

**ORIGINAL**Decision No. 61362

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 transpor- )  
 tation of used household goods and )  
 related property. }

Case No. 5330  
 (Petition for Modification  
 No. 16)

(Appearances are listed in Appendix A)

O P I N I O N

Minimum Rate Tariff No. 4-A names rates for the transportation of used household goods and related property by highway carriers. By this petition, filed October 7, 1960, the California Moving and Storage Association, Inc., seeks increases in the hourly rates for local moving and packing in the area designated in the tariff as Territory "B",<sup>1</sup> in the piece moving rates and in the long-distance mileage and point-to-point rates. Increases in some of the rates and charges for accessorial services are also sought.

Public hearings were held before Examiner William E. Turpen at Los Angeles on November 17, 1960, and at San Francisco on November 22, 1960. Evidence was presented on behalf of petitioner by its president and by the director of research of the California Trucking Associations, Inc., who was engaged by petitioner to make a study of the cost of transporting used household goods in the territories here involved. Evidence in respect to local moving costs and rates in Territory "B" was also presented by a transportation engineer and by a rate expert of the Commission's staff.

<sup>1</sup> Territory "B" consists of all the State except the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, San Mateo and Santa Clara. The local moving rates in the latter territory were increased effective November 18, 1960, by Decision No. 60837, dated October 4, 1960.

The rates here involved were last adjusted effective November 15, 1959, pursuant to Decision No. 59160, dated October 13, 1959. (Petition No. 9 in Case No. 5330.)

The research director introduced into evidence and explained the study he had made. He said he took the studies that had been introduced at the hearings which led to the establishment of the present rates (in Petition No. 9), and recalculated the costs shown therein on the basis of current labor costs for local moving in Territory "B" and for long-distance moving. From the end results of such recalculation, he then compared the newly developed cost data with the previous data and increased the minimum rates by the same percentages to arrive at the proposed adjustments in the minimum rates. The proposed increases amount to 25 cents per man per hour for local moving in Territory "B", about 10 percent for distance piece rates, and from 5 to 10 percent in the mileage and point-to-point distance rates.<sup>2</sup> Petitioner proposes increases of about 7½ percent in the various accessorial charges, except that it is proposed that the C.O.D. charges be increased to the same level as the charges provided in Minimum Rate Tariff No. 2.

The Commission staff witnesses presented similar studies relating to the hourly local moving and distance piece rates. The end results derived by the staff for the hourly rates were almost identical to the results obtained by petitioner. In respect to the piece rates, the staff studies showed increases of approximately 6 percent to be sufficient to offset the increased labor costs. The staff did not prepare a study relating to the long-distance moving rates on the belief that conditions have materially changed

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The greatest increases are for small shipments moving less than 150 miles, and the smallest increases are for shipments subject to 4,000 pounds minimum weight moving over 350 miles.

since the last complete studies were made in 1953, and that, accordingly, recalculation of the previous study would not give accurate data. The staff recommended that, if any increase is made at this time in the long-distance moving rates, such increases be clearly indicated as interim. The staff is now engaged in making a state-wide cost study and requested that this proceeding be kept open until they are ready to present new cost and rate studies.

Counsel for petitioner said that his Association is also making new studies relating to the long-distance moving rates and intends to file a new petition for adjustments in the minimum rates when the studies are completed. It does not appear that any useful purpose would be served by keeping Petition No. 16 open. When petitioner and the staff have finished the studies they are now engaged in and are ready to proceed to further hearings, if for any reason petitioner does not file a new petition, we can issue an order on our motion setting a hearing in Case No. 5330.

Petitioner did not prepare a study on the increased costs for the distance piece rates, whereas the staff did. As mentioned above, the staff study showed a lesser increase than proposed by petitioner in these rates to be proper. The staff's proposal for the piece rates will be adopted in lieu of petitioner's proposal. Charges named in Item No. 165, for diverted shipments, and in Item No. 310, for storage, do not appear to be based primarily on labor costs. No increase will be made in these charges. Except for the above-mentioned items, it appears that all other rates and charges should be increased as proposed by petitioner. Although the long-distance moving rates are interim rates pending completion of further studies, it is not necessary to show such an indication on the tariff pages.

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 petitioner have not been shown to be justified.

