

65521

Decision No. \_\_\_\_\_

**ORIGINAL**

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  
(Petitions for Modification  
Nos. 21 and 22; Order  
Setting Hearing Dated  
September 19, 1962)

(For list of appearances see Appendix A)

O P I N I O N

Minimum rates, rules and regulations for the transportation of used household goods and related articles are set forth in Minimum Rate Tariff No. 4-A. By Petition for Modification No. 21 California Moving & Storage Association, Inc., <sup>1/</sup> seeks a general revision of the rates and charges in that tariff. By Petition for Modification No. 22 said Association proposed certain modifications in the territorial description of Metropolitan San Diego Area as set forth in said minimum rate tariff. At the adjourned hearing in these matters, however, counsel for the Association requested dismissal of Petition No. 22, for reasons hereinafter set forth. In connection with the foregoing petitions, the Commission issued its Order Setting Hearing Dated September 19, 1962, for the receipt of any and all evidence relating to Minimum Rate Tariff No. 4-A.

These three phases of Case No. 5330 were heard on a common record before Examiner Bishop at San Francisco on October 9 and 10

1/ Petitioner is a nonprofit corporation with a membership of more than 400 household goods carriers operating within this state.

and at Los Angeles on November 8 and 9, 1962. Following the receipt of a late-filed exhibit the matters were taken under submission on November 24, 1962.

Minimum Rate Tariff No. 4-A provides hourly rates, distance rates per piece, distance rates per hundred pounds and point-to-point rates per 100 pounds. Petitioner initially proposed to continue these four categories of rates. The Commission's staff, however, introduced evidence at the initial hearing in support of a proposal to cancel all point-to-point rates in the tariff, allowing distance rates to apply in lieu thereof. The staff proposed that the state be divided geographically into two regions, and submitted revised sets of distance rate scales for application within and between the defined regions.

At the outset of the adjourned hearing counsel for petitioner announced that the latter, with its rate committee, had considered the staff plan during the intervening weeks, had concluded that the simplicity of said plan was commendable, and had decided to adopt the staff's regional concept, with its proposal to cancel the point-to-point rates. Accordingly, petitioner's witnesses had made the necessary revisions in their cost evidence and had prepared revised distance scale proposals predicated thereon.

Cancellation of the point-to-point rates would entail cancellation also of the defined metropolitan areas as set forth in the minimum rate tariff. In view of this circumstance, counsel for petitioner requested dismissal of Petition No. 22, which, as hereinbefore stated, relates solely to the San Diego metropolitan area.

Background

The most recent comprehensive review of the minimum rate structure for the transportation of used household goods was made in 1953. The adjustments in minimum rates and other provisions pursuant to that review were accomplished by Decision No. 49456.<sup>2/</sup> During the intervening years the Commission has made several upward adjustments in the minimum rates in question for the purpose principally of offsetting increases in labor costs. The most recent adjustment of this character was made pursuant to Decision No. 61362, dated January 16, 1961. In none of the offset proceedings were the various performance factors reviewed to determine in what respects they had effected changes in transportation circumstances since 1953.

The instant phases of Case No. 5330 are the result of comprehensive cost and rate studies which were made both by petitioner and the staff. Cost evidence was developed on behalf of petitioner under the direction of the assistant director, Research Division of California Trucking Association. He testified that after the preparation of certain basic forms for the collection of pertinent information, field men were sent throughout the State of California, visiting carriers of all sizes and gathering performance and other data to be used in the development of a current cost study. Similarly, a statewide study of carrier operations and costs was made by an associate transportation engineer of the Commission's staff.

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<sup>2/</sup> Dated December 21, 1953, in Case No. 4808 and in Case No. 5330 (Petitions Nos. 1 and 2). The tariff revisions pursuant to this decision became effective February 1, 1954.

The record discloses that household goods carriers may be divided into three principal groups: (1) regular route carriers offering long distance service, and local service on an hourly or distance basis, (2) radial carriers offering long distance and local service and affiliated with a national or statewide agency, and (3) local carriers specializing in local moves principally on an hourly basis and in some cases restricting their operations to certain specialized types of movement. Operations are conducted by these several classes of carriers under a variety of circumstances which differ widely as to length of haul, frequency of return trip load, terrain traversed, and other factors. The various types and circumstances of operation, the record shows, were taken into account in the cost studies of both petitioner and the staff.

#### Rate Proposals

It is appropriate at this point to describe the rate proposals of petitioner and of the staff. The revised proposals of petitioner, with respect to the general plan for the household goods minimum rate structure, are to a large degree in agreement with the staff recommendations. However, the two proposals differ, substantially in many instances, with respect to the levels of the individual rates.

#### Point-to-point and Distance Rates

The tariff now provides scales of rates in cents per 100 pounds, which vary with distance.<sup>3/</sup> They are statewide in application. Additionally, as hereinbefore mentioned, there are

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<sup>3/</sup> Under the terms of the minimum rate tariff, the mileages to be used in connection with the distance rates are the constructive highway distances provided in Distance Table No. 4.

point-to-point rates which apply between designated metropolitan areas and cities, including intermediate points located on specified routes or within five actual miles of such routes. Rates for several different weight brackets are provided in connection with both the point-to-point rates and the distance scales. Proposed revisions of the weight brackets will be later discussed. The point-to-point rates, as established between the metropolitan areas, for example between San Francisco and Los Angeles, are somewhat lower than the corresponding mileage rates presently in effect for the same distances. The point-to-point rates reflect the lower operating costs resulting from the more favorable operating conditions which in the past have been experienced in the intermetropolitan movements as compared with general statewide operations.

Evidence adduced through the staff's rate witness, an associate transportation rate expert, shows that the maintenance of the lower point-to-point rates has resulted in what are clearly discriminatory situations. Thus, large differences in charges occur in the following circumstances: (1) where points are beyond the boundaries of the metropolitan terminal areas, (2) where points are more than five miles off the routes between termini, and (3) where the fringes of a city located on an authorized route extend beyond or partially encircle noncity points which are more than five miles off the routes between termini. An example of these differences in charges is found in movements between San Francisco and Azusa. The charge for a shipment of 4,000 pounds of household goods destined to that portion of Azusa located within Metropolitan Los Angeles Area is \$182, while the charge for a shipment of the same weight destined to that part of Azusa which is outside said Area is \$266.

The record shows that these situations, which have been aggravated by the rapid expansion of residential areas in various sections of the state, have resulted in numerous complaints, both by shippers and carriers.<sup>4/</sup>

The proposed cancellation of the point-to-point rates would remove the above-mentioned inequities. The record shows, moreover, that the maintenance of point-to-point rates between large metropolitan areas does not have the justification in connection with household goods movements that it does with respect to the transportation of general freight. In the case of the latter, a principal reason for establishing territorial rate groups is, of course, to provide a measure of rate equality between competitive industries in the same general area.

#### Distance Rate Regions

Concurrently with the cancellation of point-to-point rates it is proposed, as hereinabove mentioned, to divide the state geographically into two regions, to be designated as Region I and Region II, respectively, and to establish two sets of minimum distance rate scales, the lower set to apply within Region I, and the higher set to apply within Region II and for movements between Region I and Region II. Under the staff proposal Region I, which would include the more populous sections of the state, would be bounded by the northerly boundaries of Sonoma, Napa and Yolo Counties and parts of Sutter, Yuba and Placer Counties. From Auburn

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<sup>4/</sup> The minimum rate tariff provides for the use of a combination of point-to-point and distance rates when such combination makes a lower aggregate through rate than the single through distance rate. However, examination reveals that no combination of present rates will produce lower charges than the through distance rates.

the easterly boundary would roughly follow the easterly limits of the Sacramento and San Joaquin Valleys, thence via U. S. Highway 99 and the southerly boundary of Angeles National Forest to a point east of San Bernardino, thence south to the Mexican border via the San Diego inland route and other highways just east of the San Diego metropolitan area. The southerly and westerly boundaries would be the Mexican border and the Pacific Ocean, respectively. Region II would comprise those portions of the state not included in Region I.

Petitioner's proposed description for the boundary of Region I differs from that of the staff in one major respect.<sup>5/</sup>

This relates to the northerly portion of the boundary, which would extend along the northerly boundaries of San Francisco and Contra Costa Counties, thence northerly along the Sacramento River to the boundary of Sacramento Metropolitan Area as defined in Minimum Rate Tariff No. 4-A, which Area would be included in Region I.<sup>6/</sup> Thus, under petitioner's proposal all portions of the state north of San Francisco Bay and the Sacramento River to the vicinity of Sacramento would be included in Region II rather than Region I. In justification for the proposal to exclude from the latter region points in the San Francisco Bay Area located in Marin and Sonoma Counties, the rate witness pointed out that in none of the Commission's minimum rate tariffs are such points included in the Bay Area

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<sup>5/</sup> A minor difference in the two proposals relates to a small portion of the regional boundary in the vicinity of Escondido. Petitioner's description would place all of that community in Region I. Under the staff description part of the community would lie in Region II.

<sup>6/</sup> Petitioner's rate witness stated that petitioner would have no objection if said boundary in the vicinity of Sacramento were to be so defined as to include in Region I all of Sacramento Extended Area as set forth in Exhibit 1 (Distance Table No. 5) in Case No. 7024.

descriptions for tariff purposes and that the Commission has consistently turned down proposals for such inclusion. The northern points of said counties, he stated, include areas and points that could not reasonably be entitled to Region I rates. Coupled with these considerations was the fact that the natural water barrier of the Bay furnishes a natural boundary for the proposed regions, the use of which would simplify the application of the minimum rate tariff.

#### Weight Brackets

The minimum rate tariff now provides scales of distance and point-to-point rates for the following minimum weight brackets: 100 pounds, 500 pounds, 1000 pounds, 2000 pounds and 4000 pounds. Petitioner and the staff alike proposed that an "Any Quantity" bracket be substituted for the 100 and 500 pound brackets, and that in lieu of the present 4000 pound bracket two new brackets be established, reflecting minimum weights of 5000 and 8000 pounds, respectively.

