	"	500.00 -----	3.58
"	500.00	"	"	550.00 -----	3.88
"	550.00	"	"	600.00 -----	4.17
"	600.00	"	"	650.00 -----	4.49
"	650.00	"	"	700.00 -----	4.80
"	700.00	"	"	750.00 -----	5.11
"	750.00	"	"	800.00 -----	5.39
"	800.00	"	"	850.00 -----	5.71
"	850.00	"	"	900.00 -----	6.01
"	900.00	"	"	950.00 -----	6.33
"	950.00	"	"	1,000.00 -----	6.62
"	1,000.00				
	at rate of \$6.62 per \$1,000.00				

* Change } Decision No. **57695**
 ◊ Increase }

EFFECTIVE JANUARY 1, 1959

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 76

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 written description of an area, zone or territory conflicts with the map description of that same area, zone or territory, the written description will govern.</p>	<p style="text-align: center;">*340-A Cancels 340</p>
<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>	<p style="text-align: center;">343</p>
<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 Lake Merced Boulevard; southerly along Lake Merced Boulevard to South Mayfair Avenue; westerly and southerly along South Mayfair Avenue to 87th Street; easterly along 87th Street to Junipero Serra Boulevard; southerly along Junipero Serra Boulevard and its prolongation to an intersection with the common boundary of the City of San Bruno and the City of Millbrae; easterly along said common boundary to the right of way of the Southern Pacific Company; northerly along said right of way to Angus Avenue East; easterly along Angus Avenue East to Seventh Avenue; northerly along Seventh Avenue to the intersection with the common boundary of the City of San Bruno and the City of South San Francisco; easterly in a direct line along said common boundary and its prolongation to the west shore line of San Francisco Bay; northwesterly along a direct line to the intersection of the common boundary of the City of Alameda and City of Oakland and the east shore line of San Francisco Bay south of Bay Farm Island; southerly along said shore line to the western prolongation of Davis Street; easterly along the prolongation of Davis Street and Davis Street to the Eastshore Freeway; southerly along the Eastshore Freeway to First Avenue; easterly along First Avenue to Washington Avenue; northerly along Washington Avenue to Estabrook Street; easterly along Estabrook Street to East 14th Street; northerly along East 14th Street to Sybil Avenue; easterly along Sybil Avenue to Foothill Boulevard (Highway U.S. 50); northerly along Foothill Boulevard to San Leandro Creek; easterly along the north bank of San Leandro Creek and the north shore line of Lake Chabot to its intersection with the easterly city limits of the City of Oakland; northerly along the city limits of the City of Oakland to Grass Valley Road; easterly along Grass Valley Road to Skyline Boulevard; northerly along Skyline Boulevard to the Alameda-Contra Costa County Line; northerly along the Alameda-Contra Costa County Line to Colusa Avenue; northerly along Colusa Avenue to Sea View Drive; easterly and northerly along Sea</p>	<p style="text-align: center;">*347-A Cancels 347</p>

View Drive to Terrace Drive; easterly and northerly along Terrace Drive to Arlington Avenue; northerly along Arlington Avenue and Arlington Boulevard to Alta Vista Drive; westerly along Alta Vista Drive and Hazel Avenue to Yuba Street; northerly along Yuba Street to Glenn Avenue; westerly along Glenn Avenue to San Pablo Avenue (Highway U.S. 40); northerly along San Pablo Avenue (Highway U.S. 40) to Maracopa Avenue; westerly along Maracopa Avenue and Costa Avenue to 13th Street; northerly along 13th Street to Emeric Avenue; westerly along the prolongation of Emeric Avenue to the east bank of Castro Creek; northerly and westerly along the east bank of Castro Creek to the east shore line of San Pablo Bay; southerly along the east shore line of San Pablo Bay and the east shore line of San Francisco Bay to the San Francisco-Oakland Bay Bridge; westerly along the San Francisco-Oakland Bay Bridge, including Yerba Buena Island and Treasure Island, to the west shore line of San Francisco Bay; northerly and westerly along the west shore line of San Francisco Bay to the shore line of the Pacific Ocean; westerly and southerly along the shore line of the Pacific Ocean to point of beginning.

