

**ORIGINAL**Decision No. 71552

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. 29

Filed June 9, 1966

Knapp, Gill, Hibbert & Stevens, by Wyman C. Knapp; Charles A. Woelfel and Clarence Lockett, for California Moving & Storage Association, Inc., petitioner.  
Walter E. White and Mrs. Helen Nelson, for the Consumer Counsel, State of California; John T. Reed, for California Manufacturers Association; and Tad Muraoka, for IBM Corporation, protestants.  
Joseph C. Stava, for Owens Illinois, Inc.; A. D. Poe, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association; and Earl S. Williams, for Department of General Services, State of California, interested parties.  
G. D. Rosenberg, Frank A. Payne, Jr., Robert C. Johnson, O. I. Groff, W. Keith Thomson, James Reynolds, Thomas Travers, George Thomas, Robert Reis, James A. Nevil and Gerald M. Poznavich, for various household goods carriers, respondents.  
R. A. Lubich and Robert E. Walker, for the Commission staff.

O P I N I O N

Public hearing was held and the matter submitted before Examiner Mallory on September 16, 1966, at San Francisco.

California Moving & Storage Association, Inc., seeks increases in the rates and charges set forth in Minimum Rate Tariff No. 4-B (MRT 4-B) for the transportation of uncrated household goods, personal effects, and office and store fixtures. Petitioner alleges

that carriers have incurred increased operating expenses due to changes in wage contracts since the last adjustment of the rates and charges in MRT 4-B, pursuant to Decision No. 69759, dated October 5, 1965, in Case No. 5330, Petition No. 27; that said increased operating expenses were not considered by the Commission when the current level of rates was established; that said rates, therefore, are unduly low; and that the rates and charges in MRT 4-B should be increased to reflect such increased operating expenses in order to restore them to a reasonable level.

Evidence was presented on behalf of the petitioner by the assistant director of California Trucking Association's Division of Transportation Economics. Evidence pertaining to costs and recommended adjustments in rate levels was presented by the Commission staff. The State's Consumer Counsel appeared in opposition to the proposed increases. Also, representatives of California Manufacturers Association and IBM Corporation protested the granting of the sought increases.

The evidence shows that costs of operation of household goods carriers have increased because of increased wages and related payroll expenses incurred since the last adjustment of the minimum rates and that costs have decreased by the expiration of the temporary gas tax increase enacted in 1965. The overall result is an increase in operating costs.

The increases in distance costs, as calculated by petitioner, range from 1.93 percent to 4.53 percent, depending upon the shipment weight, length of haul and region of the state in which the transportation is performed. The corresponding increases in costs developed by the Commission engineer range from 2.4 percent to 3.3 percent. Overall, the percentage increases in costs measured

by petitioner's witness are greater than the corresponding increases measured by the staff, although for certain distances and shipment sizes the percentage increases developed by the staff are greater than those developed by petitioner. With respect to hourly rates and accessorial services, petitioner estimates that costs have increased by 3.8 to 4.5 percent within Territory A, and 4.5 to 5.3 percent within Territory B. The corresponding increased costs, as measured by the staff range from 3.59 percent to 4.97 percent for Territory A, and 3.31 percent to 5.53 percent for Territory B. Examples of the estimated increases in costs for representative services and lengths of haul are set forth in Appendix A hereof.

Petitioner recommended that rates be increased by the same percentages as the related costs are estimated by it to have increased in the period since the rates were last adjusted. The staff recommended that rates be increased by the same percentages as the related costs are estimated by it to have increased, except that the increases in no event should exceed those proposed by petitioner.

The Consumer Counsel of the State of California presented evidence in opposition to the granting of an increase in the minimum household goods rates at this time. The Consumer Counsel urged that this Commission review the criteria used to establish minimum rates for household goods carriers and to determine whether it is in the public interest to increase minimum rates in the manner the Commission has followed in offset proceedings of this type.

Representatives of California Manufacturers Association argued that automatic increases in rates to reflect changes in labor costs deter aggressive collective bargaining and do not give recognition to increased productivity through use of larger

equipment and data processing, or to changes in costs of operations other than labor.