The director of California Trucking Association's research division, who testified concerning petitioner's rate proposals, expressed the view that the dual brackets in the small shipment category should be eliminated in view of the small amount of such household goods traffic which moves. The proposed action, he said, would also simplify the tariff.<sup>7/</sup> With respect to the proposed changes at the upper end of the weight scale he pointed out that changes in transportation practices have occurred in recent years.

<sup>7/</sup> It is to be noted that prior to November 20, 1950 the household goods minimum rate structure provided only three weight brackets, namely: any quantity, 2000 pounds and 4000 pounds.



People are accumulating greater amounts of household furnishings than formerly, the director stated, and while in past years the 4000 pound bracket was adequate for a large shipment, the carriers find today that many movements will exceed 8000 pounds. The shift in minimum weight from 4000 to 5000 pounds and the addition of the 8000 pound bracket would give appropriate recognition to the trend toward larger shipments. Additionally, the director stated, the inclusion of the new brackets would result in the establishment of minimum rates under those brackets which would reflect the lower unit costs incurred in transporting the larger shipments.

#### Mileage Blocks

Petitioner and the staff both propose a reduction in the number of mileage blocks in connection with the scales of distance rates. According to petitioner's rate witness, such a reduction would simplify the use of the tariff and minimize the possibility of errors. Moreover, the proposed revision would reflect a more orderly progression in the increasing sizes of the blocks as the distance increases. The identical mileage block progressions were utilized in the rate proposals of petitioner and the staff.

#### Distance Rate Levels

The respective rate proposals of petitioner and the staff are related to the costs of record. The costs developed by petitioner's witness are, in general, considerably higher than those of the staff. Accordingly, the distance rates proposed by the former are, except for the shortest distances, consistently higher than those advanced by the latter.<sup>8/</sup> The any-quantity rates proposed

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<sup>8/</sup> Comparisons of present rates with those proposed by petitioner and the staff, respectively, for representative movements of household goods are set forth in Appendix B hereof.

by petitioner, as well as by the staff, reflect substantial reductions under the present 100 pound bracket rates, but in view of the negligible movement of shipments weighing 300 pounds or less these reductions have no significance. The proper comparison, therefore, is with the present rates in the 500 pound bracket. In all such instances the proposed any-quantity rates, both of petitioner and the staff, would reflect increases, in some cases substantial ones.

As the size of the weight brackets increases, the percentages of increase in the proposed rates decline. Thus, under the staff proposal there are, with few exceptions, only small increases in the proposed 5000 and 8000 pound brackets, but many reductions. In petitioner's proposal there would also be a few reductions. Some reductions would also result in the 1000 and 2000 pound brackets in the staff scales and a few in the latter bracket under petitioner's proposal. The divergences between the respective proposals may be illustrated in connection with an 8000 pound shipment moving from San Francisco to Eureka. The rate proposed by petitioner would reflect an increase of 20 percent over the presently applicable rate, while under the staff's plan a nine percent reduction would result.

In an exhibit introduced by the staff present and proposed rates are shown between a substantial number of representative points. Percentages of increase or reduction calculated from the compared rates show wide variations. The changes proposed by petitioner range from an increase of 67 percent in one of the any-quantity rates to a reduction of 11 percent in a rate in the 8000 pound bracket. The staff proposals reflect a range from an

increase of 43 percent in two instances in the any-quantity bracket to a reduction of 24 percent in one of the rates shown in the 8000 pound bracket.

#### Hourly Rates

Hourly rates are designed for local moving. They apply for distances of 30 constructive miles or less and within metropolitan areas. In addition, hourly rates are provided in the minimum rate tariff for the accessorial services of packing and unpacking and for the transportation of containers and packing materials. Moving rates are provided separately for: (a) unit of equipment with driver, (b) unit of equipment with driver and one helper, and (c) additional helpers.

The present hourly rates for moving and for packing and unpacking are prescribed for three different areas. Territory "AA" consists of the City and County of San Francisco and the counties of San Mateo and Santa Clara; Territory "A" embraces the counties of Alameda, Contra Costa and Marin; Territory "B" includes those portions of the state which are exterior to Territories "AA" and "A". The different levels of hourly rates in the three territories were designed to reflect the differences in the prevailing wage scales in the respective areas. Territory "AA" was created as a separate territory effective June 11, 1960,<sup>9/</sup> having prior thereto been a part of Territory "A". At that time the minimum rates for Territory "AA" were set at 50 cents per hour above the corresponding rates in Territory "A". At the present time the difference amounts only to ten cents per hour. Cost studies made by the witnesses

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<sup>9/</sup> By Decision No. 59990 in Petition for Modification No. 11 in Case No. 5330.

disclose currently that there is very little difference in the basic wage rates in these two territories. This being the case, it is proposed both by petitioner and the staff that Territories "A" and "AA" be again made into a single territory to be designated Territory "A". Such action, it has been pointed out, will simplify the tariff.

The revision in the hourly rates for moving and for accessorial services would, under both proposals, result in increases over the present rates. Petitioner's rates reflect increases ranging from 19 to 43 percent. Increases under the staff proposal range from 6 to 19 percent. As in the case of the distance operations, the costs for local moving as developed by petitioner are consistently higher than those revealed in the staff study.

Petitioner did not investigate the costs of transporting shipping containers and packing materials. However, the staff made such a study, and the rates it proposes are slightly higher than those advanced by petitioner.

In connection with the hourly rates for local moving the staff proposes that the scope of such rates be extended so as to be applicable for distances up to 50 constructive miles. The record shows that the costs for local moving developed by the staff engineer reflected this proposed extension. The purpose of this proposal, the staff rate witness stated, is to continue the application of hourly rates between those points located within the present defined metropolitan areas which involve movements exceeding 30 constructive miles. The record indicates there are many such instances. In the event that said defined metropolitan

areas are eliminated from the tariff, as herein proposed, many local movements will no longer have the benefit of said rates unless the extension beyond the present 30-mile limit as proposed by the staff is adopted.

Petitioner believes that the present 30-mile limitation in the application of hourly rates should be retained. According to its witnesses, the greater the area covered by the hourly rate zone the higher are the costs per hour, and consequently, the rates. Thus the shipper who makes a short move is required to bear more than his share of the costs because of the practical necessity of a uniform hourly rate for hauls of all lengths within the prescribed distance limitation. Additionally, petitioner's witnesses pointed out that the proposed mileage extension would result in further invasion of the hourly rate structure into intercity movements, for which the distance rates per 100 pounds were designed. This, they felt, would be undesirable.

#### Piece Rates and Miscellaneous Charges

For local moving the minimum rate tariff also names rates in cents per piece. As with hourly rates, the piece rates apply only for distances of 30 constructive miles or less or within metropolitan areas. Petitioner proposes to increase these rates by amounts ranging from 10 to 12 percent. It made no specific cost study for this transportation and, according to its rate witness, relied upon the cost development for distance rates generally in formulating the proposed piece rates. The staff made no proposal concerning these rates.

Petitioner also proposed increases in the charges for (1) pickup or delivery at other than ground floor, (2) diverting shipments, (3) split pickup and split delivery, and (4) storage in transit. Specific cost studies were not made and the rate revisions were predicated on various bases. The staff made no proposals with respect to these provisions.

#### Cost Studies

As hereinbefore stated, comprehensive statewide cost studies of the for-hire transportation of household goods were independently made by the research staff of California Trucking Association on behalf of petitioner, and by members of the Commission's transportation engineering staff. Both studies were carried on over extensive periods of time and involved the gathering, analysis and evaluation of cost, performance and other data from many different household goods carriers. The original report containing the results of petitioner's cost study states that the conclusions reached therein are not based upon composite averages of the carriers which were surveyed, but are intended to reflect costs that would be necessarily incurred by reasonably efficient carriers, giving consideration to the size of the shipment and the distance involved. The staff study likewise purports to show the costs of carriers operating in a reasonably efficient manner in the transportation of household goods on a current basis and to provide cost information as a basis for adjusting minimum rates for the moving industry.

In each study the cost and performance data utilized have been so weighted as to give recognition to the types of carriers,

the wage rates, the kinds of vehicles, and other factors currently utilized in the various segments of the industry. For example, in both studies the basic wage rates for drivers and helpers, which vary among the different areas of the state, were weighted according to the 1960 census figures for the respective cities and counties involved. This basis appears reasonable in connection with the movement of household goods, since the volume of such traffic varies more or less in proportion to the population densities of the areas in question.

The purpose of general cost studies, such as are a part of this record, is not only to give recognition to changes in labor costs but also to give recognition to changes which have occurred in such performance factors as average loads, in long distance moving; pounds handled per hour, in the case of loading, unloading and platform handling; use factor; load factor; and equipment and other operating costs apart from labor. The record shows that in both of the studies, the cost analysts have endeavored to develop these various elements on a reasonably current basis.

As stated earlier, however, the full costs developed by petitioner differ widely from those adduced by the staff, the cost figures of the former being consistently higher than those of the latter. It appears that the procedures used in the two studies were not parallel, so that detailed comparisons are not practicable. However, a few principal differences in elements of the respective studies may be noted. The ratio of indirect to direct expenses utilized by petitioner was 42 percent both in connection with hourly and distance moving costs. The staff employed ratios of 33 percent for hourly moving and 38 percent for distance costs. The average

load figures developed by the staff were, in most instances, considerably more favorable than those of petitioner. The staff figures of pounds handled per hour in pickup operations show substantially better performance than those developed by the Association, although in the unloading operations the Association's figures are more favorable. Insurance costs were higher in petitioner's study than in the staff development. In connection with local moving costs the staff showed longer service lives for the equipment than were utilized in petitioner's study.