The foregoing description includes the following points:

Alameda (1)	Daly City (1)#(2)	Oakland (1)#(2)	Point San Pablo
Alameda Pier	East Oakland	Oakland Pier	Richmond (1)#(2)
Albany (1)	El Cerrito (1)#(2)	Ocean View	San Bruno (1)#(2)
Baden	Elkton	Piedmont (1)	San Francisco (1)
Bay Farm Island	Elmhurst	Point Castro	San Leandro (1)#(2)
Bayshore	Emeryville (1)	Point Fleming	South San
Berkeley (1)	Ferry Point	Point Isabel	Francisco (1)#(2)
Bernal	Fruitvale	Point Molate	Stegs
Brisbane	Government Island	Point Orient	Tanforan
Camp Knight	Lawndale	Point Potrero	Treasure Island
Colma (1)	Molrose	Point Richmond	Union Park
			Visitacion
			Winchaven
			Yorba Buena Island

(1) Incorporated City.

#(2) Portions within Metropolitan Area, other portions without.

* Change)
Addition) Decision No. 57695

EFFECTIVE JANUARY 1, 1959

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

Correction No. 77

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)	Item No.																																																																																																												
<p>METROPOLITAN LOS ANGELES AREA consists of that area embraced by the following boundary:</p>																																																																																																													
<p>*Beginning at the intersection of the Los Angeles-Orange County Line with the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean 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 city boundary to its intersection with Pacoima Canyon Road, approximately 1 1/2 miles north-east of San Fernando; northeasterly along Pacoima Canyon 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 San Gabriel Forest Highway (State Route 39) and Azusa Avenue (State Route 39) to its intersection with the San Bernardino Freeway (Highway U. S. 60, 70, 99); westerly along the San Bernardino Freeway (Highway U. S. 60, 70, 99) to Sunset Avenue; southwesterly along Sunset Avenue, and Seventh Avenue to Orange Grove Avenue; southeasterly along Orange Grove Avenue to Turnbull Canyon Road; southerly along Turnbull Canyon Road to its intersection with Alta Avenue; southerly along Alta Avenue and its prolongation to Mar Vista Street; easterly along Mar Vista Street and Sixth Street to Catalina Avenue; southerly along Catalina Avenue to its intersection with Whittier Boulevard; southeasterly along Whittier Boulevard to the Los Angeles-Orange County Line; southerly, westerly and southwesterly along said County Line to the point of beginning.</p>																																																																																																													
<p>**The foregoing description includes the following points:</p>	<p>* 350-B Cancel 350-A</p>																																																																																																												
