

ORIGINALDecision No. 59160

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. 9

Appearances are listed in Appendix A

O P I N I O N

By petition filed July 2, 1959, California Moving and Storage Association, a nonprofit corporation whose membership is composed of persons, firms and corporations engaged in the transportation of household goods and related articles in California, seek upward adjustments on the order of about five per cent in the minimum rate and charges established in Minimum Rate Tariff No. 4-A.

Public hearing was held before Examiner J. E. Thompson at Los Angeles on August 3, 1959 and at San Francisco on August 11, 1959 when the matter was taken under submission for decision.

The rates and charges on Minimum Rate Tariff No. 4-A were last adjusted generally on January 1, 1959 by the Commission in Decision No. 57695, dated December 9, 1958. This decision was issued following extensive hearings in Petition No. 6 in Case No. 5330. The evidence in the instant proceeding, in the main, consists of what might be termed supplementary data to basic exhibits presented in the prior proceeding. In general, the same modes or methods were used in the preparation of the supplementary exhibits

as in the basic exhibits. The merits and faults of the methods so used were discussed at some length in Decision No. 57695 and need not be repeated here. Where the methods used were the same, a comparison of the results developed in the basic exhibits with the results in the supplementary exhibits provide an indication of the changes which have occurred in the past year.

The various types of carriers, their general organization, their methods of operations and their practices with respect to the assessment of rates is also set forth in Decision No. 57695. The record herein indicates that there has been little change, if any, with respect to those.

The increases sought by petitioner assertedly are to offset increases in the labor costs incurred by the carriers.

The total labor cost per hour for services performed generally under rates provided in the tariff cannot be determined precisely. This is because there are many different wage rates and provisions prescribed in the various labor agreements in force in the areas for which rates are named. For example, the basic wage rates estimated by the staff engineer were composites involving six local wage rates in Territory A and 14 local wage rates in Territory B. The local agreements in force have different provisions regarding fringe benefits, for example sick leave provisions and coffee break rules are in some local agreements, whereas they are not in others. While such provisions result in greater cost to the carriers, in most instances they are so new that there has not been sufficient experience which would permit anything more than a guess at the amount of the added cost. Furthermore, the development of an estimate of total labor cost has significance only as related to the time at which the estimate is made. The wage agreements do not

become effective at one time. From the evidence, it appears that in the overall, the total labor cost has increased in the general area of from 5 to 6 per cent during the period from June 1, 1958 to June 1, 1959.

Local Moving

As set forth in Decision No. 57695, the minimum rates for local moving were based upon the staff's cost estimates as reflected in Exhibit No. 6-11 modified to reflect certain, but not all, assertions and computations as set forth by petitioner in Exhibit No. 6-29. In the latter exhibit petitioner showed the total direct cost for vehicles with driver and helper including assumed labor increases in the light of contracts then actively being negotiated but not yet ratified. Said contracts were completed following the taking of evidence in Petition No. 6 and it was found that petitioner's estimates were close. While the total costs developed by the Commission for use in establishing the hourly rate for a van and two men are set forth in Decision No. 57695, the exact calculations leading to that conclusion are not set forth. Neither petitioner, nor the staff therefore were able to make comparable computations using current labor costs. There are data in the record which will permit us to make such a comparison. The following shows the calculations made in determining the total cost set forth in Decision No. 57695 with similar calculations using comparable data in this record. For convenience the former will be captioned "Petition No. 6" and the latter "Petition No. 9."