Participation of Other Parties

Evidence in these proceedings was not offered by any party other than petitioner and the Commission's staff. The representatives of the Department of Finance, State of California, and of the San Diego Chamber of Commerce assisted in the development of the record through examination of petitioner's witnesses.<sup>10/</sup> The representative of the Department of Finance, in a statement of position made at the close of the hearings, changed the appearance of the Department in Petition No. 21, from that of interested party to protestant. He pointed out that the State of California is currently paying household goods carriers approximately \$1,000,000 annually in moving used household goods of its employees and used office and institutional furniture and other property of the State. He directed attention to the high percentages of increase proposed by petitioner in the rates between Sacramento and Los Angeles, as an example of what he considered as improper increases for long

<sup>10/</sup> A total of 177 appearances were entered in these proceedings, of which 161 were on behalf of individual household goods carriers. No parties other than those mentioned in the paragraph to which this footnote is appended took an active part in the proceedings.



distance hauling in the proposed Region I. He expressed the view that the cost study developed by petitioner did not give proper weight to the reasonably efficient systems of operation between the major centers and that the consequent lower costs should be reflected in the minimum rates applicable to such movements. He felt that the cost developments of the staff produced results somewhat more realistic than those of petitioner.<sup>11/</sup>

Discussion, Findings and Conclusions

In consideration of the importance of costs as a factor in the construction of minimum rates, the respective cost studies must first be appraised. Petitioner's cost witness was examined at quite some length concerning the details of his cost procedures. This examination disclosed certain weaknesses in the study, which it does not appear necessary to enumerate or discuss in detail. The staff engineer, on the other hand, was asked no questions on cross-examination regarding his study, either by counsel for petitioner or by any other party. The record shows that both studies represent comprehensive efforts to develop current cost data for the transportation of used household goods on a statewide basis. In the light of all the circumstances, however, it appears that the staff study more nearly reflects the costs which would be necessarily incurred by reasonably efficient carriers in the transportation of used household goods in this state.

Finding 1. We find that the cost figures developed by the Commission's staff more closely reflect the costs which would be

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<sup>11/</sup> It is to be noted that none of the parties cross-examined the staff rate witness regarding the staff rate proposals.

necessarily incurred by reasonably efficient carriers in the transportation of used household goods between points in this state and that they should be adopted for the purpose of establishing just, reasonable and nondiscriminatory minimum rates.

The proposal to eliminate the point-to-point rates represents an effort to remove the difficulties which have been experienced and the inequalities which have obtained under the existing minimum rate structure. As hereinbefore stated, these situations arise from the fact that much higher distance rates often apply from and to points which are adjacent to points from and to which point-to-point rates are named than are applicable from and to the latter. The record shows that this problem is acute and calls for some measure of relief. The establishment of distance scales for uniform application in the proposed Region I will in large measure remove the aforesaid difficulties and inequalities. The loss of the present convenience of applying the point-to-point rates at the points specifically named will be more than offset by the elimination, under the proposal herein, of the disadvantages of the existing rate structure.

Finding 2. We find that the present point-to-point rates on used household goods have created problems which can best be eliminated by cancellation of said rates and by substitution therefor of a distance scale of rates.

The proposal to divide the state into two regions for the application of distance scales of rates would give recognition to the differences in operating costs, traffic volume and other factors which prevail in the respective proposed regions. The studies show

that operating costs are lower and traffic density is higher in Region I than in Region II. In general, the more populous areas of the state are located in Region I, while Region II consists largely of mountains, desert and agricultural sections and some of the smaller communities of the state. While Region I also includes some areas which are characteristic of Region II, the record shows that both petitioner and staff have endeavored to make the application of the distance moving rates as simple as possible, to that end avoiding the use of complicated boundary descriptions.

With respect to the differences in the northerly boundary descriptions of Region I in the respective proposals it is clear that the preponderance of the area north of that boundary as proposed by petitioner is more characteristic of Region II than of Region I. However, a fringe along the north shore of San Francisco Bay has, in part, the population characteristics of a metropolitan area. This north shore has not been blanketed with the San Francisco Bay metropolitan area in the minimum rate tariffs for the transportation of general freight, but the rate-making considerations for the movement of household goods are different. For one thing, the area blanketing in the general freight tariffs has the effect of according a point-to-point rate to the entire area, whereas the rates herein under consideration all vary with distance. Moreover, industry and commerce are the key factors in the generation of general freight; population is a dominant factor in the generation of household goods transportation. The more populated areas of the north shore should be included in Region I. Also, inasmuch as both the Sacramento and San Francisco Bay areas are to be included within Region I, the

principal highway routes between these areas should likewise be included within Region I.

Finding 3. We find that the division of the state into two regions for distance moving scale purposes as proposed by petitioner is reasonable and should be adopted, subject to the following modifications: the boundary between Region I and Region II shall be so drawn as to include entirely within Region I all of the Sacramento Extended Area as defined on Page 2-49 of Exhibit I in Case No. 7024, and the areas along the north shore as described above.

Finding 4. The evidence advanced by petitioner and the staff in support of the proposed revisions in mileage blocks and in weight brackets shows that these proposals are meritorious. We find that they are reasonable and should be adopted.

The distance scales of rates recommended by the staff were developed by setting rates with relationship to the staff costs for key mileage points in the various weight brackets, adjusting said rates for rate-making factors other than costs, and filling in the rates between the key points in an orderly progression. Since the developed costs are higher for Region II and for interregion movements, the Region II scales of rates are higher than those proposed for like distances in Region I. According to the record, the distance rates proposed by the staff reflect a cost-rate relationship in the neighborhood of 93 percent, after certain modifications of the costs for range in rate application. The distance rates proposed by petitioner being substantially higher than those of the staff are manifestly too high to qualify as minimum rates, in the light of the adopted costs.

Some of the rates in the staff structure, particularly in the "any-quantity" brackets, reflect substantial increases. However, the application of rates in this bracket would be confined generally to shipments weighing less than 700 pounds. The volume of such shipments, the record indicates, is small. On the other hand, many reductions in rates would result under the staff proposals in the heavier weight brackets, and particularly in the new 8000 pound bracket.

In a general review of a minimum rate structure, involving a reappraisal of all factors entering into the determination of operating costs, it is natural to expect that the revised rates will reflect both increases and reductions. Also, the replacement of point-to-point rates by regional distance scales accentuates the rate changes resulting under such revision of the rate structure.

Finding 5. We find that the scales of distance rates proposed by the staff, subject to certain minor modifications, give appropriate effect to the adopted costs and to other pertinent rate-making factors; that, as modified in the order which follows, said scales should be established as proposed by the staff to be applied to movements within Regions I and II and between said regions, as said regions have been modified by Finding 3, above, in lieu of the point-to-point and distance moving rates presently provided in Minimum Rate Tariff No. 4-A; and that said present distance rates should be cancelled.

The evidence clearly shows that, concurrently with the cancellation of the defined metropolitan areas in Minimum Rate Tariff No. 4-A, the scope of the hourly rates should be increased so that they will apply for distances of 50 constructive miles or

less. Paragraph (b) of Item No. 170-A of the tariff provides that when two or more shipments are transported on a unit of equipment the time to be used in computing transportation charges under the hourly rates shall be the total of the loading and unloading time, plus 15 minutes driving time, for each shipment. Concurrently with the extension of the hourly rates, said provision for 15 minutes driving time should be increased proportionately to 25 minutes.

Finding 6. We find that the staff proposal to increase the scope of the hourly rates for moving to 50 constructive miles or less, and the concurrent revision of the present driving time allowance of 15 minutes, in paragraph (b) of Item No. 170-A of Minimum Rate Tariff No. 4-A, to 25 minutes, are justified.

Finding 7. Since there is little difference between the driver and helper wage rates prevailing in Territories "A" and "AA", the existence of the latter as a separate territory is no longer justified. Territory "AA" should be merged into Territory "A", with concurrent cancellation of the Territory "AA" hourly rates, and we so find.

The costs adopted herein for local moving and for packing and unpacking at hourly rates are lower in Territory "B" than in Territory "A". This relationship is carried over into the hourly rates proposed by the staff, which also are lower in Territory "B" than in Territory "A". The hourly rates proposed by the staff generally reflect a cost-rate relationship of approximately 93 percent. The hourly rates proposed by petitioner are geared to the costs which it developed. Said rates are substantially higher than those recommended by the staff and are not justified, as minimum rates, by the adopted costs.

Finding 8. We find that the minimum hourly rates proposed by the staff for local moving and for packing and unpacking are justified.

Both petitioner and staff propose to increase the rates per piece for the transportation of shipping containers and packing materials. The increases proposed by the staff are higher than those sought by petitioner. The staff predicated its recommendation on costs developed specifically for the transportation in issue. Petitioner did not make such a study, but related its rate proposal basically to the household goods distance and piece rates which it recommends.

Finding 9. The increased rates proposed by the staff for the transportation of shipping containers and packing materials are justified by the adopted costs.

As hereinbefore stated, petitioner seeks adjustment also in the present rates for the transportation of household goods at piece rates and for certain accessorial services. Neither petitioner nor the staff made specific cost studies of the services involved, and the staff made no proposals for revision of the rates in question. All of the revisions proposed by petitioner would result in increases, ranging up to 15 percent. It is not deemed necessary to set forth the various bases advanced by petitioner's rate witness in support of the proposed rates under consideration. The record supports some measure of increase in said rates, but in most cases not the full amount sought by petitioner. Since the distance rates per piece are subject to the same territorial application as are the hourly moving rates, said application should be revised to permit the use of said rates for distances of 50 miles or less.

Finding 10. We find that increases in the local distance rates in cents per piece, and in the accessorial charges for pickup and for delivery at other than ground floor, for diversion of shipments, for split pickup, for split delivery and for storage in transit are justified to the extent provided in the order which follows; and that amendment of Item No. 410 of Minimum Rate Tariff No. 4-A to provide for the application of distance rates per piece for distances of 50 miles or less, in lieu of the present limitation of 30 miles or less or within metropolitan areas, is justified.

The revisions to be made in Minimum Rate Tariff No. 4-A pursuant to the findings herein are extensive, including, among others, cancellation of the subject matter on numerous pages of the tariff. In view of this fact it appears desirable to reissue completely the tariff at this time. The following order will so provide.