<table border="0"> <tr> <td>Alhambra (1)</td> <td>Calabasas</td> <td>Fort MacArthur</td> <td>Long Beach (1)</td> </tr> <tr> <td>Alamitos Bay</td> <td>Canoga Park</td> <td>Gardena City (1)</td> <td>Los Angeles (1)</td> </tr> <tr> <td>Alamitos Heights</td> <td>Castellamare</td> <td>Garvey</td> <td>Los Angeles Harbor</td> </tr> <tr> <td>Altadena</td> <td>Channel Heights</td> <td>Glendale (1)</td> <td>Los Cerritos</td> </tr> <tr> <td>Arcadia (1)</td> <td>Chatsworth</td> <td>Granada</td> <td>Los Nietos</td> </tr> <tr> <td>Artesia</td> <td>Chevy Chase</td> <td>Granada Hills</td> <td>Lynwood (1)</td> </tr> <tr> <td>Azusa (1) #(2)</td> <td>City Terrace</td> <td>Harbor City</td> <td>Manhattan Beach(1)</td> </tr> <tr> <td>Baldwin Hills</td> <td>Clearwater</td> <td>Hawaiian Gardens</td> <td>Mar Vista</td> </tr> <tr> <td>Village</td> <td>Compton (1)</td> <td>Hawthorne (1)</td> <td>Maywood (1)</td> </tr> <tr> <td>Baldwin Park #(1)</td> <td>Covina (1) #(2)</td> <td>Hermosa Beach (1)</td> <td>Monrovia (1)</td> </tr> <tr> <td>Bandini</td> <td>Culver City (1)</td> <td>Highland Park</td> <td>Montebello (1)</td> </tr> <tr> <td>Banning Homes</td> <td>#Dairy Valley(1)</td> <td>Hollydale</td> <td>Monterey Park(1)</td> </tr> <tr> <td>Bassett</td> <td>Dexter Park (3)</td> <td>Hollywood</td> <td>Montrose</td> </tr> <tr> <td>Bel Air</td> <td>Dominguez</td> <td>Hollywood Riviera</td> <td>North Hollywood</td> </tr> <tr> <td>Bel-Air Estates</td> <td>Dominguez Jct.</td> <td>Huntington Park(1)</td> <td>North Long Beach</td> </tr> <tr> <td>Bell (1)</td> <td>Downey #(1)</td> <td>Hyde Park</td> <td>Northridge</td> </tr> <tr> <td>Bella Vista</td> <td>Duarte #(1)</td> <td>Hynes</td> <td>Norwalk #(1)</td> </tr> <tr> <td>Bellflower #(1)</td> <td>Eagle Rock</td> <td>#Industry (1) (2)</td> <td>Ocean Park</td> </tr> <tr> <td>Bell Gardens</td> <td>East Long Beach</td> <td>Inglewood (1)</td> <td>Olive View</td> </tr> <tr> <td>Belmont Shore</td> <td>East Los Angeles</td> <td>Irwindale</td> <td>Pacific Palisades</td> </tr> <tr> <td>Belvedere</td> <td>East Pasadena</td> <td>La Canada</td> <td>Pacoima</td> </tr> <tr> <td>Belvedere Gardens</td> <td>East San Pedro</td> <td>La Crescenta</td> <td>Palms</td> </tr> <tr> <td>Beverly Hills (1)</td> <td>El Monte (1)</td> <td>Lakeside Park</td> <td>Palos Verdes</td> </tr> <tr> <td>Bixby</td> <td>El Nido</td> <td>Lakewood #(1)</td> <td>Estates (1)</td> </tr> <tr> <td>#Bradbury (1)</td> <td>El Segundo (1)</td> <td>Lamanda Park</td> <td>Paramount #(1)</td> </tr> <tr> <td>Brentwood</td> <td>El Sereno</td> <td>La Mirada</td> <td>Pasadena (1)</td> </tr> <tr> <td>Brentwood Heights</td> <td>Encino</td> <td>#La Puente (1)(2)</td> <td>#Pico-Rivera (1)</td> </tr> </table>	Alhambra (1)	Calabasas	Fort MacArthur	Long Beach (1)	Alamitos Bay	Canoga Park	Gardena City (1)	Los Angeles (1)	Alamitos Heights	Castellamare	Garvey	Los Angeles Harbor	Altadena	Channel Heights	Glendale (1)	Los Cerritos	Arcadia (1)	Chatsworth	Granada	Los Nietos	Artesia	Chevy Chase	Granada Hills	Lynwood (1)	Azusa (1) #(2)	City Terrace	Harbor City	Manhattan Beach(1)	Baldwin Hills	Clearwater	Hawaiian Gardens	Mar Vista	Village	Compton (1)	Hawthorne (1)	Maywood (1)	Baldwin Park #(1)	Covina (1) #(2)	Hermosa Beach (1)	Monrovia (1)	Bandini	Culver City (1)	Highland Park	Montebello (1)	Banning Homes	#Dairy Valley(1)	Hollydale	Monterey Park(1)	Bassett	Dexter Park (3)	Hollywood	Montrose	Bel Air	Dominguez	Hollywood Riviera	North Hollywood	Bel-Air Estates	Dominguez Jct.	