

Decision No. 66792

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
(Petition for Modification No.23)

(For List of Appearances see Appendix A) ✓

O P I N I O N

Minimum Rate Tariff No. 4-B names rates for the transportation of used household goods and related property by highway carriers. By this petition California Moving & Storage Association, Inc. seeks increases in the hourly rates for local moving, in the piece moving rates and in the long-distance mileage rates. Increases in some of the rates and charges for accessorial services are also sought.

Public hearings of the petition were held before Examiner Bishop at San Francisco and Los Angeles on November 14 and 22, 1963, respectively. Evidence was presented on behalf of petitioner by the director and the assistant director of research of California Trucking Association. These witnesses were engaged by petitioner to make cost and rate studies relative to the transportation involved in the petition. Cost and rate evidence was also introduced by a transportation engineer and by a rate expert of the Commission's staff.

The most recent general revision of the rates here in issue became effective July 15, 1963, pursuant to Decision No. 65521.¹ That

¹ Dated June 4, 1963, in Petitions for Modifications Nos. 21 and 22, and Order Setting Hearing dated September 19, 1962, in Case No. 5330.

revision followed comprehensive cost and rate studies which were made by the instant petitioner and by the Commission's staff. The adjustment in question was in the nature of a general review of the provisions of Minimum Rate Tariff No. 4-A and effected some major changes in the minimum rate structure governing the transportation of used household goods.

The cost evidence which led to the establishment of the currently effective minimum rates reflected operating expense levels which prevailed as of July 1, 1962. In the instant phase of Case No. 5330 the witnesses adjusted the cost factors which had been developed in the aforesaid general review to give effect to increases in expense levels that had occurred subsequent to that date. Specifically, the exhibits in this petition reflect cost levels as of October 1, 1963.

The increases in distance moving costs in cents per 100 pounds, as calculated by petitioner, ranged from 3.0 percent to 5.2 percent, depending upon the weight bracket, the length of haul and whether the movement is subject to Region I or to Region II rates. The corresponding increases developed by the staff ranged from 2.3 to 3.3 percent. For local moving at hourly rates petitioner calculated the cost increases as ranging from 3.4 to 5.8 percent, while the corresponding calculation by the staff reflected increases of from 2.7 to 3.4 percent. Hourly costs for the accessorial services of packing and unpacking were calculated to have increased, in Territory A, by 4.2 and 3.9 percent, by petitioner and the staff, respectively. In Territory B, the corresponding figures were 6.8 and 4.0 percent.

The record shows that, since the last revision of the household goods rates, increases have been experienced by the carriers in fuel tax and weight fee costs, as well as in wage rates and related labor expenses. In the petition herein the Association

mentioned increases in wage and related costs only; however, in revising its basic cost study to reflect current expense levels the Association's witnesses gave effect also to the aforesaid increases in fuel taxes and weight fees. The staff cost witness, on the other hand, in revising his basic study measured the effect only of increases in wage rates and related labor expenses.

The record includes minimum rate increase proposals of both petitioner and the Commission's staff. These proposals are intended to reflect rate increases sufficient only to offset the advances in operating expenses reflected by the respective revised cost studies. The increased rates thus developed were further modified to the extent necessary to preserve smooth progressions of rates in the various distance rate scales.

Petitioner proposes to increase the rates per 100 pounds for long-distance moving by amounts ranging approximately from one percent to 5½ percent. The percentages of increase are generally greater for the shorter hauls and smaller weight brackets than for the longer hauls and the larger weight brackets. Also the range of proposed percentage increases is wider for the Region II rates than for Region I. The increases proposed by petitioner in hourly rates for local moving, in distance rates per piece and in certain accessorial charges² generally range from two to five percent.