In consequence of the findings hereinbefore set forth, and upon careful consideration of all of the facts and circumstances of record, the Commission makes additional findings, as follows:

Finding 11. We find that the rates, charges, accessorial charges, rules and regulations set forth in Minimum Rate Tariff No. 4-B, which is designated as Appendix C of the order herein, are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected, and just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges, by any and all household goods carriers, radial highway common carriers, highway contract carriers and city



carriers for transportation and other services, including accessorial services rendered incident thereto, for which rates, charges, accessorial charges, rules and regulations are provided in said Minimum Rate Tariff No. 4-B.

Finding 12. We find that any and all household goods carriers, radial highway common carriers, highway contract carriers and city carriers should be required to assess, charge and collect, for the transportation and other services, including accessorial services, to which said Minimum Rate Tariff No. 4-B is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth or referred to in said tariff, and to observe rules and regulations no lower in volume or effect than those set forth or referred to therein.

Finding 13. We find that, in all other respects, the proposals made have not been justified and to that extent Petition for Modification No. 21 should be denied. ✓

Finding 14. We find that Petition for Modification No. 22 should be dismissed.

O R D E R

IT IS ORDERED that:

1. The rates, rules and regulations set forth in Minimum Rate Tariff No. 4-B, which is designated as Appendix C of the order herein and by this reference is incorporated in and made a part of this order, are hereby established and approved, effective July 15, 1963, as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected

and the rules and regulations to be observed by any and all household goods carriers, radial highway common carriers, highway contract carriers and city carriers for the transportation and other services, including accessorial services rendered incident thereto, for which rates, charges, rules and regulations are provided in said Minimum Rate Tariff No. 4-B.

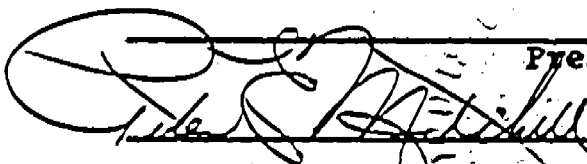
2. All household goods carriers, radial highway common carriers, highway contract carriers and city carriers are hereby ordered and directed to cease and desist on July 15, 1963, and thereafter abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth or referred to in said Minimum Rate Tariff No. 4-B, and from observing rules or regulations lower in volume or effect than those set forth therein.

3. In all other respects, Petition for Modification No. 21 is hereby denied.

4. Petition for Modification No. 22 is hereby dismissed.

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

Dated at San Francisco, California, this 4<sup>th</sup> day of June, 1963.

  
Peter S. Mitchell President  
Frederick B. Hildreth Acting President  
Cecil W. Page  
Hallam L. Bennett  
 Commissioners

Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A  
Page 1 of 2List of Appearances

Knapp, Gill, Hibbert & Stevens, by Wyman C. Knapp, for California Moving and Storage Association, petitioner in Petitions Nos. 21 and 22 and interested party in Order Setting Hearing dated September 19, 1962.

Charles A. Woelfel, for California Moving & Storage Association, as above.

M. J. Anderson, Robert G. Andrus, Harold E. Ashley, W. A. Bacon, Clifford L. Bangsund, James F. Bartholomew, Roy F. Bartlett, Dave G. Beld, Charles Benson, Carl Berry, Tito J. Bertilacchi, Charles Bishop, Roy K. Bittencurt, Jack E. Brazil, Victor L. Campbell, C. W. Carlon, John Carlson, Leon W. Carran, B. A. Carstens, Robert Richard Carter, Sr., Donald N. Christensen, C. C. Chase, Robert N. Cody, John E. Cote, Edward Graham Couderc, Blake M. Cowan, Noble Cowan, C. Sidney Cowan, Robert Croxton, C. L. Cutler, William H. Dee, D. E. deVine, T. H. Dickason, Sig Dombrowski, Donald L. Dorr, Mrs. Charles I. Dowd, J. J. Driver, Roger H. Druehl, Carl Dysinger, William W. Edmond, Chester E. Ellis, M. C. Erwin, Orson F. Fair, Marsden C. Fish, Elizabeth Furedi, H. J. Galbraith, Arthur N. Garidelle, William F. Goines, Jr., Harry W. Hamilton, Jr., W. E. Harriman, Ben F. Hawes, Emmett P. Hayes, Dorothy J. Heugh, Robert C. Hudak, Robert Hudnall, Bert Hussey, W. L. Irely, Francis H. Jacobs, Ronald R. James, W. Ray James, George R. Jenkins, James Jenkins, Jr., Harold Jensen, Arvid C. Johnson, Ellwood L. Johnson, Robert C. Johnson, Donovan H. Johnston, Joseph C. Jones, Jr., Robert L. Jump, R. B. Karnes, John Kelly, C. V. Kelty, Jackson W. Kendall, Marshall Keyes, Joseph A. Kozy, George Kritikos, Herman C. Kuhnert, Rene J. Lambert, Rex B. Lang, Raymond C. Larsen, C. K. Lester, Harold A. Macy, Robert Maisano, John D. Maxwell, H. B. McDonald, J. R. McEwan, Jr., Westley McKay, Kenneth Melrose, Carroll G. Miller, Richard K. Morrison, Ernest Mortenson, J. Murphy, J. Vernon Myres, Fred Nason, Jr., William C. Neal, Viola Nichols, Sharon Nicoll, Wayne Nogle, Sharon Norris, T. G. Oakley, Richard H. O'Neil, Gus M. Pallad, J. A. Pellman, Guy M. Penn, F. R. Perkins, Donald L. Perry, A. M. Post, D. S. Praeger, Robert Prochaska, Nick Radunich, B. F. Redman, Raymond R. Reed, Richard L. Reeves, Robert S. Reis, Clyde E. Reynolds, James R. Reynolds, Leister L. Richards, Luma Rieder, Paul Rieder, Robert C. Riegg, Melvin K. Robinson, G. Alfred Roensch, Harold S. Rookey, Pierce J. Ruseling, Steve Salardino, Russell P. Samporul, Elmer C. Schick, Jr., Robert L. Schuman, Victor L. Selman, Neil Shaner, P. W. Shell, Armour C. Smith, Clarence R. Smith, Anita M. Speich, Giles W. Stadler, R. J. Stadler, John B. Sullivan, George C. Taylor, Larry G. Taylor, Sophia E. Taylor, Wendell A. Tew, Allen A. Thomas, George E. Thomas, Ray Thompson, Richard J. Thompson, Thomas R. Travers, A. E. Travis, Jr., Lee A. Trefzger, E. H. Tuschhoff, Abe L. Vemillion, Stanley I. Vilcone, Carter C. Walters, Jr., Fred C. Wellman, H. Truitt Westbrook, James W. Westbrook, Charles R. Widener, Benjamin R. E. Wilkins, Joseph T. Wills, Charles R. Wood, Robert Wormser; for various for-hire carriers, engaged in the transportation of used household goods and related property, respondents in the Order Setting Hearing dated September 19, 1962, and interested parties in Petitions Nos. 21 and 22.

APPENDIX A  
Page 2 of 2

Earl S. Williams, for Department of Finance, State of California, protestant in Petition No. 21 and interested party in Petition No. 22 and Order Setting Hearing dated September 19, 1962.

Thomas W. King and Gerald M. Poznanovich, for Marin-Sonoma Moving & Storage Association; Joseph A. Kozy, for Solano County Moving & Storage Association; Maurice A. Owens, for Bay Area Household Goods Movers Association; Arlo D. Poe, J. C. Kaspar and James Quintrall, for California Trucking Associations, Inc., interested parties.

E. J. Langhofer, for San Diego Chamber of Commerce; Leonard J. Rowley, for Lockheed-California Company and Lockheed Missile and Space Company, Divisions of Lockheed Aircraft Corp.; George W. Holy, in propria persona; interested parties.

R. A. Lubich, J. W. Mallory and M. J. Gagnon; for the Commission's staff.

## APPENDIX B

Comparisons of Present and Proposed Rates,  
Together with Percentages  
of Change (Increases or Reductions)  
(Rates are in Cents per 100 Pounds)

<u>Between</u>	<u>And</u>	<u>Basis</u>	<u>Any Qty.</u>		<u>1000 lbs.</u>		<u>2000 lbs.</u>		<u>5000 lbs.</u>		<u>8000 lbs.</u>	
			<u>Rate</u>	<u>%</u>	<u>Rate</u>	<u>%</u>	<u>Rate</u>	<u>%</u>	<u>Rate</u>	<u>%</u>	<u>Rate</u>	<u>%</u>
San Francisco	Los Angeles	Present	810	-	680	-	530	-	455	-	455	-
		Petitioner	1350	67	1020	50	760	43	690	52	625	37
		Staff	1160	43	865	27	640	21	540	19	510	12
San Francisco	Sacramento	Present	735	-	590	-	450	-	350	-	350	-
		Petitioner	990	35	690	17	500	11	430	23	375	7
		Staff	890	21	625	6	450	-	375	7	345	-1
Los Angeles	Sacramento	Present	810	-	680	-	530	-	455	-	455	-
		Petitioner	1310	62	975	43	725	37	655	44	590	30
		Staff	1120	38	840	24	615	16	515	13	490	8
San Diego	Los Angeles	Present	700	-	550	-	420	-	330	-	330	-
		Petitioner	1015	45	715	30	520	24	450	36	390	18
		Staff	905	29	640	16	460	10	385	17	355	8
Weaver-ville	Mariposa	Present	1000	-	840	-	715	-	615	-	615	-
		Petitioner	1445	45	1155	37	855	20	775	26	730	19
		Staff	1170	17	895	7	685	-4	590	-4	555	-10
Sacramento	Redding	Present	815	-	665	-	520	-	430	-	430	-
		Petitioner	1180	45	830	25	610	17	545	27	510	19
		Staff	970	19	705	6	520	-	435	1	395	-8
San Francisco	Salinas	Present	795	-	645	-	510	-	420	-	420	-
		Petitioner	990	25	690	7	500	-2	430	2	375	-11
		Staff	890	12	625	-3	450	-12	375	-11	345	-18
Los Angeles	San Rafael	Present	1060	-	900	-	770	-	680	-	680	-
		Petitioner	1535	45	1255	39	940	22	865	27	810	19
		Staff	1180	11	875	-3	650	-16	550	-19	520	-24

NOTE: Percentage figures prefixed with a minus sign indicate reductions in rates.