TABLE I

Summary Showing Computations Resulting
in Estimate of Costs of Local Moving
as Set Forth in Decision No. 57695
Together with Similar Computations
Reflecting Current Costs

Line	Van & 2 Men per Hr.	Territory A		Territory B	
		Pet. 6	Pet. 9	Pet. 6	Pet. 9
1	Vehicle Cost ¹	\$ 1.528	\$ 1.528	\$1.528	\$ 1.528
2	Labor Cost	5.720 ²	5.995 ³	5.425 ²	5.687 ³
3	Total Direct	7.248	7.523	6.953	7.215
4	Indirect Expense ⁴	2.899	3.009	2.781	2.886
5	Total	10.147	10.532	9.734	10.101
6	Gr. Rev. Expense	.077 ⁵	.088 ⁶	.074 ⁵	.085 ⁶
7	Total Cost	10.224	10.620	9.808	10.186

1. Exhibit No. 6-11, Table 2, Line 11.
2. Exhibit No. 6-29, Schedule 1, Adjusted (Territory A \$5.733; Territory B \$5.415).
3. Exhibit No. 9-10, Page 3 (Driver and Regular Helper).
4. 40% of Line 3.
5. 0.75% Line 7; 0.50% B.of E. Tax; 0.25% P.U.C. fee.
6. 0.833% Line 7; 0.50% B.of E. Tax; 0.333% P.U.C. fee.

From the evidence we find that the hourly rate for equipment with driver and helper should be increased from \$11 to \$11.50 in Territory A and from \$10.50 to \$11 in Territory B. Other local moving rates will be adjusted accordingly.

Long Distance Moving

The Commission staff did not present estimates of the cost of conducting long distance moving. Petitioner presented data supplementary to the cost analyses of the Bekins and Lyon operations in Petition No. 6 which show increases in the cost of operations of about five per cent. As was pointed out by the traffic manager of the State of California, in the development of the current costs, the increased labor costs were expanded by indirect expense ratios of 46.1 per cent in the case of Bekins and 47.9 per cent in the case of Lyon. Development of full costs in this manner reflects

increases in indirect expense on the same order as the increases in labor cost. There is no evidence in this record which would support such a conclusion.

Petitioner developed the proposed schedule of rates by applying the increases in costs shown for the operations of Bekins and Lyon, weighted 69 per cent Bekins and 31 per cent Lyon,¹ to the present schedule of rates. The Bekins cost study was developed using labor expense factors as of 1959, other expense factors as of 1957 and 1958 and performance factors based upon a survey conducted in 1952.

In the last adjustment of rates for long distance moving the schedules were revised so that rates were prescribed in multiple of 5 cents. This was done for the convenience of the carriers and the public in the application of rates. While the resultant effect of this revision was not great, it did have an effect upon the rate structure in connection with the progression of rates and the spread of rates within the various rate scales.

Petitioner has not justified the full amount of the increases sought. However, there is no doubt that the carriers have experienced increases in labor expense for which an adjustment in rates is necessary. A substantial portion of labor expense is incurred in the loading and unloading of equipment. This cost does not vary significantly with the length of haul involved. The labor expense per mile has also increased by reason of an increase in the driver wages. It would seem, however, that whatever improvement in performance factors may have resulted from technological improvements it would more likely affect factors pertaining to line-haul costs

¹ It was on this formula that the long distance minimum rates were established in Minimum Rate Tariff No. 4-A by Decision No. 49456.

than terminal costs. The minimum rates which will be established will reflect increases approaching five per cent for the shorter mileages and diminishing as the distance increases.

Petitioner proposes that the point-to-point rates set forth in Item 430, other than those established for transportation between San Francisco and Sacramento on the one hand, and Los Angeles on the other hand and between Los Angeles and San Diego, be established at the distance rates prescribed in Item 420 except that for transportation to or from intermediate points, the point-to-point rates between San Francisco-Sacramento and Los Angeles be established as maximum. It is contended that other than the rates specified above, the point-to-point rates were established in the tariff for the convenience of carriers and shippers.

We have examined this contention in the light of all decisions issued by the Commission since the establishment of point-to-point rates in 1948. In Decision No. 41145, dated January 19, 1948, it is stated:

"Petitioners also recommend that point-to-point rates be extended to transportation between San Francisco-Oakland, Los Angeles and San Diego, on the one hand, and designated points between San Francisco and Los Angeles on the valley and coast routes used by the carriers in hauling traffic between these cities on the other hand.

"The recommended point-to-point rates are based on regularly traveled routes where substantial tonnage is involved."