The rate increases proposed by the Commission's staff would result, in the majority of cases, in rates slightly lower than would obtain under the Association's proposals. In all instances other than those involving distance rates per 100 pounds, the staff proposals would result in rates and charges lower than

² Increases are proposed in the charges for pickup or delivery at other than ground floor, for diverting shipments, for split pickup or split delivery, for packing and unpacking shipments, and for picking up or delivering shipping containers and packing materials. No increases are sought in C.O.D. charges or in charges for storage of household goods in transit.

those sought by the Association.³ With respect to the aforesaid distance rates, an analysis of the respective proposals shows that under the staff plan about a third of the increased rates would be on the same levels as those resulting under petitioner's proposals, and that about two-thirds of the adjusted rates would be slightly lower than those sought by petitioner. In a very few instances the staff proposes rates slightly higher than are correspondingly reflected by the petition.

A representative of California Manufacturers Association participated in the development of the record through examination of witnesses. No one appeared in opposition to the granting of rate increases to offset increased operating costs.

The increases in operating costs which have been experienced by the household goods movers since July 1, 1962, were measured by petitioner's and the staff's witnesses by making the necessary adjustments in their respective cost studies of record in the aforesaid general review. As indicated in Decision No. 65521, the procedures used by the Association and the staff in developing those studies were not the same. Thus the over-all costs, in cents per 100 pounds or per hour, were considerably higher in the Association's study than in that of the staff. So, in the instant proceeding, it will be seen from the percentages of increase hereinbefore set forth that petitioner has developed greater cost increases since July 1, 1962, than has the staff. The greater increases in petitioner's calculations are due, in part, to the fact that its

³ It is to be noted that the staff proposes no increases in the accessorial charges for pickup or delivery at other than ground floor, for diverting shipments, for split pickup or split delivery, for storage in transit or in C.O.D. charges. In the general review of household goods rates which culminated in Decision No. 65521, above, no cost data was developed by the Commission's staff engineers relative to the involved services. Hence, the record in the instant proceeding shows, no current cost evidence was available on the basis of which the staff rate witness might adjust the charges in question.

witnesses took into account increases in fuel taxes and weight fees, whereas these increases were not included in the staff study. The record discloses, however, that fuel taxes and weight fees constitute only a relatively small part of the household goods carriers' operating expenses.

In Decision No. 65521 the Commission found that the cost figures developed by its staff more closely reflected the costs which would be necessarily incurred by reasonably efficient carriers in the transportation of used household goods. Those costs were used, together with other important elements, in the development of the rate structure presently set forth in Minimum Rate Tariff No. 4-B. Accordingly, it is our view that said operating costs, as adjusted by the staff engineer for increases which have occurred since July 1, 1962, should form the basis on which to make adjustments in the rates here in issue for the purpose of offsetting said cost increases. In this connection it appears that the amount of increase in operating costs attributable to the higher fuel taxes and weight fees, when converted to cents per hundred pounds or to cents per hour, is so small as to be negligible for the purposes of the rate adjustments herein.

The staff rate proposals appear fairly to reflect current cost levels as measured by the adjusted staff cost levels. Said rate proposals should be adopted. As hereinbefore mentioned, petitioner seeks to increase certain accessorial charges for which the staff made no proposals. The increases sought by petitioner for the accessorial services in question appear reasonable and should be approved.

Based upon all the facts and circumstances of record, the Commission finds:

1. The rates, charges and accessorial charges established by the order which follows are, and will be for the future, the just,

reasonable and nondiscriminatory minimum rates, charges and accessorial charges for household goods and other property for which minimum rates have been established in Minimum Rate Tariff No. 4-B.

2. The increases resulting from the establishment of said minimum rates, charges and accessorial charges are justified.

We conclude that, to the extent provided in the order which follows, Petition for Modification No. 23 in Case No. 5330 should be granted and that in all other respects said petition should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 4-B (Appendix C of Decision No. 65521, as amended) is further amended by incorporating therein, to become effective March 21, 1964, the revised pages attached hereto and listed in Appendix B also attached hereto, which pages and appendix are by this reference made a part hereof.