APPENDIX C

OF

DECISION NO. 65521

IN CASE NO. 5330

ISSUED BY

THE PUBLIC UTILITIES COMMISSION

OF THE

STATE OF CALIFORNIA

CONSISTING OF MINIMUM RATE TARIFF NO. L-B

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

MINIMUM RATE TARIFF NO. 4-B

(Cancels 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 original ~~copy~~ contains rates, rules and regulations as established in Decision No. 8524 in Case No. 5330. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

EFFECTIVE JULY 15, 1963

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

## CORRECTION NUMBER CHECKING SHEET

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

## CORRECTION NUMBERS

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2	32	62	92	122	152	182
3	33	63	93	123	153	183
4	34	64	94	124	154	184
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13	43	73	103	133	163	193
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16	46	76	106	136	166	196
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18	48	78	108	138	168	198
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20	50	80	110	140	170	200
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30	60	90	120	150	180	210

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Issued by the Public Utilities Commission of the State of California,  
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## ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- Section No. 1 - Rules and Regulations
- Section No. 2 - Regional and Territorial Descriptions
- Section No. 3 - Rates
- Section No. 4 - Shipping Document Forms

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San Francisco, California.

SECTION NO. 1

RULES AND REGULATIONS

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

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 5 and 10)</p> <p>CARRIER means a carrier as defined in the City Carriers' Act, a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(8) of Part III of the Interstate Commerce Act.</p> <p>CRATED PROPERTY means property securely packed in salesman's hand sample cases, suitcases, overnight or boston bags, brief cases, hat boxes, valises, traveling bags, trunks, lift vans, barrels, boxes, cartons, crates, cases, baskets, pails, kits, tubs, drums, bags (jute, cotton, burlap or gunny) or bundles (completely wrapped in jute, cotton, burlap, gunny, fibreboard, or straw matting).</p> <p>DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof.</p> <p>FLIGHT means (1) a series of over 7 but not over 20 steps, except in a single dwelling; (2) each series of not more than 20 steps in excess of the first 20 steps, except in a single dwelling; (3) elevator service other than vehicular elevator service; (4) each 50 feet or portion thereof in excess of the first 50 feet when, through no fault of the carrier, its unit of equipment cannot be placed 50 feet or closer to a stairway or other entrance of the building or dwelling at which shipment is to be picked up or delivered.</p> <p>GROUND FLOOR means (1) all floors of a single dwelling; (2) a series of not more than the first 7 steps of other buildings; (3) all floors reached by a vehicular elevator or vehicular ramp; (4) the first 50 feet from carrier's unit of equipment to a stairway or other entrance of a building or dwelling at which pickup or delivery is to be made.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal carrier as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semi-trailer, dolly or other vehicle drawn thereby.</p>	5

PACKING means any accessorial service performed in preparing a shipment or any portion thereof for transportation prior to loading, except services for which rates and charges are otherwise provided in this tariff.

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent, 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 consignee will be considered as one point of destination.

(Continued in Item No. 10)

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San Francisco, California.

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

Item  
No.

## DEFINITION OF TECHNICAL TERMS (Concluded)

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.

RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

REGION means one of the regions described in Section No. 2.

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.

SHIPMENT means a quantity of property tendered for transportation to one carrier at one time on one shipping document by:

- (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).
- (4) Shipment as defined in subparagraphs 1, 2 or 3 above to and from one point of storage in transit.

10

STATE ROUTE means the numbered highway route designated by California State Highway sign number.

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 60 days.

TERRITORY means one of the territories described in Section No. 2.

UNCRATED PROPERTY means property not packed in accordance with the crated property requirements set forth in Item No. 5.

UNIT OF EQUIPMENT means one or more motor vehicles physically connected so as to form a complete unit.

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.

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. 20 by carriers as defined in Item No. 5.

15

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 services.

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San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF - REGIONAL AND TERRITORIAL</p> <p>Rates in this tariff apply to transportation of shipments between all points within the State of California.</p>	17
<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> <ol style="list-style-type: none"> <li>(1) Used household goods, viz.: household or personal effects such as furniture, furnishings, clothing, radios, musical instruments, stoves and refrigerators.</li> <li>(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.</li> </ol> <p>(b) Rates in this tariff will not apply to the following:</p> <ol style="list-style-type: none"> <li>(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.</li> <li>(2) Property of the United States, state, county or municipal governments or property transported under an agreement whereby the governments contracted for the carrier's services.</li> <li>(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. 65.</li> <li>(4) Baggage, except when transported in mixed shipments with uncrated property under the provisions of Item No. 65.</li> <li>(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.</li> </ol>	20
<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> <ol style="list-style-type: none"> <li>(a) The operations of each carrier shall be conducted as those of a separate entity.</li> <li>(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.</li> </ol>	25



(c) Explanation shall be made to all inquiries, 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.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">RELATIONSHIPS WITH THE PUBLIC</p> <p>1. Any carrier doing business under one or more fictitious names shall, with respect to each fictitious name comply with Division 3, Part 4, Title X, Chapter II of the Civil Code of California entitled "Of the Use of Fictitious Names," and subsequent amendments thereto, and to show compliance therewith such carrier shall file with this Commission certified copies of any certificate and affidavits of publication required to be filed with the clerk of the county in which the principal place of business of the carrier is, or in the case of cessation of doing business was, situated.</p> <p>2. Upon discontinuance of the use of a fictitious name, any carrier doing business under one or more fictitious names shall file with this Commission a statement of the discontinuance of the use of such fictitious name.</p> <p>3. Carriers shall show the following information on their stationery, shipping documents and related forms:</p> <p>(a) All names, both real and fictitious, used by the carrier in conducting its operations.</p> <p>(b) The address of its principal place of business, designated as such, and of such local offices as may be desired where business with the public is conducted.</p> <p>(c) Identification of the name under which the particular transportation is performed where more than one name is listed.</p> <p>4. The books of account of each carrier shall be maintained in such form as to show separately the revenues derived from the operations conducted under each name used by such carrier.</p> <p>5. Carriers listing more than one name in the classified section of a telephone directory shall cross-reference each such name to all other such names so listed.</p> <p>6. Carriers shall not advertise rates in any telephone directory.</p> <p>7. Carriers shall not, in any manner, misrepresent the scope of their services which are offered and made available to the public. Specifically carriers shall:</p> <p>(a) Not advertise or otherwise represent themselves under any name different from that under which their effective permits are issued by the Commission.</p> <p>EXCEPTION: Carriers who are duly authorized agents for other carriers as defined herein, for highway common carriers as defined in the Public Utilities Act, or for motor carriers operating under the jurisdiction of the Interstate Commerce Commission, may advertise and represent themselves as such an agent.</p>	20

- (b) Not advertise or otherwise represent that carrier operations are conducted at addresses or locations where the carrier or his duly authorized agent does not maintain a place of business. The location of a telephone answering service is not "a place of business" as such term is used in this item.
- (c) Not include in any advertising misleading description and displays of nonexistent facilities.

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

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">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>	35
<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>EXCEPTION: Carriers shall not pay any commission to a shipper, consignee, or the employer thereof, nor to the payer of the transportation charges.</p>	40
<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>	45
<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>	50

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

ALTERNATIVE APPLICATION OF RATES NAMED IN THIS TARIFF

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

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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.

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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>	65
<p style="text-align: center;">APPLICATION OF RATES</p> <p>(a) Rates provided in Items Nos. 300, 320, 330 and 340 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. 75.</p> <p>(b) For transportation of shipments for distances of 50 miles or less, rates shall apply in cents per hour (See NOTE), in cents per piece, or in cents per 100 pounds (Items Nos. 300, 320, 330 and 340 subject to Items Nos. 145, 150 and 155.</p> <p>(c) For transportation in excess of 50 miles, rates in Items Nos. 300 and 20 shall apply, subject to Item No. 55.</p> <p>(d) Rate in Item No. 350 shall apply for the accessorial services of packing and unpacking in the territory in which the service is performed.</p> <p>(e) Item No. 360 provides rates for transportation of empty shipping containers as a basis of charges for the furnishing of shipping containers and packing materials by the carrier.</p> <p style="text-align: center;">NOTE-The highest rated territory in or through which any service is performed shall determine the applicable hourly rate.</p>	70

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. 330) - No additional charge.
2. At piece rates (Item No. 340) - 70 cents per piece.
3. At distance rates (Items Nos. 300 and 320) - 20 cents per 100 pounds.