The decision also states that petitioners did not propose that rates lower than the mileage rates be established for the Sacramento traffic. The Commission concluded:

"The proposed extension of point-to-point rates to traffic moving between San Francisco, Oakland, Los Angeles and San Diego and points situated on the valley and coast routes between San Francisco and Los Angeles appears warranted for the reasons advanced by petitioners. Rates lower than the mileage rates are also necessary for movements between Sacramento and the other 'traffic centers' and between that city and points on the valley route in order

to give effect to the lower costs for such movements from and to points on routes where the volume of traffic warrants deviation from the higher mileage rates should be adopted."

The point-to-point rates so established did bear a relationship to the rates in the mileage rate structure. The following is illustrative of that relationship and shows the mileage equivalents for certain point-to-point rates.

Constructive Mileage Equivalents (1948)

Between:	Minimum Weight		
	Any Quantity	2,000	4,000
Los Angeles and Fresno	200	200	200
Los Angeles and Santa Barbara	60	60	60
San Francisco and Fresno	140	140	140
San Francisco and King City	120	120	120
Sacramento and San Francisco	70	70	70
Sacramento and Modesto	60	60	60

In June 1950 the rates were increased by Decision No. 44150. The relationship of point-to-point rates to mileage rates was maintained.

Extensive adjustments in the minimum rates were prescribed in Decision No. 44919. The point-to-point rates established by that decision had little relationship to the mileage rates prescribed. The following is illustrative of the situation at that time.

Constructive Mileage Equivalents (1950)

Between:	Minimum Weight				
	100	200	1,000	2,000	4,000
Los Angeles & Fresno	260	200-220 ¹	200-220	220-240	220-240
Los Angeles and Barbara	110	100-110	90-100	90-100	90
San Francisco and Fresno	160-170	150-160	150-160	170-180	190-200
San Francisco and King City	130-140	120-130	130-140	130-140	140-150
Sacramento and San Francisco ...	60-70	40	40-45	60-70	70-80
Sacramento and Modesto	-0 ²	20-25	30-35	40-45	45 ✓

1. Rate is not in the mileage scale but is a value between the rates for the constructive mileage shown.
2. Lower than mileage rate for 0-3 miles.

The decision points out that the Commission had before it cost studies of the operations of the Calmay Van Lines and James Van Lines as well as Bekins and Lyon.

The rates so established were increased by five per cent in September 1953 by Decision No. 48919. The relationships therefore, were not disturbed.

The rates were next adjusted February 1, 1954 by Decision No. 49456. The mileage rates established were those recommended by a rate expert of the Transportation Division which were stated to be "predicated upon the composite costs of record." Concerning the point-to-point rates, the Commission stated:

"A carrier witness testified that the point-to-point rates are based on the cost of through express service between the major centers whereas the intermediate points are served by the more expensive local service or require a back haul. He submitted evidence showing that an increment should be added to the cost in determining the point-to-point rates so as to give some consideration to the higher operating costs at the intermediate points. Effect will be given to this factor in the rate adjustments of the point-to-point rates."

Other than the rates for shipments of 100 pounds or less between San Francisco-Sacramento and Los Angeles, the point-to-point rates were increased. There was little or no relationship of the point-to-point rate generally with the mileage rate structure as shown by the following table. Additional point-to-point rates were established however, some of which did bear a relationship to the mileage rates; for example, rates between Stockton and the Metropolitan San Francisco-Oakland Area were established at the same level as the mileage rates for distances of over 90 miles but not over 100 miles.

Constructive Mileage Equivalents (1954)

Between:	Minimum Weight				
	<u>100</u>	<u>500</u>	<u>1,000</u>	<u>2,000</u>	<u>4,000</u>
Los Angeles & Fresno	120-130	240-260	130-140 [#]	160-170 [#]	170 [#]
Los Angeles and Santa Barbara	90-100	80-90	90-100	80-90	90
San Francisco and Fresno	120-130 [#]	150-160	130-140	150-160	150-160
San Francisco and King City	120-130 [#]	120-130	120-130	120-130	120-130
Sacramento and San Francisco	80-90	80-90	80-90	80-90	80-90
Sacramento and Modesto	80-90	80-90	80-90	80-90	80-90

[#] San Francisco-Los Angeles rates.