2. In all other respects the aforesaid Decision No. 65521, as amended, shall remain in full force and effect.

3. Except as otherwise provided in paragraph 1 hereof, Petition for Modification No. 23 is denied.

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

Dated at San Francisco, California, this 11th day of FEBRUARY, 1964.

President
Carroll A. Frey
George H. Grover
Frederic B. Halblaff

Commissioners

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Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.
Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

List of Appearances

Wyman C. Knapp, of Knapp, Gill, Hibbert and Stevens;
and Charles A. Woelfel; for petitioner.
Harold E. Ashley, Paul J. Atherton, W. A. Bacon,
James F. Bartholomew, J. F. Bergstrom, Charles E.
Bishop, Roy K. Bittencurt, Sam S. Blank, C. W.
Carlson, John Carlson, Lonnie Carrau, Clair F. Coe,
Blake M. Cowan, C. L. Cutler, D. E. deVine, T. H.
Dickason, John Dittman, Donald L. Dorz, A. J. Driver,
Carl Dysinger, William Edmonds, William T. Endicott,
Orson F. Fair, Jack Foyle, Arthur N. Garidelle,
Jim Garvey, W. F. Goines, George C. Haines, David C.
Harlan, Charles T. Hicks, Charles H. Hunt, Bert
Hussey, F. H. Jacobs, Harold Jensen, Ellwood L.
Johnson, Robert C. Johnson, Jackson W. Kendall,
Herman C. Kuhnert, Jacques Lange, Larry Mandot,
Edward L. Marig, Clement B. Martin, J. R. McEwan, Jr.,
O. V. Merrill, Paul W. Moore, Fred Nason, Jr.,
James A. Nevil, Sharon Norris, Richard H. O'Neil,
Gus M. Pallad, Gerald M. Poznanovich, Donald S.
Praeger, Richard L. Reeves, Robert S. Reis, Paul
Rieder, Robert C. Riegg, W. A. Sanburn, Neil Shaner,
Stan Skinner, Elmer B. Smith, Steven Sowell, Daryl
Stearns, Peggy Stearns, R. S. Stinson, George Taylor,
Raymond T. Taylor, W. A. Tew, Allen A. Thomas, George
E. Thomas, W. Keith Thomson, Thomas R. Travers, Harry
True, J. G. Tucker, Abe L. Vermillion, Thomas A.
Wiederhold, Marvin L. Workman, Robert Wormser; for
various carriers, respondents.
Earl S. Williams, for Department of General Services,
State of California; Eugene A. Read, for California
Manufacturers Association; Tad Muraoka, for IBM
Corporation; Arlo D. Poe, James Quintrall, and J. C.
Kaspar, for California Trucking Association; inter-
ested parties.
Leonard Diamond, R. A. Lubich and E. E. Tanner, for the
Commission's staff.

Appendix B to Decision No. 66792

List of Revised Pages to Minimum Rate Tariff No. 4-B

Authorized by Said Decision

First Revised Page 9
First Revised Page 10
First Revised Page 17
First Revised Page 18
First Revised Page 26
First Revised Page 27
First Revised Page 28
First Revised Page 29

(End of Appendix B List)

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 320 shall apply, subject to Item No. 55.</p> <p>(d) Rates 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 and 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) - 75 cents per piece.
3. At distance rates (Items Nos. 300 and 320) - 21 cents per 100 pounds.

75

Change)
Increase) Decision No.