O R D E R

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

IT IS ORDERED:

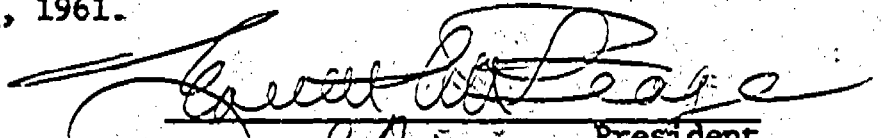
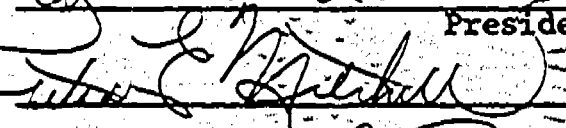

1. That Minimum Rate Tariff No. 4-A (Appendix A of Decision No. 44919, as amended), be and it is hereby further amended by incorporating therein, to become effective February 18, 1961, the revised pages attached hereto and listed in Appendix B also attached hereto, which pages and appendix are by this reference made a part hereof.

2. That in all other respects the aforesaid 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. 16 be and it is hereby denied.

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

Dated at San Francisco, California, this 17th day of JANUARY, 1961.

  
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President  
  
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Commissioners

## APPENDIX A

APPEARANCES

Gordon, Knapp, Gill & Hibbert, by Wyman C. Knapp; William F. Coines, Jr. and Charles A. Woelfel, for California Moving and Storage Association; petitioner.

James F. Bartholomew, Robert R. Temple, Arthur Woolsey and Charles R. Nelson, for Lyon Van & Storage Company and Lyon Van Lines, Inc.; John Carlson, Herman C. Kuhnert and W. A. Sanburn, for Tri-City Van & Storage Corp.; C. Sidney Cowan for B & C Transfer-Allied; Donald L. Dorr, for Dorr Brothers; Don Estrin, for Global Van & Storage Co., Inc.; Paul F. Furedi, for Southwest Van & Storage Co., Inc.; R. C. Hudak, for Smyth Van & Storage Co. of California, Inc.; W. Ray James, for Calmay Van Lines, Inc., James Transfer & Storage Co., James Van Lines, James and West Moving & Storage Co., and San Jose Moving & Storage Co.; Ellwood L. Johnson, for Rudd's Transfer and Storage Company; Robert S. Johnson and Ed Trefzger, for General Van & Storage Co., Inc.; Jackson W. Kendall and Howard R. Imus, for Bekins Van Lines, Inc., and Bekins Van & Storage Co.; W. O. Kobusch, for Hayden Transfer & Storage, Inc.; Charles K. Lester, for Belmont Van & Storage Company; Fred Nason, Jr., for Beverly Hills Transfer & Storage Co., Inc.; James A. Nevil, for Nevil Storage Co.; Thomas G. Oakley, for Atlas Transfer & Storage Co.; Richard H. O'Neil, for O'Neil's Easty Moving & Storage; B. F. Redman and Neil Shaner, for Redman Van & Storage Co.; William Schiszler, for Imperial Van & Storage, Inc.; Ward A. Sherman, for Balboa Transfer Company; Elmer B. Smith, for Harbor Transfer & Storage Company; Anita M. Speich, for Trulove Transfer & Storage; Bruce E. Stephenson, for Palo Alto Transfer & Storage Co.; Sophia E. Taylor, for Abor Vitae Transfer & Storage Corp., Westchester Moving & Storage and Inglewood Transfer & Storage; Cromwell Warner, for Kleimer Van Lines, Inc.; Wayne Van Zandt, for Ace Van & Storage Co.; respondents.

J. C. Kaspar, A. D. Poe and J. X. Quintrall, for California Trucking Associations, Inc.; Maurice A. Owens, for Bay Area Household Goods Movers' Assoc., Inc.; interested parties.

Grant L. Malquist, M. G. Gagnon and Leonard Diamond; for the Commission staff.

APPENDIX "B" TO DECISION NO. 61362

Revised Pages to Minimum Rate Tariff No. 4-A

Authorized by Said Decision

Fifth Revised Page 8  
Fourth Revised Page 16  
Fourth Revised Page 17  
Tenth Revised Page 25  
Fourth Revised Page 26  
Sixth Revised Page 27  
Sixth Revised Page 28  
Ninth Revised Page 29

(End of Appendix "B")

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;"><b>MIXED SHIPMENTS</b></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>	120
<p style="text-align: center;"><b>APPLICATION OF RATES</b></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. 440.</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. 440.</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>	130



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) - 65 cents per piece.
3. At distance or point-to-point rates (Items Nos. 420 and 430) - 18 cents per 100 pounds.

\*140

\* Change  
◇ Increase

} Decision No.