In the above tabulation the constructive mileage equivalents of rates between Sacramento and San Francisco and between Sacramento and Modesto are the same. The rates, however, are not the same.

In 1956, by Decision No. 53520 the mileage rates and the point-to-point rates were increased five per cent. The above relationship, therefore, was maintained.

The last adjustment, which was by Decision No. 57695 dated December 9, 1958 was one in which the point-to-point rates were established on levels related to the mileage rates. The following is illustrative of that relationship.

Constructive Mileage Equivalents (1958)

Between:	Minimum Weight				
	<u>100</u>	<u>500</u>	<u>1,000</u>	<u>2,000</u>	<u>4,000</u>
Los Angeles & Fresno	160 [#]	170 [#]	180 [#]	190 [#]	200 [#]
Los Angeles and Santa Barbara	80	90	90	100	100
San Francisco and Fresno	160 [#]	170 [#]	180 [#]	190 [#]	200 [#]
San Francisco and King City	130	150	150	160	160
Sacramento and San Francisco	90	90	90	90	90
Sacramento and Modesto	90	90	100	100	100

[#] Point-to-Point Rate between San Francisco and Los Angeles.

The decision points out that in 1956 Bekins operated a regular schedule between Los Angeles and San Francisco and Sacramento serving intermediate points enroute. It ceased that schedule and the intermediate points were served on what was termed a "radial operation." It was found that between the aforementioned cities there is more traffic moving than between other points. That circumstance enables 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. The latter circumstance particularly provides a more marked difference in the cost of transporting small shipments than in the case of larger shipments. It will be noted that for the first time since the point-to-point rates were established, the rates for 4,000 pounds approximate the rates for equivalent constructive mileages applicable between the points. This was done because it was shown that the transportation of truckload shipments between the points was little different than the transportation of truckloads to and from points not on the principal routes. Rates somewhat lower than the applicable mileage rates were established between the points so as to reflect the greater amount of less-than-truckload traffic available for movement over the routes.

From the above, it is readily apparent that except as to a few rates which were placed in the tariff by Decision No. 49456, such as between San Francisco and Stockton,² the point-to-point rates have never been maintained at the same level as the rates for the applicable constructive mileages between the points.

² It should be noted that in Decision No. 57695 the rates between Stockton and San Francisco were maintained at the rates for 90-100 constructive miles.

There is no evidence in this record which shows that the relationship of the rates established in Decision No. 57695 should be changed.

Other Rates and Charges

Petitioner seeks increases in the rates and charges for pickup and for delivery at other than ground floor, split pickup and split delivery, packing and unpacking, and transportation of shipping containers and packing materials. The cost of performing those services consist principally of labor expenses. From the evidence of record, we find that the increases are justified.

Upon consideration of all 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 used household goods and other property for which minimum rates have been established in Minimum Rate Tariff No. 4-A, that the increases resulting from the establishment of said minimum rates are justified, and that in all other respects the increases sought by petitioners have not been shown to be justified.

O R D E R

Based on the evidence of record and on the finding 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 November 15, 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 in paragraph 1 hereof, Petition for Modification No. 9 filed by the California Moving and Storage Association, Inc., is denied.

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

Dated at San Francisco, California, this 13th day of October, 1959.

 President
[Signature]

[Signature]

[Signature]

 Commissioners

Everett C. McKeage
Commissioner S Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

For Petitioners: Wyman C. Knapp, Charles Woelfel and Donald L. Dorr,
for California Moving & Storage Assn.