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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.</p> <p style="padding-left: 40px;">When declared value exceeds fifty cents per pound, add 100% to rates provided in this tariff.</p>	80
<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 <math>\frac{1}{2}</math> or .50 of a cent, omit.</p> <p>Fractions of <math>\frac{1}{2}</math> or .50 of a cent or greater, increase to next whole figure.</p>	85
<p style="text-align: center;">DIVERTED SHIPMENTS</p> <p>Charges upon a shipment transported under rates provided in Items Nos. 300 or 320 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 \$5.50 for each diversion.</p>	90
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.																		
<p style="text-align: center;"><b>COMPUTATION OF TIME UNDER HOURLY RATES NAMED IN ITEMS NOS. 330 AND 350</b></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), (e), and (f) hereof, and Items Nos. 170 and 175 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 25 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. 330 for additional helpers, to the time such helper or helpers are engaged in performing these services.</p> <p>(d) In computing the accessorial rates the time shall be the total time actually spent packing or unpacking or both. (See paragraph (f) hereof.)</p> <p>(e) 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. 330 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>(f) After the total time has been determined under the provisions of paragraphs (a), (b), (c), (d) or (e) 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 style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>Minutes</u> But not over</th> <th style="text-align: center;"><u>Fractional hour</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>Over</u>	<u>Minutes</u> But not over	<u>Fractional hour</u>	0	7	omit	7	22	1/4	22	37	1/2	37	52	3/4	52	60	1	95
<u>Over</u>	<u>Minutes</u> But not over	<u>Fractional hour</u>																	
0	7	omit																	
7	22	1/4																	
22	37	1/2																	
37	52	3/4																	
52	60	1																	
<p style="text-align: center;"><b>UNITS OF MEASUREMENT TO BE OBSERVED</b></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>	100																		
<p style="text-align: center;"><b>REFERENCES TO ITEMS AND OTHER TARIFFS</b></p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	105																		
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;"><b>ASSESSING OR QUOTING ADDITIONAL CHARGES</b></p> <p>Shipments shall not, in addition to the rates and charges provided in this tariff, be made subject to charges indicated as being for the following:</p> <p>(a) The one and one-half percent gross receipts tax to be paid to the State of California through the Board of Equalization.</p> <p>(b) Weighing.</p> <p>(c) Bridge and ferry tolls, in connection with rates based upon constructive mileage provided in the Distance Table (see NOTE 1).</p> <p>(d) Flat charges for the handling of individual articles or groups of articles which are component parts of shipments subject to hourly rates, or to rates in cents per 100 pounds.</p> <p>(e) Storage on shipments held by carriers awaiting further transportation when such shipments are not held at the request of shipper, consignee or owner, nor stored under the provisions of Items Nos. 160 and 180.</p> <p>NOTE 1.-On shipments subject to hourly rates, actual bridge and ferry tolls shall be added to the transportation charge when such toll charges are incurred by the carrier. When two or more such shipments are transported on a unit of equipment, total toll charges shall be equally assessed between each shipment.</p>	110
<p style="text-align: center;"><b>GROSS WEIGHT</b></p> <p>The gross weight of the shipment shall be used in assessing charges stated on a weight basis. Such weight shall not include the weight of pads, empty containers, dollies, hand trucks or other carrier equipment.</p>	115
<p style="text-align: center;"><b>WEIGHMASTER'S CERTIFICATE</b></p> <p>(a) Prior to delivery and unloading of a shipment transported under distance rates the carrier shall arrange to determine the weight of such shipment by obtaining a weighmaster's certificate or weight ticket. On shipments estimated as weighing less than 1,000 pounds, the carrier may have the shipment weighed over platform or hand scales in lieu of obtaining a weighmaster's certificate, provided a written statement of the weight signed by the weigher is obtained.</p> <p>(b) No charge shall be made for such weighing service.</p> <p>(c) In instances where more than one weighmaster certificate or weight ticket has been obtained covering the</p>	120

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

RATES BASED ON VARYING MINIMUM WEIGHTS

When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply.

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;"><b>SHIPPING ORDER AND FREIGHT BILL</b></p> <p>1. A shipping document shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> <li>(a) Name and address of carrier.</li> <li>(b) All names, both real and fictitious, used by carrier in conducting its operations.</li> <li>(c) Identification of the name under which the particular transportation is performed where more than one name is listed.</li> <li>(d) The address of its principal place of business, designated as such, and of such local offices as may be desired where business with the public is conducted.</li> <li>(e) Date issued.</li> <li>(f) Name of each shipper and consignee.</li> <li>(g) Points of origin and destination.</li> <li>(h) Description of the shipment, and the agreed or declared valuation thereof.</li> <li>(i) Unit of measurement upon which charges are based, viz.:             <ul style="list-style-type: none"> <li>1. Actual and minimum number of hours involved; or</li> <li>2. Actual number of pieces; or</li> <li>3. Actual and minimum weight.</li> </ul> </li> <li>(j) Deductions in time, if any, and reasons therefor.</li> <li>(k) Number of helpers.</li> <li>(l) Rates and charges assessed.</li> <li>(m) Description of accessorial services performed, if any, and each separate charge therefor.</li> <li>(n) Insurance, type and amount thereof, if any, and charge therefor.</li> <li>(o) Signature of carrier, or his agent.</li> <li>(p) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</li> </ul> <p>2. The form of shipping document in Item No. 400 will be suitable and proper. Such form may be combined with the confirmation of shipping instructions and rate quotation document form provided such combined form and the issuance thereof are in compliance with the provisions of this item and Items Nos. 145 and 150 and properly identified as to what it purports to be.</p> <p>3. A copy of each document issued in compliance with the provisions of this item shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p>	<p>130</p>
<p style="text-align: center;"><b>SHIPMENTS TRANSPORTED BY TWO OR MORE CARRIERS</b></p> <p>When shipments in continuous through movement are transported by two or more carriers, the rates (including minimum charges) provided herein from point of origin to point of destination shall be the minimum rates for the combined transportation.</p>	<p>135</p>

SHIPMENTS TO BE RATED SEPARATELY

Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier.

NOTE.—Component parts of a shipment may be combined under the provisions of Items Nos. 170 and 175. (Split pickup and split delivery.)

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;"><b>CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION</b> (Items Nos. 145 and 150)</p> <p>1. A confirmation of shipping instructions and rate quotation document shall be prepared in duplicate by the carrier for each shipment tendered for transportation. Such document shall be signed by the carrier and shipper prior to the commencement of performance of any service specified therein, and the signed original or duplicate thereof delivered to the shipper prior to or at the time such service is begun. Such documents shall contain the following information:</p> <ul style="list-style-type: none"> <li>(a) Date.</li> <li>(b) Date and time of pickup requested or other arrangement.</li> <li>(c) Name and address of carrier or carriers.</li> <li>(d) Names of shippers and consignees.</li> <li>(e) Name, address or telephone number of party to be notified. (See NOTE 1.)</li> <li>(f) Description of notification and delivery arrangements. (See NOTE 2 - Item No. 150)</li> <li>(g) Points of origin and destination.</li> <li>(h) Description of shipment.</li> <li>(i) Description of transportation and accessory services to be performed.</li> <li>(j) Rates and charges (including minimum weights, minimum hours, other units of measurement, or minimum charges, when they are to be applied) quoted for the services described in the documents. (See NOTE 3 - Item No. 150)</li> <li>(k) Valuation of shipment. (See NOTE 4 - Item No. 150)</li> <li>(l) Insurance. (See NOTE 5 - Item No. 150)</li> <li>(m) Signatures of carrier and shipper.</li> </ul> <p>2. The form of confirmation of shipping instructions and rate quotation document in Item No. 420 will be suitable and proper. Such form may be combined with the shipping document form into a single document, provided such combined form and the issuance thereof are in compliance with the provisions of this item and Item No. 130 and properly identified as to what it purports to be.</p> <p>3. The original or duplicate of each document issued in compliance with the provisions of this item shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date thereof.</p> <p>NOTE 1.-Carrier shall request of the shipper, notification party, address, or telephone number. When shipper cannot furnish such information or declines to do so, that fact must be shown on the document.</p> <p style="text-align: center;">(Continued in Item No. 150)</p>	145
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION (Concluded) (Items Nos. 145 and 150 - Concluded)</p> <p>NOTE 2.-The document shall also direct attention to the fact that additional charges for storage, extra handling, and transportation will accrue should the goods not be received by the consignee in accordance with the described arrangements. (See Item No. 160)</p> <p>NOTE 3.-The following statement, or one of similar import, shall be placed upon the document:</p> <p style="text-align: center;">IMPORTANT NOTICE</p> <p>(a) The rates quoted herein (including minimum hours, minimum weight, minimum charge, or other minimum provisions), supersede any previous quotation, estimate or representation;</p> <p>(b) The quoted rates are believed to be not lower than minimum rates prescribed by the California Public Utilities Commission as published in its Minimum Rate Tariff No. 4-B and are to be applied to the number of hours involved in providing service, to the actual weight, or to the actual number of other units of measurement, subject to the designated minimum provisions, unless in conflict with the minimum rates, rules and regulations of that tariff.</p> <p>(c) The Commission's tariff must be applied as the minimum basis.</p> <p>(d) Copies of the tariff are open for public inspection at the Commission's offices in San Francisco and Los Angeles and at the carrier's office or offices at _____ designate location</p> <p>NOTE 4.-Valuation shall be shown in the following manner: The rates quoted herein, including minimum hours, minimum weight, minimum charge, or other provisions, are based upon an agreed or declared value being specifically stated by the shipper which is not in excess of _____ cents per pound, per article, and carrier's liability is limited accordingly. Protection against loss and damage exceeding carrier's liability may be secured, if desired, by obtaining insurance coverage.</p>	150

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

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;"><b>OBSERVANCE OF QUOTED RATES AND CHARGES</b></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. 145 and 150 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"> <li>1. A description of the transportation and accessorial services ordered to be undertaken.</li> <li>2. Rates (including minimum weights, minimum hours, or minimum charges, when they are to be applied) quoted for the services so described.</li> <li>3. Agreed or declared value of the property per pound per article.</li> <li>4. Signature of shipper.</li> <li>5. Signature of carrier.</li> </ol> <p>NOTE.-The shipment will be deemed to have a released valuation of 30 cents per pound per article.</p>	155
<p style="text-align: center;"><b>INABILITY TO MAKE DELIVERY</b></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 No. 130, the shipment will be placed in the nearest warehouse</p>	160

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.

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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. 300 or 320, a charge at the hourly rates provided in Item No. 330 will be assessed for each hour or fraction thereof over one hour.</p>	165
<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. 330). 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. 95.)</p> <p>(b) Under distance rates (Items Nos. 300 and 320). 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 \$12.50 for each stop to load between first point of origin and point of destination.</p>	170
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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. 330). 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. 95.)</p> <p>(b) Under distance rates (Items Nos. 300 and 320). 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 \$12.50 for each stop to unload between point of origin and final point of destination.</p>	175
<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>(c) Warehouse handling and storage charge of 60 cents per 100 pounds for each 30-day period or fraction thereof, subject to a minimum charge of \$3.00 for each thirty-day period.</p> <p>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.</p>	180

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.