Huntington Park(1)	North Long Beach	Bell (1)	Downey #(1)	Hyde Park	Northridge	Bella Vista	Duarte #(1)	Hynes	Norwalk #(1)	Bellflower #(1)	Eagle Rock	#Industry (1) (2)	Ocean Park	Bell Gardens	East Long Beach	Inglewood (1)	Olive View	Belmont Shore	East Los Angeles	Irwindale	Pacific Palisades	Belvedere	East Pasadena	La Canada	Pacoima	Belvedere Gardens	East San Pedro	La Crescenta	Palms	Beverly Hills (1)	El Monte (1)	Lakeside Park	Palos Verdes	Bixby	El Nido	Lakewood #(1)	Estates (1)	#Bradbury (1)	El Segundo (1)	Lamanda Park	Paramount #(1)	Brentwood	El Sereno	La Mirada	Pasadena (1)	Brentwood Heights	Encino	#La Puente (1)(2)	#Pico-Rivera (1)	
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Bel Air	Dominguez	Hollywood Riviera	North Hollywood																																																																																																										
Bel-Air Estates	Dominguez Jct.	Huntington Park(1)	North Long Beach																																																																																																										
Bell (1)	Downey #(1)	Hyde Park	Northridge																																																																																																										
Bella Vista	Duarte #(1)	Hynes	Norwalk #(1)																																																																																																										
Bellflower #(1)	Eagle Rock	#Industry (1) (2)	Ocean Park																																																																																																										
Bell Gardens	East Long Beach	Inglewood (1)	Olive View																																																																																																										
Belmont Shore	East Los Angeles	Irwindale	Pacific Palisades																																																																																																										
Belvedere	East Pasadena	La Canada	Pacoima																																																																																																										
Belvedere Gardens	East San Pedro	La Crescenta	Palms																																																																																																										
Beverly Hills (1)	El Monte (1)	Lakeside Park	Palos Verdes																																																																																																										
Bixby	El Nido	Lakewood #(1)	Estates (1)																																																																																																										
#Bradbury (1)	El Segundo (1)	Lamanda Park	Paramount #(1)																																																																																																										
Brentwood	El Sereno	La Mirada	Pasadena (1)																																																																																																										
Brentwood Heights	Encino	#La Puente (1)(2)	#Pico-Rivera (1)																																																																																																										