Respondents: James A. Nevil, for Nevil Storage Co.; John D. Gill
and Bruce E. Stephenson, for Palo Alto Transfer and Storage
Company; Aubry Ford and J. T. Fischer, for Republic Van & Storage
Co.; William W. Edmond, for Acme Transfer & Storage; W. D.
Medeiros and Leon W. Carran, for San Francisco Storage Co.; A. J.
Dyirer, for Stringer Storage Co.; James Cummins, for Market
Street Van & Storage; Jackson W. Kendall, for Bekins Van &
Storage Co. and Bekins Van Lines, Inc.; Harold J. Blaine, for
Lyon Van & Storage Co.; Ellwood L. Johnson, for Rudd's Transfer &
Storage; W. A. Sanburn, for Tri-City Van & Storage Corp.;
George E. Thomas, for Thomas Transfer & Storage Co., Inc.; Viola
Nichols, for Inglewood Transfer and Storage; Sophia E. Taylor,
for Arbor Vitae Transfer & Storage; Richard L. Smith, for Bekins
Van & Storage Co.; H. S. Galbraith, for Galbraith Van & Storage
Co.; Arthur N. Garidelle, for Garidelle's Van & Storage Co.;
Neil Shaner, for Redman Van & Storage Co., Inc.; Philip W. Hodges,
for DeWitt Transfer & Storage Co.; Ralph Mclapp, for Beverly Hills
Transfer & Storage Co.

Interested Parties: J. C. Kaspar, James Quintrall and A. D. Poe, for
for California Trucking Associations, Inc.; Earl S. Williams, for
Department of Finance, State of California.

For the Commission staff: Martin J. Porter.

APPENDIX "B" TO DECISION NO. 59160

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

Fourth Revised Page 8

Third Revised Page 16

Third Revised Page 17

Seventh Revised Page 25

Third Revised Page 26

Fifth Revised Page 27

Fifth Revised Page 28

Sixth Revised Page 29

END OF APPENDIX "B"

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) - 60 cents per piece.
3. At distance or point-to-point rates (Items Nos. 420 and 430) - 16 cents per 100 pounds.

*140-C
Cancels
140-B

*Change)
Increase) Decision No. **59160**

EFFECTIVE November 15, 1959

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 91

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>	285
<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 \$10.50 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; or 2. Within unnamed communities directly intermediate between the named metropolitan areas and/or communities on a single authorized route named in Item No. 500 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 \$10.50 for each stop to load between the first point of origin and point of destination.</p> 	*290-C Cancels 290-B

* Change }
◊ Increase }

Decision No.

59160

EFFECTIVE NOVEMBER 15, 1959

Issued by the Public Utilities Commission of the State of California,
Correction No. 92 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 \$10.50 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 \$10.50 for each stop to unload between the point of origin and final point of destination.</p>	<p style="text-align: right;">*300-C Cancels 300-B</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: right;">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 }
Increase } Decision No. 59160

EFFECTIVE NOVEMBER 15, 1959

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

Correction No. 93

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)				
	<u>TERRITORY (3)</u>			
Unit of Equipment:	<table border="1"> <thead> <tr> <th>A</th> <th>B</th> </tr> </thead> </table>	A	B	
A	B			
(a) with driver	750 725	◊ 400-G Cancels 400-F		
(b) with driver and 1 helper	1150 1100			
Additional helpers, per man	450 400			
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. 59160				
EFFECTIVE NOVEMBER 15, 1959				
Issued by the Public Utilities Commission of the State of California, San Francisco, California				
Correction No. 94				

SECTION NO. 3 - RATES (Continued)	Item No.															
<p style="text-align: center;">DISTANCE RATES IN CENTS PER PIECE (1) (2) (APPLIES TO SHIPMENTS OF NOT MORE THAN 5 PIECES FOR DISTANCES OF 30 MILES OR LESS OR WITHIN METROPOLITAN AREAS)</p> <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="3" style="padding: 2px;">FIRST PIECE</th> <th rowspan="2" style="padding: 2px;">Each Addi- tional Piece</th> </tr> <tr> <th colspan="3" style="padding: 2px;">MILES (3)</th> </tr> <tr> <th style="padding: 2px;">Not Over 10</th> <th style="padding: 2px;">Over 10 but Not Over 20</th> <th style="padding: 2px;">Over 20</th> <th style="padding: 2px;"></th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">675</td> <td style="padding: 2px;">1275</td> <td style="padding: 2px;">1825</td> <td style="padding: 2px;">235</td> </tr> </tbody> </table> <p style="margin-top: 10px;">(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.</p>	FIRST PIECE			Each Addi- tional Piece	MILES (3)			Not Over 10	Over 10 but Not Over 20	Over 20		675	1275	1825	235	<p>410-C Cancels 410-B</p>
FIRST PIECE			Each Addi- tional Piece													
MILES (3)																
Not Over 10	Over 10 but Not Over 20	Over 20														
675	1275	1825	235													
<p>◊ Increase, Decision No. 59160</p>																
<p>EFFECTIVE NOVEMBER 15, 1959</p>																
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 95</p>																