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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 \$20.00 -----	\$0.81
Over \$20.00 not over \$25.00 -----	0.85
Over 25.00 not over 40.00 -----	0.98
Over 40.00 not over 50.00 -----	1.06
Over 50.00 not over 60.00 -----	1.32
Over 60.00 not over 80.00 -----	1.38
Over 80.00 not over 100.00 -----	1.44
Over 100.00 not over 102.50 -----	1.78
Over 102.50 not over 105.00 -----	1.84
Over 105.00 not over 110.00 -----	1.92
Over 110.00 not over 120.00 -----	1.96
Over 120.00 not over 140.00 -----	2.04
Over 140.00 not over 150.00 -----	2.09
Over 150.00 not over 160.00 -----	2.24
Over 160.00 not over 180.00 -----	2.29
Over 180.00 not over 200.00 -----	2.32

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Over	200.00	not over	250.00	-----	2.62
Over	250.00	not over	300.00	-----	3.01
Over	300.00	not over	350.00	-----	3.41
Over	350.00	not over	400.00	-----	3.79
Over	400.00	not over	450.00	-----	4.19
Over	450.00	not over	500.00	-----	4.60
Over	500.00	not over	550.00	-----	4.97
Over	550.00	not over	600.00	-----	5.34
Over	600.00	not over	650.00	-----	5.75
Over	650.00	not over	700.00	-----	6.14
Over	700.00	not over	750.00	-----	6.54
Over	750.00	not over	800.00	-----	6.92
Over	800.00	not over	850.00	-----	7.33
Over	850.00	not over	900.00	-----	7.71
Over	900.00	not over	950.00	-----	8.10
Over	950.00	not over	1,000.00	-----	8.48
Over	1,000.00	at rate of	8.48 per	\$1,000.00	

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

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)	Item No.
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period of 7 days, excluding Saturdays, Sundays and legal holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtor within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>	190
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SECTION NO. 2

REGIONS AND TERRITORIES

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San Francisco, California.

SECTION NO. 2 - REGIONS AND TERRITORIES	Item No.
<p style="text-align: center;">APPLICATION OF REGIONAL AND TERRITORIAL DESCRIPTIONS</p> <p>1. Descriptions of Regions and Territories in Section No. 2 apply in connection with rates, rules and regulations making reference thereto.</p> <p>2. Where the written description of a Region or Territory conflicts with the map description of that same Region or Territory the written description will govern.</p>	200
<p style="text-align: center;">DESCRIPTION OF TERRITORIES</p> <p>TERRITORY "A" consists of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, San Mateo and Santa Clara.</p> <p>TERRITORY "B" consists of all territory not included in Territory "A".</p>	210
<p>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	

## SECTION NO. 2 - REGIONS AND TERRITORIES

Item  
No.

## DESCRIPTION OF REGIONS

REGION 1 consists of that area embraced by the following description and shall include all points within incorporated cities through which the boundaries pass and all points in unincorporated territory within one actual highway mile of the avenues, boulevards, highways, roads (not railroads) or streets named as boundary lines.

Beginning at a point where the northerly boundary of San Francisco County intersects U.S. Highway 101; northerly along U.S. Highway 101 to State Route 1; westerly along State Route 1 to Panoramic Highway; northerly along Panoramic Highway to Marin View Avenue; northerly along Marin View Avenue and its northerly prolongation to the city limits of Mill Valley; northerly and easterly along the city limits of Mill Valley to the city limits of Larkspur; northerly and easterly along the city limits of Larkspur to Woodland Road (Kentfield); westerly and northerly along Woodland Road and its northerly prolongation to Goodhill Road; westerly and northerly along Goodhill Road and its northerly prolongation to the city limits of Ross City; westerly and northerly along the city limits of Ross City to the city limits of San Anselmo; northerly along the city limits of San Anselmo to the city limits of Fairfax; westerly, northerly and easterly along the city limits of Fairfax to Oak Manor Drive; northerly along Oak Manor Drive and its northerly prolongation to the city limits of Novato; northerly, easterly and westerly along the city limits of Novato to Atherton Avenue; easterly and southeasterly along Atherton Avenue to State Route 37; northeasterly along State Route 37 to State Route 48; easterly along State Route 48 to U.S. Highway 40; northeasterly along U.S. Highway 40 to its intersection with the east levee of the Yolo By Pass; northerly along the east levee of the Yolo By Pass to Tule Lake Road (south levee of the Sacramento By Pass); easterly along Tule Lake Road (south levee of the Sacramento By Pass) and its easterly prolongation to the Sacramento River; northerly along the Sacramento River to the northwesterly boundary of Sacramento County; easterly and southerly along said boundary line to the northeasterly boundary of San Joaquin County; southerly along said boundary to the northeastern boundary of Stanislaus County; southeasterly along said boundary line to the northeastern boundary of Merced County; southeasterly along said boundary line to the northern boundary of Madera County; westerly along said boundary line to the main line of the Atchison, Topeka and Santa Fe Railway Co.; southerly along the main line of the Atchison, Topeka and Santa Fe Railway Co. to the northern boundary of Fresno County; northeasterly along said boundary line to the Friant Kern Canal; southerly, westerly and easterly along the Friant Kern Canal to State Route 65 south of Strathmore; southerly along State Route 65 to Seventh Standard Road; easterly along Seventh Standard Road to intersection of North Chester Avenue, then continuing due east along an imaginary line to point of intersection with the developed line of the northerly extension of Morning Drive; southerly along such developed extension and Morning Drive to U.S. Highway 466; southeasterly along U.S. Highway 466 to Neumarkel Road; southerly on Neumarkel Road to Panama Road; westerly along Panama Road to Rock File Road; southerly along Rock File Road to intersection of Sunset Boulevard, then continuing due south along an imaginary line to Laval Road; westerly along Laval Road to U.S. Highway 99; southerly along U.S. Highway 99 to the city limits of Los Angeles; northeasterly along the city limits of Los Angeles to the boundary of the Angeles National Forest; easterly, southerly and northerly

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along the boundary of the Angeles National Forest to the boundary of the San Bernardino National Forest; easterly, northerly and southerly along the boundary of the San Bernardino National Forest and a prolongation thereof to Riverside Avenue; southeasterly along Riverside Avenue to State Route 30; easterly along State Route 30 to U.S. Highway 91; southwesterly along U.S. Highway 91 to U.S. Highway 395; southerly along U.S. Highway 395 to its intersection with State Route 76, thence southerly along an imaginary line to the intersection of Foway Road and State Route 67; southerly along State Route 67 to U.S. Highway 80; southwestwardly along U.S. Highway 80 to the city limits of El Cajon; southerly and westerly along the city limits of El Cajon to Avocado Boulevard; southerly along Avocado Boulevard to State Route 94; southeasterly along State Route 94 to Jamacha Avenue; southwestwardly along Jamacha Avenue to Jamacha Boulevard; westerly along Jamacha Boulevard to Grand Avenue; southerly along Grand Avenue to Lakeview Avenue; southwestwardly along Lakeview Avenue and a prolongation thereof to the Sweetwater River; southwestwardly along the Sweetwater River to the city limits of Chula Vista; southerly, easterly and westerly along the city limits of Chula Vista to Oxford Street; westerly along Oxford Street to 1st Avenue; southerly along 1st Avenue to Quintard Street; westerly along Quintard Street to 3rd Avenue; southerly along 3rd Avenue to the city limits of San Diego; easterly and southerly along the city limits of San Diego to the International Boundary; westerly along the International Boundary to the shore line of the Pacific Ocean; thence along the shore line of the Pacific Ocean to point of beginning.

REGION 2 consists of all of the State of California not included in Region 1.

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SECTION NO. 2 - REGIONS AND TERRITORIES

Item No. 230

MAP OF  
REGIONS AND TERRITORIES  
AS DESCRIBED IN  
ITEMS NOS. 210 AND 220

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SECTION NO. 3

RATES

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San Francisco, California.

SECTION NO. 3 - RATES (Continued)							Item No.
Distance Rates in Cents Per 100 Pounds (1)(2)(3)(4)							
Rates named in this item apply only to shipments transported between points located within Region 1. (See NOTE)							
Miles		Any Quantity	Minimum Weight				300
Over	But Not Over		1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	790	515	390	325	290	
10	20	800	525	395	330	295	
20	30	810	535	400	335	300	
30	40	820	545	405	340	305	
40	50	830	560	410	345	310	
50	60	835	570	415	350	315	
60	70	845	580	420	355	320	
70	80	855	590	425	360	325	
80	90	860	600	430	365	330	
90	100	870	605	440	370	335	
100	120	890	625	450	375	345	
120	140	905	640	460	385	355	
140	160	925	660	470	395	365	
160	180	940	680	480	400	375	
180	200	960	700	495	410	385	
200	225	980	720	510	425	395	
225	250	1000	740	525	435	405	
250	275	1020	755	540	445	415	
275	300	1040	770	555	460	425	
300	325	1055	785	565	470	440	
325	350	1075	800	580	480	450	
350	375	1090	815	590	490	465	
375	400	1110	825	600	505	475	
400	425	1125	840	615	515	490	
425	450	1145	855	630	530	500	
450	475	1160	865	640	540	510	
475	500	1180	875	650	550	520	
500	550	1215	895	675	575	545	
550	600	1240	915	700	600	565	
600	650	1265	935	725	625	585	
650	700	1290	960	750	650	610	
700	750	1315	985	775	675	635	
750	800	1340	1010	800	700	660	
800	850	1365	1035	825	725	685	
850	-						

Add to rate for 850 miles 25 cents per 100 pounds  
for each 50 miles or fraction thereof in excess of  
850 miles.

- (1) Minimum charge - the charge for 100 pounds at the applicable rate.
- (2) See Item No. 70 for application of rates.
- (3) See Item No. 50 for computation of distances.
- (4) See Item No. 220 for Region descriptions.

NOTE.-Rates named in this item apply in connection with split pickup and split delivery shipments only when points of origin and points of destination of all component parts of such shipments are located within Region 1. Rates named in Item No. 320 shall apply to split pickup and split delivery shipments excluded from the provisions of this item.