Brentwood Park
Burbank (1)
Cabrillo Beach
Cahuenga Park

Encino Park
Five Points
Flintridge
Florence

Lawndale
Leffingwell
Leimert Park
Lennox
Lomita

Playa del Rey
Point Fermin
Point Vicente
Redondo Beach (1)
Reseda

- (1) Incorporated city.
#(2) Portions within Metropolitan Area, other portions without.
*** (3) Subject to Item No. 340, paragraph 2.

(Continued)

* Change
Addition
** Certain points eliminated
*** Formerly (2)

Decision No. 57695

EFFECTIVE JANUARY 1, 1959

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

Correction No. 78

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)				Item No.
**METROPOLITAN LOS ANGELES AREA (Concluded)				
Rolling Hills#(1)	Sierra Madre(1)	Tepanga Beach(3)	West	
#Rolling Hills	Signal Hill(1)	Topanga Oaks(3)	Covina(1)#(2)	
Estates(1)	Soldiers Home	Torrance(1)	Westgate	
Roscoe	#South Arcadia	Tujunga	West Glendale	
Rosemead	South Gate(1)	Van Nuys	West Hollywood	
San Fernando(1)	South Pasadena(1)	Venice	West Los Angeles	
San Gabriel(1)	#South San Gabriel	Verdugo City	West Van Nuys	*353-A
San Marino(1)	Strawberry Park	Verdugo Woodlands	Westwood	Cancel
San Pedro	Studio City	Vernon(1)	Westwood Village	353
Santa Anita Oaks	Sunland	View Park	Whittier(1)#(2)	
Santa Anita Rancho	Sun Valley	Walnut Park	Willowbrook	
South Anita Woods	Sylmar	Walteria	Wilmington	
Santa Fe Springs#(1)	Tarzana	Watson	Windsor Hills	
Santa Monica(1)	Temple City	Watts	Woodland Hills	
Sawtelle	Terminal Island	West Arcadia	Westchester	
Sherman Oaks	Topanga(3)			
<p>(1) Incorporated City. #(2) Portions within Metropolitan Area. ***(3) Subject to Item No. 340, paragraph 2.</p>				
<p>METROPOLITAN SAN DIEGO AREA consists of that area embraced by the following boundary:</p> <p>*Beginning at the intersection of the common boundary line of the City of Coronado and the City of Imperial Beach and the shore line of the Pacific Ocean; northerly and westerly along said shore line to Zuinga Point; westerly in a direct line to Ballast Point; southerly along the shore line of San Diego Bay to the shore line of the Pacific Ocean; northerly along the shore line of the Pacific Ocean, the mouth of Mission Bay, and the shore line of the Pacific Ocean, to a point opposite the intersection of Highway U.S. No. 101 and The Atchison, Topeka, and Santa Fe Railway (Los Angeles-San Diego Line); southeasterly along said railroad track to that station known as Sorrento; thence southeasterly in a direct line through the station known as Selwyn to Camino Del Rio (Highway U.S. No. 80); easterly along Camino Del Rio (Highway U.S. No. 80) and Alvarado Freeway (Highway U.S. No. 80) to its intersection with El Cajon Boulevard (Highway U.S. No. 80); northeasterly along El Cajon Boulevard (Highway U.S. No. 80) to Murray Drive; northeasterly and northerly on Murray Drive, and Cuyamaca Street, to Main Street; 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 Boulevard; southerly and westerly along Jamacha Boulevard to Grand Avenue; southerly along Grand Avenue to Lakeview Avenue; southerly and westerly along Lakeview Avenue to Quarry Road; westerly and southerly along Quarry Road to Sweetwater Road; southerly along Sweetwater Road to Bonita Road; southerly and westerly along Bonita Road to Hilltop Drive; southerly along Hilltop Drive to "L" Street; westerly along "L" Street and its prolongation to the east shore line of San Diego Bay; southerly along the east shore line of San Diego Bay to its intersection with the boundary line of the City of Coronado; southerly and westerly along the boundary line of the City of Coronado and the common boundary of the City of Coronado and the City of Imperial Beach to the point of beginning.</p>				*357-A Cancel 357

The foregoing description includes the following points:

Balboa Park	Hillcrest	Middletown	Pacific Beach
Benita (2)	Horton	Mission Beach	Paradise Hills
Camp Callan	Kensington	Mission Hills	Point Loma
Chesterton	Ladrillo	Mission Valley	Roseville
Chula Vista (1)#(3)	La Jolla	Morona	San Diego (1)#(3)
City Heights	La Mesa (1)#(3)	National City (1)	Solwyn#(3)
College Heights	La Mesa Colony	Normal Heights	Sorrento #(3)
Coronado (1)	La Playa	North Island	South Park
El Cajon (1)#(3)	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. 340, paragraph 2.
- #(3) Portions within Metropolitan Area, other portions without.

* Change	}	Decision No. 57695
# Addition		
** Certain points eliminated		
*** Formerly (2)		

EFFECTIVE JANUARY 1, 1959

Issued by the Public Utilities Commission of the State of California,
 Correction No. 79 San Francisco, California.

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS (Continued)

*Item No. 373- (Cancels 373 -A)

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

(For use in connection with point-to-point
rates. Not for use in connection with distance
rates. See Item No. 10C)

*Change, Decision No. 57695

EFFECTIVE JANUARY 1, 1959

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

Correction No. 80

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>	
	A	B
(a) with driver	725	700
(b) with driver and 1 helper	1100	1050
Additional helpers, per man	425	375
Minimum charge - the charge for one hour		
(1) See Item No. 130 for application of rates.		
(2) See Item No. 170 for computation of time.		
(3) See Item No. 343 for territorial descriptions.		
◊ Increase, Decision No. 57695		
EFFECTIVE JANUARY 1, 1959		
Issued by the Public Utilities Commission of the State of California, San Francisco, California		
Correction No. 81		