SECTION NO. 3 - RATES (Continued)							Item No.
Distance Rates in Cents Per 100 Pounds (1)(2)(3)							
MILES		Minimum Weight					
Over	But Not Over	100 Pounds	500 Pounds	1,000 Pounds	2,000 Pounds		4,000 Pounds
0	3	1170	600	435	335	240	
3	5	1175	605	440	340	245	
5	10	1185	610	450	345	250	
10	15	1190	615	455	350	255	
15	20	1195	620	465	355	260	
20	25	1200	625	470	360	265	
25	30	1205	630	475	365	270	
30	35	1210	635	480	370	275	
35	40	1215	640	490	375	280	
40	45	1220	645	495	380	285	
45	50	1230	650	505	385	290	
50	60	1245	655	515	395	300	
60	70	1255	660	525	400	310	
70	80	1265	670	540	405	320	
80	90	1275	680	550	415	330	
90	100	1285	690	560	425	340	
100	110	1295	700	570	435	350	
110	120	1305	710	580	445	360	
120	130	1320	715	590	450	370	
130	140	1330	725	600	460	380	
140	150	1340	735	605	470	390	
150	160	1350	740	615	480	395	
160	170	1360	750	625	485	405	
170	180	1370	760	635	495	410	
180	190	1380	770	645	505	420	
190	200	1390	780	655	510	430	
200	220	1405	795	665	520	440	
220	240	1425	810	680	540	460	
240	260	1445	825	695	560	475	
260	280	1465	845	710	580	495	
280	300	1480	860	725	600	510	
300	325	1500	880	740	620	535	
325	350	1520	900	755	640	550	
350	375	1540	915	770	655	565	
375	400	1560	935	785	670	590	
400	425	1580	950	800	685	605	
425	450	1595	965	815	700	620	
450	475	1615	980	830	715	630	
475	500	1635	995	845	730	645	
500	525	1650	1010	865	745	660	

420-E
 Cancels
 420-D

525	550	1670	1025	885	765	680	
550	575	1685	1040	900	780	695	
575	600	1705	1055	915	795	710	
600	625	1725	1070	930	805	725	
625	650	1745	1085	945	820	740	
650	675	1765	1100	960	835	755	
675	700	1785	1115	975	850	770	
700	725	1800	1125	985	865	780	
725	750	1820	1140	1000	880	795	
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.