66792

EFFECTIVE MARCH 21, 1964

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

Correction No. 5

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 <u> </u> ¢ per pound, per article."</p> <p>(c) Property of agreed or declared value in excess of thirty cents per pound shall be subject to rates computed on the bases provided in NOTE 1.</p> <p>NOTE 1.—When declared value exceeds thirty cents per pound but does not exceed fifty cents per pound, add 50% to rates provided in this tariff. When declared value exceeds fifty cents per pound, add 100% to rates provided in this tariff.</p>	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 $\frac{1}{2}$ or .50 of a cent, omit. Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.</p>	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 \$6.00 for each diversion.</p>	90
<p>Change } Increase } Decision No. 65792</p>	
<p>EFFECTIVE MARCH 21, 1964</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 6</p>	

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 \$13.00 for each stop to load between first point of origin and point of destination.</p>	ø170
<p>ø Change) ø Increase) Decision No. 66792</p>	
<p>EFFECTIVE MARCH 21, 1964</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 7</p>	

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> <ol style="list-style-type: none">(1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party.(2) Split pickup service shall not be accorded.(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment said charge may be applied.(4) Charges shall be computed as follows:<ol style="list-style-type: none">(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.)(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 \$3.00 for each stop to unload between point of origin and final point of destination.	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> <ol style="list-style-type: none">(a) The applicable transportation rate from initial point of origin to point of storage, plus(b) The applicable transportation rate from point of storage to point of destination, plus(c) Warehouse handling and storage charge of 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>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.

∅ Change)
◇ Increase) Decision No.

65792

EFFECTIVE MARCH 21, 1964

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

Correction No. 8

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 Over	But Not Over	Any Quantity	Minimum Weight				
			1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	815	530	405	335	300	
10	20	825	540	410	340	305	
20	30	835	550	415	345	310	
30	40	845	560	420	350	315	
40	50	855	570	425	355	320	
50	60	860	590	430	360	325	
60	70	870	600	435	365	330	
70	80	880	610	440	370	335	
80	90	890	620	445	375	340	
90	100	900	630	450	380	345	0300
100	120	915	640	465	385	355	
120	140	930	660	475	395	365	
140	160	950	680	485	405	375	
160	180	970	700	495	415	385	
180	200	990	720	505	425	395	
200	225	1010	740	525	440	410	
225	250	1030	760	540	450	420	
250	275	1050	780	555	460	430	
275	300	1070	795	570	470	440	
300	325	1090	810	585	480	450	
325	350	1110	820	600	495	465	
350	375	1125	835	610	505	475	
375	400	1145	850	620	520	490	
400	425	1160	865	630	530	505	
425	450	1180	880	645	545	515	
450	475	1200	895	660	555	525	
475	500	1220	910	675	565	535	
500	550	1250	925	695	590	560	
550	600	1275	945	720	615	580	
600	650	1300	965	745	640	600	
650	700	1330	990	770	665	625	
700	750	1355	1015	795	690	650	
750	800	1380	1040	820	715	675	
800	850	1405	1065	845	740	700	
850	-						

oAdd 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.

◇ Increase, except as noted } Decision No. 66792
○ No Change

EFFECTIVE MARCH 21, 1964

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

Correction No. 9

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				
Over	But Not Over		1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	830	535	405	340	305	
10	20	835	545	410	345	310	
20	30	845	555	415	350	315	
30	40	855	565	420	355	320	
40	50	865	575	425	360	325	
50	60	875	595	430	365	330	
60	70	885	605	435	370	335	
70	80	895	615	445	375	340	
80	90	905	625	455	385	345	
90	100	915	635	465	395	350	
100	120	930	655	480	405	360	
120	140	950	675	500	415	375	
140	160	970	695	515	430	390	
160	180	990	720	530	445	405	
180	200	1010	745	545	460	420	
200	225	1030	770	565	475	440	
225	250	1055	795	585	490	460	
250	275	1080	815	605	505	480	
275	300	1105	835	625	525	500	
300	325	1125	855	645	545	520	0320
325	350	1150	875	660	565	540	
350	375	1175	895	680	585	555	
375	400	1200	915	700	605	570	
400	425	1220	935	720	625	585	
425	450	1240	955	740	645	600	
450	475	1260	975	760	665	615	
475	500	1280	995	780	685	630	
500	550	1320	1030	810	710	670	
550	600	1360	1075	845	745	705	
600	650	1400	1110	880	780	740	
650	700	1435	1145	915	815	780	
700	750	1470	1180	950	850	815	
750	800	1505	1215	985	885	850	
800	850	1540	1250	1020	920	885	
850	-						

oAdd 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.

oIncrease except as noted)
oNo Change)

Decision No.