SECTION NO. 3 - RATES (Continued)				Item No.															
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)																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">FIRST PIECE</th> <th rowspan="2" style="text-align: center;">Each Addi- tional Piece</th> </tr> <tr> <th colspan="3" style="text-align: center;">MILES (3)</th> </tr> <tr> <th style="text-align: center;">Not Over 10</th> <th style="text-align: center;">Over 10 but Not Over 20</th> <th style="text-align: center;">Over 20</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">650</td> <td style="text-align: center;">1225</td> <td style="text-align: center;">1750</td> <td style="text-align: center;">225</td> </tr> </tbody> </table>				FIRST PIECE			Each Addi- tional Piece	MILES (3)			Not Over 10	Over 10 but Not Over 20	Over 20		650	1225	1750	225	◊ 410-B Cancels 410-A
FIRST PIECE			Each Addi- tional Piece																
MILES (3)																			
Not Over 10	Over 10 but Not Over 20	Over 20																	
650	1225	1750	225																
(1) See Item No. 130 for application of rates.																			
* (2) Rates in this item will not apply to split pickup or split delivery shipments, or storage in transit privileges.																			
(3) See Item No. 100 for computation of distances.																			
* Change) ◊ Increase) Decision No. 57695																			
EFFECTIVE JANUARY 1, 1959																			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 82																			

SECTION NO. 3 - RATES (Continued)							Item No.
Distance Rates in Cents Per 100 Pounds (1) (2) (3)						Item No.	
MILES Over	But Not Over	Minimum Weight					Item No.
		100 Pounds	500 Pounds	1,000 Pounds	2,000 Pounds	4,000 Pounds	
0	3	1120	570	415	320	230	
3	5	1125	575	420	325	235	
5	10	1135	580	430	330	240	
10	15	1140	585	435	335	245	
15	20	1145	590	445	340	250	
20	25	1150	595	450	345	255	
25	30	1155	600	455	350	260	
30	35	1160	605	460	355	265	
35	40	1165	610	470	360	270	
40	45	1170	615	475	365	275	
45	50	1180	620	485	370	280	
50	60	1195	625	495	380	290	
60	70	1205	630	505	385	300	
70	80	1215	640	520	390	310	
80	90	1225	650	530	400	320	
90	100	1235	660	540	410	330	
100	110	1245	670	550	420	340	
110	120	1255	680	560	430	350	
120	130	1270	685	570	435	360	
130	140	1280	695	580	445	370	
140	150	1290	705	585	455	380	
150	160	1300	710	595	465	385	
160	170	1310	720	605	470	395	
170	180	1320	730	615	480	400	
180	190	1330	740	625	490	410	0420-D Cancel 420-C
190	200	1340	750	635	495	420	
200	220	1355	765	645	505	430	
220	240	1375	780	660	525	450	
240	260	1395	795	675	545	465	
260	280	1415	815	690	565	485	
280	300	1430	830	705	585	500	
300	325	1450	850	720	605	525	
325	350	1470	870	735	625	540	
350	375	1490	885	750	640	555	
375	400	1510	905	765	655	580	
400	425	1530	920	780	670	595	
425	450	1545	935	795	685	610	
450	475	1565	950	810	700	620	
475	500	1585	965	825	715	635	
500	525	1600	980	845	730	650	

525	550	1620	995	865	750	670
550	575	1635	1010	880	765	685
575	600	1655	1025	895	780	700
600	625	1675	1040	910	790	715
625	650	1695	1055	925	805	730
650	675	1715	1070	940	820	745
675	700	1735	1085	955	835	760
700	725	1750	1095	965	850	770
725	750	1770	1110	980	865	785
750	---					

Add to the rate for 750 miles 17 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 for the application of rates.
- (3) See Item No. 100 for computation of distances.