◊ Increase, Decision No. **59160**

EFFECTIVE NOVEMBER 15, 1959

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 96

SECTION NO. 3 - RATES (Continued)								
Point-to-Point Rates in Cents per 100 Pounds (1) (2)							Item No.	
BETWEEN (3)	AND (3)	MINIMUM WEIGHT (In Pounds)					Via Routes (See Items Nos. 500 and 500-1)	
		100	500	1000	2000	4000		
Metropolitan Los Angeles Area	Metropolitan San Francisco- Oakland Area	1350	750	635	505	430	1,2,3, or 4	
	Metropolitan Sacramento Area	1350	750	635	505	430	6	
	Stockton	1350	750	635	505	430	6	
	Modesto	1350	750	635	505	430	1	
	Merced	1350	750	635	505	430	1	
	Fresno	1350	750	635	505	430	1	
	Tulare	1350	750	635	505	430	1	
	Metropolitan Bakersfield Area	1285	700	580	450	380	1	
	San Jose	1350	750	635	505	430	3	
	Salinas	1350	750	635	505	430	3	
	San Luis Obispo	1350	750	635	505	430	3	
	Santa Maria	1350	750	635	505	430	3	
	Metropolitan Santa Barbara Area	1265	680	550	425	340	3	
	Ventura	1245	660	540	405	320	3	
	Oxnard	1245	660	525	400	310	3	
Metropolitan San Diego Area	1215	645	505	395	310	5		
Metropolitan San Francisco -Oakland Area	Metropolitan Sacramento Area	1275	680	550	415	330	7	430-E Can- cels 430-D
	Stockton	1285	690	560	425	340	8	
	Modesto	1275	680	560	425	340	1 or 2	
	Merced	1320	725	600	470	390	1 or 2	
	Fresno	1350	750	635	505	430	1 or 2	
	Tulare	1350	750	635	505	430	1 or 2	
	Metropolitan Bakersfield Area	1350	750	635	505	430	1 or 2	
	San Jose	1230	650	505	385	290	3 or 4	
	Salinas	1265	680	550	425	340	3 or 4	
	King City	1320	735	605	480	395	3 or 4	
	San Luis Obispo	1350	750	635	505	430	3 or 4	
	Santa Maria	1350	750	635	505	430	3 or 4	
	Metropolitan Santa Barbara Area	1350	750	635	505	430	3 or 4	
Ventura	1350	750	635	505	430	3 or 4		
Oxnard	1350	750	635	505	430	3 or 4		
Metropolitan San Diego Area	1425	825	710	600	535	1,2,3, or 4 thence 5		
Metropolitan Sacramento Area	Stockton	1230	650	505	385	290	6	
	Modesto	1245	660	540	405	320	6	
	Merced	1285	700	570	445	360	6	
	Fresno	1340	740	625	495	410	6	
	Tulare	1350	750	635	505	430	6	
	Metropolitan Bakersfield Area	1350	750	635	505	430	6	
Metropolitan San Diego Area	1425	825	710	600	535	6 thence 5		

	Fresno	1425	825	710	600	535	5	thence 1
	Tulare	1405	810	695	580	510	5	thence 1
	Metropolitan Bakersfield Area	1380	780	665	540	475	5	thence 1
Metropolitan	San Luis Obispo	1425	825	710	600	535	5	thence 3
San Diego	Santa Maria	1390	795	680	560	495	5	thence 3
Area	Metropolitan Santa Barbara Area	1370	760	645	505	430	5	thence 3
	Ventura	1350	740	625	485	410.5	5	thence 3
	Oxnard	1340	735	615	480	405	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.

◊ Increase, Decision No. **59160**

EFFECTIVE NOVEMBER 15, 1959

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 97

SECTION NO. 3 - RATES (Concluded)		Item No.				
<p>ACCESSORIAL RATES</p> <p>Rates in Cents per Man per Hour (1) (2) (3)</p>						
Packing) Unpacking)	<p>TERRITORY (4)</p> <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">A</td> <td style="text-align: center;">B</td> </tr> <tr> <td style="text-align: center;">540</td> <td style="text-align: center;">500</td> </tr> </table>	A	B	540	500	440-F Cancels 440-E
	A	B				
540	500					
<p>Minimum Charge - The charge for one hour.</p>						
<p>(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.</p>						
<p>RATES AND CHARGES FOR SHIPPING CONTAINERS AND PACKING MATERIALS</p>						
<p>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)</p> <p style="margin-left: 40px;">Each container, set up ----- 80 cents Each bundle of containers, folded flat 80 cents Minimum charge, per delivery ----- 380 cents</p> <p>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.</p> <p> (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).</p> <p style="margin-left: 40px;">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.</p> <p style="margin-left: 40px;">Note 2. No charge will be assessed for wardrobes on shipments transported at the rates provided in Item No. 400.</p>		*450-C Cancels 450-B				
<p>* Change) 0 Increase)</p>	<p>Decision No. 59160</p>					
<p>EFFECTIVE ..</p>		<p>NOVEMBER 15, 1959</p>				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>						
<p>Correction No. 98</p>						