66792

EFFECTIVE MARCH 21, 1964

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

Correction No. 10

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> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left; padding-right: 10px;">Unit of Equipment:</th> <th colspan="2" style="border-bottom: 1px solid black; text-align: center;">TERRITORY (3)</th> </tr> <tr> <th style="text-align: center; border-bottom: 1px solid black;">A</th> <th style="text-align: center; border-bottom: 1px solid black;">B</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px 0 5px 20px;">(a) with driver</td> <td style="text-align: center; padding: 5px 0 5px 20px;">930</td> <td style="text-align: center; padding: 5px 0 5px 20px;">825</td> </tr> <tr> <td style="padding: 5px 0 5px 20px;">(b) with driver and 1 helper</td> <td style="text-align: center; padding: 5px 0 5px 20px;">1595</td> <td style="text-align: center; padding: 5px 0 5px 20px;">1365</td> </tr> <tr> <td style="padding: 5px 0 5px 20px;">Additional helpers, per man</td> <td style="text-align: center; padding: 5px 0 5px 20px;">620</td> <td style="text-align: center; padding: 5px 0 5px 20px;">460</td> </tr> </tbody> </table> <p>Minimum charge - the charge for one hour.</p> <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>	Unit of Equipment:	TERRITORY (3)		A	B	(a) with driver	930	825	(b) with driver and 1 helper	1595	1365	Additional helpers, per man	620	460	0330	
Unit of Equipment:		TERRITORY (3)														
	A	B														
(a) with driver	930	825														
(b) with driver and 1 helper	1595	1365														
Additional helpers, per man	620	460														
<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 style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="border-bottom: 1px solid black; text-align: center;">FIRST PIECE</th> <th rowspan="2" style="border: none; padding-left: 10px;">Each Additional Piece</th> </tr> <tr> <th colspan="3" style="border-bottom: 1px solid black; text-align: center;">MILES (3)</th> </tr> <tr> <th style="border: none; padding: 5px 10px;">Not Over 10</th> <th style="border: none; padding: 5px 10px;">Over but Not Over 20</th> <th style="border: none; padding: 5px 10px;">Over 20</th> <th style="border: none;"></th> </tr> </thead> <tbody> <tr> <td style="text-align: center; padding: 5px 10px;">820</td> <td style="text-align: center; padding: 5px 10px;">1540</td> <td style="text-align: center; padding: 5px 10px;">2155</td> <td style="text-align: center; padding: 5px 10px;">280</td> </tr> </tbody> </table> <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>	FIRST PIECE			Each Additional Piece	MILES (3)			Not Over 10	Over but Not Over 20	Over 20		820	1540	2155	280	0340
FIRST PIECE			Each Additional Piece													
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Not Over 10	Over but Not Over 20	Over 20														
820	1540	2155	280													
<p>◇ Increase, Decision No. 66792</p>																
<p>EFFECTIVE MARCH 21, 1964</p>																
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 11</p>																

SECTION NO. 3 - RATES (Concluded)		Item No.
ACCESSORIAL RATES		
Rates in Cents per Man per Hour (1) (2) (3)		
	TERRITORY (4)	6350
	A B	
Packing) Unpacking) Minimum Charge - The charge for one hour.	695 580	
<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>		
<p>6RATES AND CHARGES FOR PICKING UP OR DELIVERING SHIPPING CONTAINERS AND PACKING MATERIALS</p>		
<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> <p style="margin-left: 40px;">Each container, set up----- 6140 cents Each bundle of containers, folded flat ----- 6140 cents Minimum charge, per delivery ----- 6640 cents</p>		6360
<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>		
<p>Change) Increase)</p>	Decision No.	66792
EFFECTIVE MARCH 21, 1964		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 22		