o Increase, Decision No. 57695

EFFECTIVE JANUARY 1, 1959

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

Correction No. 83

SECTION NO. 3 - RATES (Continued)							Item No.	
Point-to-Point Rates in Cents per 100 Pounds (1) (2)							Item No.	
BETWEEN (3)	AND (3)	MINIMUM WEIGHT(In Pounds)					Via Routes (See Items Nos. 500 and 500-1)	
		100	500	1000	2000	4000		
Metropolitan Los Angeles Area	Metropolitan San Francisco-Oakland Area	1300	720	615	490	420	1,2,3, or 4	
	Metropolitan Sacramento Area	1300	720	615	490	420	6	
	Stockton	1300	720	615	490	420	6	
	Modesto	1300	720	615	490	420	1	
	Merced	1300	720	615	490	420	1	
	Fresno	1300	720	615	490	420	1	
	Tulare	1300	720	615	490	420	1	
	Metropolitan Bakersfield Area	1235	670	560	435	370	1	
	San Jose	1300	720	615	490	420	3	
	Salinas	1300	720	615	490	420	3	
	San Luis Obispo	1300	720	615	490	420	3	
	Santa Maria	1300	720	615	490	420	3	
	Metropolitan Santa Barbara Area	1215	650	530	410	330	3	
	Ventura	1195	630	520	390	310	3	
	Oxnard	1195	630	505	385	300	3	
Metropolitan San Diego Area	1165	615	485	380	300	5		
Metropolitan San Francisco-Oakland Area	Metropolitan Sacramento Area	1225	650	530	400	320	7	430-D
	Stockton	1235	660	540	410	330	8	Cancels
	Modesto	1225	650	540	410	330	1 or 2	430-C
	Merced	1270	695	580	455	380	1 or 2	
	Fresno	1300	720	615	490	420	1 or 2	
	Tulare	1300	720	615	490	420	1 or 2	
	Metropolitan Bakersfield Area	1300	720	615	490	420	1 or 2	
	San Jose	1180	620	485	370	280	3 or 4	
	Salinas	1215	650	530	410	330	3 or 4	
	King City	1270	705	585	465	385	3 or 4	
	San Luis Obispo	1300	720	615	490	420	3 or 4	
	Santa Maria	1300	720	615	490	420	3 or 4	
	Metropolitan Santa Barbara Area	1300	720	615	490	420	3 or 4	
	Ventura	1300	720	615	490	420	3 or 4	
	Oxnard	1300	720	615	490	420	3 or 4	
Metropolitan San Diego Area	1375	6795	690	585	525	1,2,3, or 4 thence 5		
Metropolitan Sacramento Area	Stockton	1180	620	485	370	280	6	
	Modesto	1195	630	520	390	310	6	
	Merced	1235	670	550	430	350	6	
	Fresno	1290	710	605	480	400	6	
	Tulare	1300	720	615	490	420	6	
	Metropolitan Bakersfield Area	1300	720	615	490	420	6	
	Metropolitan San Diego Area	1375	6795	690	585	525	6 thence 5	

	Fresno	1375	795	690	585	525	5	thence	1
	Tulare	1355	780	675	565	500	5	thence	1
	Metropolitan Bakersfield Area	1330	750	645	525	465	5	thence	1
Metropolitan	San Luis Obispo	1375	795	690	585	525	5	thence	3
San Diego	Santa Maria	1340	765	660	545	485	5	thence	3
Area	Metropolitan Santa Barbara Area	1320	730	625	490	420	5	thence	3
	Ventura	1300	710	605	470	400	5	thence	3
	Oxnard	1290	705	595	465	395	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 Items Nos. 500 and 500-1, when they result in lower charges on the same shipment than charges accruing under the Distance Rates in Item No. 420.

* (b) Rates in this item also apply (1) from, to, or between all points of origin or destination located within a distance of five actual highway miles from any point directly intermediate on such route and (2) from, to, or between all points of origin or destination located within incorporated cities through which such route passes. (See Exception)

(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.

#Exception: Paragraph (2)(b)(1) above does not apply to that portion of an authorized route as set forth in Items Nos. 500 and 500-1 located within a metropolitan area.