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SECTION NO. 3 - RATES (Continued)							Item No.
Distance Rates in Cents Per 100 Pounds (1)(2)(3)(4)							
Rates named in this item apply only to shipments transported between points located within Region 2; and between points located in Region 1, on the one hand, and points located in Region 2, on the other hand.							
Miles		Any Quantity	Minimum Weight				Item No.
Over	But Not Over		1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	810	520	395	330	295	320
10	20	815	530	400	335	300	
20	30	825	540	405	340	305	
30	40	835	550	410	345	310	
40	50	845	565	415	350	315	
50	60	855	580	420	355	320	
60	70	865	590	425	360	325	
70	80	875	600	435	365	330	
80	90	885	610	445	375	335	
90	100	895	620	455	385	345	
100	120	910	640	470	395	355	
120	140	930	660	490	405	365	
140	160	950	680	505	420	380	
160	180	970	705	520	435	395	
180	200	990	725	535	450	410	
200	225	1010	750	550	465	430	
225	250	1035	775	570	480	450	
250	275	1055	795	590	495	470	
275	300	1080	815	610	510	490	
300	325	1100	835	630	530	510	
325	350	1125	855	650	550	525	
350	375	1145	875	670	570	540	
375	400	1170	895	685	590	555	
400	425	1190	915	705	610	570	
425	450	1210	935	720	630	585	
450	475	1230	955	735	650	600	
475	500	1250	970	755	670	615	
500	550	1290	1005	790	700	650	
550	600	1330	1045	820	730	685	
600	650	1365	1080	855	760	725	
650	700	1400	1115	890	795	760	
700	750	1435	1150	925	830	795	
750	800	1470	1185	960	865	830	
800	850	1505	1220	995	900	865	
850	-						

Add to rate for 850 miles 35 cents per 100 pounds for each 50 miles or fraction thereof in excess of 850 miles.

- (1) Minimum charge - the charge for 100 pounds at the applicable rate.
- (2) See Item No. 70 for application of rates.
- (3) See Item No. 50 for computation of distances.
- (4) See Item No. 220 for Region descriptions.

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SECTION NO. 3 - RATES (Continued)		Item No.															
<p>RATES IN CENTS PER HOUR (1)(2) (APPLIES FOR DISTANCES OF 50 CONSTRUCTIVE MILES OR LESS)</p>																	
	<p><u>TERRITORY (3)</u></p> <p>A                      B</p>																
Unit of Equipment:		330															
(a) with driver .....	900              800																
(b) with driver and 1 helper .....	1550            1325																
Additional helpers, per man .....	600             450																
Minimum charge - the charge for one hour.																	
<p>(1) See Item No. 70 for application of rates.                  (2) See Item No. 95 for computation of time.                  (3) See Item No. 210 for territorial descriptions.</p>																	
<p>DISTANCE RATES IN CENTS PER PIECE (1)(2) (APPLIES TO SHIPMENTS OF NOT MORE THAN 5 PIECES FOR DISTANCES OF 50 MILES OR LESS)</p>																	
<table border="1" style="margin: auto; 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;">800</td> <td style="text-align: center;">1500</td> <td style="text-align: center;">2100</td> <td style="text-align: center;">275</td> </tr> </tbody> </table>		FIRST PIECE			Each Addi- tional Piece	MILES (3)			Not Over 10	Over 10 but Not Over 20	Over 20		800	1500	2100	275	340
FIRST PIECE			Each Addi- tional Piece														
MILES (3)																	
Not Over 10	Over 10 but Not Over 20	Over 20															
800	1500	2100	275														
<p>(1) See Item No. 70 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. 50 for computation of distances.</p>																	
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SECTION NO. 3 - RATES (Concluded)		Item No.									
ACCESSORIAL RATES											
Rates in Cents per Man per Hour (1) (2) (3)											
	TERRITORY (4)										
	A                  B										
Packing        )	670                560	350									
Unpacking     )											
Minimum Charge - The charge for one hour.											
<p>(1) See Item No. 70 for application of rates.                  (2) See Item No. 95 for computation of time.                  (3) Rates do not include cost of materials. (See Item No. 360.)                  (4) See Item No. 210 for description of territories.</p>											
RATES AND CHARGES FOR SHIPPING CONTAINERS AND PACKING MATERIALS											
<p>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)</p> <table style="margin-left: 40px;"> <tr> <td>Each container, set up</td> <td>_____</td> <td>135 cents</td> </tr> <tr> <td>Each bundle of containers, folded flat</td> <td>_____</td> <td>135 cents</td> </tr> <tr> <td>Minimum charge, per delivery</td> <td>_____</td> <td>625 cents</td> </tr> </table>		Each container, set up	_____	135 cents	Each bundle of containers, folded flat	_____	135 cents	Minimum charge, per delivery	_____	625 cents	
Each container, set up	_____	135 cents									
Each bundle of containers, folded flat	_____	135 cents									
Minimum charge, per delivery	_____	625 cents									
<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 2(a).</p> <p>NOTE 1.-If the hourly rates named in Item No. 330 provide a lower charge than the charge in paragraph 1 of this item such lower charge shall apply.</p> <p>NOTE 2.-No charge will be assessed for wardrobes on shipments transported at the rates provided in Item No. 330.</p>		360									
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SECTION NO. 4

FORMS FOR

- (A) SHIPPING ORDER AND  
FREIGHT BILL
  
- (B) CONFIRMATION OF SHIPPING  
INSTRUCTIONS AND RATE  
QUOTATION

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SECTION 10, 1 - SHIPPING DOCUMENT FORMS							
SHIPPING ORDER AND FREIGHT BILL FOR UNCRATED USED HOUSEHOLD GOODS AND RELATED ARTICLES						Item No.	
Name of Carrier _____			Bill No. _____				
Address _____			Date Issued _____				
Shipper _____			Consignee _____				
Street Address _____			Street Address _____				
City _____			City _____				
Description of Property	AT RATES IN CENTS PER HOUR						
	Units of Equipment:						
	<input type="checkbox"/> With Driver Only			<input type="checkbox"/> With Driver and Helper			
	Service	Time Start- ed	Time Complet- ed	Deduc- tions (1)	Time for Computing Charges	Rate	Charges
	Loading						
	Driving				(2)		
	Unloading						
	Total						
	Number of Additional Helpers						
	<input type="checkbox"/> Loading						
	<input type="checkbox"/> Driving				(2)		
	<input type="checkbox"/> Unloading						
	Total						
	AT RATES IN CENTS PER PIECE (5 Pieces or Less)						
	Number of Pieces		Rate for First Piece	Rate for Each Additional Piece	Charges		
Total							
AT RATES IN CENTS PER 100 POUNDS							
Weight			Rate	Charges			
OTHER SERVICES AND CHARGES (3)					Charges		
INSURANCE, TYPE AND AMOUNT					Charges		
Rates for the above described property are based upon a valuation of _____ cents per pound, per article.					Total to Collect		
Shipper _____			Received by consignee in good condition, except as noted:		Received by carrier in good condition, except as noted:		
By _____			By _____		By _____		

100

- (1) Show time not chargeable, such as time for meals. Any deductions must be fully explained.
- (2) Show double the driving time, except when more than one shipment transported on a single unit of equipment, show not less than \_\_\_\_\_ minutes actual time.
- (3) Show each charge separately and what it represents.

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SECTION NO. 4 - SHIPPING DOCUMENT FORMS (Concluded)	Item No.
<p><b>CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION</b>            Form for Use in Connection with Consignments of Uncrated Used Household Goods and Related Articles</p>	
(Name of carrier which shall be the name in which the operating authority is held.)	(Serial number of document)
(The shipper is requested to read this document carefully before signing it and to ask for an explanation of anything which is not clear or is inconsistent with any previous representation made by the carrier.)	(Place document is issued)  (Date issued)
This will confirm instructions received from _____ (Name the person placing to transport a consign-	
instructions)	
ment of _____ (Used household goods or other suitable description)	
from _____ (Describe the location from which the goods are to be shipped)	
to _____ (Describe the location at which the goods are to be delivered)	
_____, to receive the consign-	
ment for transportation on _____ (Specify the date and time or other arrangement)	
and to perform the accessorial services of _____	
(Specify any services such as packing, crating, unpacking or uncrating or _____ in connection with the receipt, transpor- Indicate that none are involved)	
tation or delivery of the consignment, to notify _____	
_____ (Name the party to be notified)	
at _____ (Location where notification is to be made)	
by _____ (Describe the type of notification, when and how it is to be made and when	
and how delivery is to be accomplished thereafter, or show that the shipper	
was requested to supply a notification address but declined to do so, and	
such arrangements as have been made respecting delivery)	
The rate(s) for the above described services is (are) _____	
_____ (Name the rate or rates, including minimum weights, minimum charges, and	
any other minimum provisions involved, for transportation and accessorial	
services ordered, designating the particular services for which different	
rates or minimum provisions are quoted and conditions and circumstances	
which may result in extra charges as specified in the tariff, such as the	
ordering of additional service or failure to accept delivery pursuant to	
the delivery arrangements above described.)	

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Important Notices

Charges under the rates quoted herein are to be determined on the basis of the actual weight, the number of hours involved in providing service, or the actual number of other units of measurement, subject to designated minimum provisions, notwithstanding any previous quotation, estimate or representation to the contrary. The rates herein quoted, including minimum weight, minimum charge or other minimum provisions, supersede any previous understanding with respect to rates and charges. They are believed to be not lower than the minimum rates prescribed by the California Public Utilities Commission and promulgated in Minimum Rate Tariff No. 4-B and are to be applied unless in conflict with the rates or other minimum provisions of that tariff. The Commission's tariff must be applied as the minimum basis. Copies of it are open for public inspection at the Commission's offices in the State Buildings at San Francisco and Los Angeles and at \_\_\_\_\_

(The carrier's office or offices - designate their location)

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

(If the carrier does not handle insurance state that fact; if it does, describe the type and amount of insurance ordered through the carrier to cover the consignment or state that no insurance has been ordered through the carrier.)

(Shipper's Name)

(Name of Carrier)

By

(Signature of Shipper or Agent of Shipper)

(Show name in full)

(Address of Shipper or Agent of Shipper)

(Date)

END OF TARIFF

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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