51362

EFFECTIVE FEBRUARY 18, 1961

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

Correction No. 104

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> <p>(1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party.</p> <p>(2) Split delivery 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 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.)</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 of any component part to point of destination via the points of origin of all other component parts, plus an additional charge of \$11.25 for each stop to load between first point of origin and 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 of each component part, and point of destination, are located as follows:</p> <ol style="list-style-type: none"> <li>1. Within the named metropolitan areas and/or communities between which the point-to-point rates apply; or</li> <li>2. Within unnamed communities directly intermediate between the named metropolitan areas and/or communities on a single authorized route named in Item No. 500 and 500-1 or within five actual highway miles from such route; or</li> <li>3. Within an incorporated city through which such route passes.</li> </ol> <p>To the charges so computed shall be added a charge of \$11.25 for each stop to load between the first point of origin and point of destination.</p>	*290
<p>* Change     )          ♦ Increase   ) Decision No.     61362</p>	
EFFECTIVE FEBRUARY 18, 1961	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p> <p>Correction No. 105</p>	

## SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item  
No.

## SPLIT DELIVERY

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

- (1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party.
- (2) Split pickup service shall not be accorded.
- (3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment said charge may be applied.

(4) Charges shall be computed as follows:

(a) Under hourly rates (Item No. 400). 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.)

\*300

(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 \$11.25 for each stop to unload between point of origin and final 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 and point of destination of each component part are located as follows:

1. Within the named metropolitan areas and/or communities between which the point-to-point rates apply; or

2. Within unnamed communities directly intermediate between the named metropolitan areas and/or communities on a single authorized route named in 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.

To the charges so computed shall be added a charge of \$11.25 for each stop to unload between the point of origin and final point of destination.

## STORAGE IN TRANSIT (See Note 1)

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.)

Charges shall be computed on the following basis:

310

- (a) The applicable transportation rate from initial point of origin to point of storage, plus
- (b) The applicable transportation rate from point of storage to point of destination, plus

(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.

61362

EFFECTIVE FEBRUARY 16, 1961

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

Correction No. 106

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)			
	TERRITORY (3)		
Unit of Equipment:	AA	A	◊B
(a) with driver.....	835	825	750
(b) with driver and 1 helper.....	1320	1300	1150
Additional helpers, per man.....	535	525	425
Minimum charge - the charge for one hour.			*400
(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.			
* Change       ) ◊ Increase    )    Decision No. <b>51362</b>			
EFFECTIVE FEBRUARY 16, 1961			
Issued by the Public Utilities Commission of the State of California, San Francisco, California			
Correction No. 107			

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)				0410												
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">FIRST 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> </tr> </thead> <tbody> <tr> <td style="text-align: center;">720</td> <td style="text-align: center;">1350</td> <td style="text-align: center;">1925</td> </tr> </tbody> </table>			FIRST PIECE			MILES (3)			Not Over 10	Over 10 but Not Over 20	Over 20	720	1350	1925	Each Addi- tional Piece  250	
FIRST PIECE																
MILES (3)																
Not Over 10	Over 10 but Not Over 20	Over 20														
720	1350	1925														
(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.																
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div> <p>◊ Increase, Decision No.</p> </div> <div style="font-size: 1.5em; font-weight: bold;">61362</div> </div>																
EFFECTIVE FEBRUARY 12, 1961																
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 106																

Sixth Revised Page .... 27

Cancels

Fifth Revised Page ... 27

MINIMUM RATE TARIFF NO. 4-A

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	1295	655	470	360	260	
3	5	1300	660	480	365	265	
5	10	1305	665	490	370	270	
10	15	1310	670	500	375	275	
15	20	1315	675	505	380	280	
20	25	1320	680	510	385	285	
25	30	1325	685	515	390	290	
30	35	1330	690	520	395	295	
35	40	1335	695	530	400	300	
40	45	1340	700	540	405	305	
45	50	1350	705	550	410	310	
50	60	1360	710	560	420	320	
60	70	1370	715	570	430	330	
70	80	1380	725	580	440	340	
80	90	1390	735	590	450	350	
90	100	1400	745	600	455	360	
100	110	1410	755	610	465	370	
110	120	1420	765	620	475	380	
120	130	1430	775	630	485	390	
130	140	1440	785	640	495	400	
140	150	1450	795	645	500	410	
150	160	1460	805	655	510	420	
160	170	1470	815	665	520	430	
170	180	1480	825	675	530	440	
180	190	1490	835	685	540	450	
190	200	1500	845	700	550	455	
200	220	1520	855	715	560	465	
220	240	1540	870	730	575	485	
240	260	1560	885	745	595	500	
260	280	1580	905	760	615	520	
280	300	1600	920	775	635	535	
300	325	1620	940	790	655	555	
325	350	1640	960	805	675	575	
350	375	1660	980	825	695	595	
375	400	1680	1000	840	715	615	
400	425	1695	1015	855	725	630	
425	450	1720	1030	870	740	650	
450	475	1745	1045	885	755	665	
475	500	1765	1060	900	770	680	
500	525	1785	1075	920	785	695	