* Change
Addition
o Increase, except as noted
o Reduction

Decision No. 57695

EFFECTIVE JANUARY 1, 1959

Issued by the Public Utilities Commission of the State of California,
Correction No. 84 San Francisco, California.

SECTION NO. 3 - RATES (Concluded)		Item No.				
ACCESSORIAL RATES Rates in Cents per Man per Hour (1) (2) (3)						
	TERRITORY (4)					
	<table border="1"> <tr> <td style="text-align: center;">A</td> <td style="text-align: center;">B</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">475</td> </tr> </table>	A	B	500	475	440-E Cancels 440-D
A	B					
500	475					
Packing } Unpacking } Minimum Charge - The charge for one hour.						
(1) See Item No. 130 for application of rates. (2) See Item No. 170 for computation of time. (3) Rates do not include cost of materials. (See Item No. 450.) (4) See Item No. 343 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 1)						
Each container, set up ----- ◊ 75 cents Each bundle of containers, folded flat ◊ 75 cents Minimum charge, per delivery ----- ◊ 360 cents						
2. (a) Shipping containers, including wardrobes (See Note 2) 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.		*450-B Cancels 450-A				
(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 1. If the hourly rates named in Item No. 400 provide a lower charge than the charge in paragraph 1 of this item such lower charge shall apply.						
//bNote 2. No charge will be assessed for wardrobes on shipments transported at the rates provided in Item No. 400.						
* Change # Addition	◊ Increase ◊ Reduction	} Decision No. 57695				
EFFECTIVE JANUARY 1, 1959						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 85						

SECTION NO. 4 - ROUTES	Item No.
<p>Routing for Rates Provided in Item No. 430 (See Note In Item No. 500-1) (The following routes apply in either direction.)</p>	
<p>ROUTE NO. 1: Either (a) 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: or (b) from Metropolitan San Francisco-Oakland Area via State Route 24 to Walnut Creek; thence southerly via State Route 21 to Dublin; thence easterly via Highway U.S. 50 to its junction with State Route 120, 5.0 miles west of Manteca; thence via State Route 120 to Manteca; thence via Highway U.S. 99 to Metropolitan Los Angeles Area.</p>	*500-C Cancels 500-B
<p>*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 Fremont or State Route 17 to Fremont; thence unnumbered highway and 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.</p>	
<p>*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 Calabasas, 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.</p>	
<p>*Change, Decision No. 57695</p>	
<p>EFFECTIVE JANUARY 1, 1959</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 36</p>	

SECTION NO. 4 - ROUTES	Item No.
<p>Routing for Rates Provided in Item No. 430 (See Note) (The following routes apply in either direction.)</p>	
<p>*ROUTE NO. 4: From Metropolitan San Francisco-Oakland Area via (a) State Route 17, or (b) unnumbered highway through Hayward and Fremont, thence State Route 17 to San Jose, thence via Route No. 3 herein to Metropolitan Los Angeles Area.</p>	
<p>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.</p>	<p>*500- 1-A</p>
<p>ROUTE NO. 6: From Metropolitan Sacramento Area via Highway U.S. 99 to Metropolitan Los Angeles Area.</p>	<p>Can- cels 500-1</p>
<p>ROUTE NO. 7: From Metropolitan San Francisco-Oakland Area via Highway U.S. 40 to Metropolitan Sacramento Area.</p>	
<p>ROUTE NO. 8: From Metropolitan San Francisco-Oakland Area via Highway U.S. 50 to Stockton.</p>	
<p>NOTE:-The routes named herein are described over specific roads and highways. Where new highways or freeways have been constructed by the State of California parallel or adjacent to the designated highway and have been designated by the Division of Highways, Department of Public Works as part of the State system of highways between points on the designated routes, said new highways and freeways will also be authorized routes in connection with the application of rates as provided in Item No. 430.</p>	
<p>* Change } # Addition } Decision No. 57695 EFFECTIVE JANUARY 1, 1959</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 87</p>	