420

525	550	1805	1090	935	805	715	
550	575	1825	1105	950	820	730	
575	600	1845	1120	965	835	745	
600	625	1865	1135	980	850	760	
625	650	1885	1150	985	865	775	
650	675	1905	1165	1000	880	790	
675	700	1925	1180	1015	895	805	
700	725	1945	1195	1030	910	820	
725	750	1965	1210	1045	925	835	
750	----	Add to the rate for 750 miles					18 cents per

- (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. 61362

EFFECTIVE FEBRUARY 18, 1961

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

Correction No. 109



SECTION NO. 3 - RATES (Continued)							Item No.
Point-to-Point Rates in Cents per 100 Pounds (1) (2)							
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	1470	810	680	530	455	1,2,3, or 4
	Metropolitan Sacramento Area	1470	810	680	530	455	6
	Stockton	1470	810	680	530	455	6
	Modesto	1470	810	680	530	455	1
	Merced	1470	810	680	530	455	1
	Fresno	1470	810	680	530	455	1
	Tulare	1470	750	680	530	455	1
	Metropolitan Bakersfield Area	1400	755	620	485	400	1
	San Jose	1470	810	680	530	455	3
	Salinas	1470	810	680	530	455	3
	San Luis Obispo	1470	810	680	530	455	3
	Santa Maria	1470	810	680	530	455	3
	Metropolitan Santa Barbara Area	1380	735	590	455	360	3
	Ventura	1360	715	580	440	340	3
	Oxnard	1360	715	570	430	330	3
	Metropolitan San Diego Area	1335	700	550	420	330	5
Metropolitan San Francisco -Oakland Area	Metropolitan Sacramento Area	1390	735	590	450	350	7
	Stockton	1400	745	600	455	360	8
	Modesto	1400	745	600	455	360	1 or 2
	Merced	1430	785	640	500	410	1 or 2
	Fresno	1470	810	680	530	455	1 or 2
	Tulare	1470	810	680	530	455	1 or 2
	Metropolitan Bakersfield Area	1470	815	680	530	455	1 or 2
	San Jose	1350	705	550	410	310	3 or 4
	Salinas	1380	735	590	455	360	3 or 4
	King City	1430	795	645	510	420	3 or 4
	San Luis Obispo	1470	815	680	530	455	3 or 4
	Santa Maria	1470	815	680	530	455	3 or 4
	Metropolitan Santa Barbara Area	1470	815	680	530	455	3 or 4
	Ventura	1470	815	680	530	455	3 or 4
	Oxnard	1470	815	680	530	455	3 or 4
	Metropolitan San Diego Area	1540	885	760	635	555	1,2,3, or 4 thence 5
Metropolitan Sacramento Area	Stockton	1350	705	550	410	310	6
	Modesto	1360	715	580	440	340	6
	Merced	1400	755	610	475	380	6
	Fresno	1470	805	665	530	440	6
	Tulare	1470	810	580	530	455	6
	Metropolitan Bakersfield Area	1470	810	680	530	455	6
	Metropolitan San Diego Area	1540	885	760	635	555	6 thence 5

430

Metropolitan San Diego Area	Fresno	1540	885	760	635	555	5 thence 1
	Tulare	1520	870	745	615	535	5 thence 1
	Metropolitan Bakers- field Area	1490	845	715	575	500	5 thence 1
	San Luis Obispo	1540	885	760	635	555	5 thence 3
	Santa Maria	1500	855	730	595	520	5 thence 3
	Metropolitan Santa Barbara Area	1480	825	685	530	455	5 thence 3
	Ventura	1460	805	665	520	440	5 thence 3
	Oxnard	1450	795	655	510	530	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.

61362

EFFECTIVE FEBRUARY 18, 1961

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

Correction No. 110

SECTION NO. 3 - RATES (Concluded)				Item No.
ACCESSORIAL RATES				*440
Rates in Cents per Man per Hour (1) (2) (3)				
Packing ) Unpacking ) Minimum Charge - The charge for one hour.	TERRITORY (4)			
	AA	A	B	
	625	615	525	
(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 new or used shipping containers, including wardrobes, are delivered by the carrier, its agents, or employees, prior to the time shipment is tendered for transportation, or such containers are picked up by the carrier, its agents or employees subsequent to the time delivery is accomplished, the following transportation charges shall be assessed: (See Note 1)				
Each container, set up _____ 0 85 cents Each bundle of containers, folded flat _____ 0 65 cents Minimum charge, per delivery _____ 0 10 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.				
(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.				
Note 2. No charge will be assessed for wardrobes on shipments transported at the rates provided in Item No. 400.				
* Change ) 0 Increase )	Decision No. 51362			
EFFECTIVE FEBRUARY 18, 1961				
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Correction No. 111				