Discussion, Findings and Conclusion

Full scale cost and rate studies were developed by petitioner and the staff and presented in the proceeding leading to Decision No. 65521, dated June 4, 1963 (61 Cal. P.U.C. 94). Since that date the rates in MRT 4-B have been adjusted three times under the offset method.<sup>1</sup> This method gives consideration to changes in labor costs, including fringe benefits and payroll taxes, and in other taxes, such as gasoline taxes and income taxes. These costs comprise 50 to 80 percent of total operating costs. The time and expense of making full scale studies and the availability of staff to conduct such studies do not permit full scale studies to be completed each time the carriers represented by petitioner incur increases in wage costs. Accordingly, the Commission must resort to the offset method in order to enable carriers to recoup such substantial increases in wage expense as are involved here. The Commission has recognized in Case No. 5330 and in other continuing minimum rate proceedings that, since the end of World War II, carriers' operating costs have continuously risen and that the principal factors involved in such increases in costs have been those measured in offset proceedings of this type. Statutory provisions dealing with the establishment of minimum rates require that the Commission consider costs of operation in the setting of minimum rates and that such minimum rates be reflective of current operating conditions.

<sup>1</sup> Decision No. 66792, dated February 11, 1964 (62 Cal. P.U.C. 353); Decision No. 68848, dated April 6, 1965 (64 Cal. P.U.C. 231); and Decision No. 69759, dated October 5, 1965 (unreported).

In the proceedings following Decision No. 65521 (supra) the Commission has found that the cost estimates developed by the Commission staff should form the basis for offsetting adjustments in the minimum rates. For the reasons set forth in said decisions, the rate proposals of the staff, as hereinafter modified, should be adopted herein as the basis for the current adjustment of the household goods minimum rates. The full amount of the adjustments necessary to give effect to the percentage increases in costs developed in the staff estimates should be adopted herein, since such estimates reflect changes in wage costs under certain collective bargaining agreements not available to petitioner when the petition herein was filed and petitioner's studies completed. The increases hereinafter authorized range from 2.8 percent to 3.4 percent for distance rates in Region 1, 2.4 percent to 3.3 percent for distance rates in Region 2, and 3.8 percent to 5.3 percent for hourly rates and accessorial charges.

Based on the record, the Commission finds that:

1. Since the minimum rates were last adjusted for service performed by carriers subject to the minimum rates in MRT 4-B, said carriers have incurred increased costs of operation.
2. The minimum rates set forth in MRT 4-B should be adjusted to reflect such increased costs of operation.
3. The increases set forth in the staff rate exhibit are justified and will result in just, reasonable and nondiscriminatory minimum rates for the services to which they apply.

The Commission concludes that Minimum Rate Tariff No. 4-B should be amended as provided by the order which follows.

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 January 1, 1967, the revised tariff pages attached hereto and listed in Appendix B, also attached hereto, which pages and appendix are 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 provided in ordering paragraph 1 hereof, Petition for Modification No. 29 is hereby denied.

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

Dated at SAN FRANCISCO, California, this 9<sup>th</sup> day of NOVEMBER, 1966.

[Signature]  
President

George J. Grover

Frederick B. Holcliff

Augusta

William W. Bennett  
Commissioners

APPENDIX A

Examples of Percentagewise Increases in Costs  
For Transportation of Household Goods  
As Developed in Studies Presented  
By California Trucking Association  
And by the Commission Staff

	Hourly Rates			
	Territory A		Territory B	
	CTA	Staff	CTA	Staff
Vehicle, Driver	4.5	3.59	5.3	3.31
Vehicle, Driver and Helper	4.0	4.17	4.5	4.19
Additional Helper	3.8	4.97	4.6	5.53
Packing and Unpacking	4.1	4.89	5.0	4.93

Constructive Miles	Weight Group (Pounds)	Distance Rates				
		Region 1		Region 2		
		CTA	Staff	CTA	Staff	
50	0 - 999	3.67	3.2	3.46	3.1	
	1,000 - 1,999	3.60	3.2	3.25	3.2	
	2,000 - 3,999	-	3.3	-	3.3	
	2,000 - 4,999	3.05	-	3.26	-	
	4,000 - 5,999	-	3.3	-	3.3	
	5,000 - 7,999	3.74	-	3.21	-	
	6,000 & Over	-	3.4	-	3.3	
200	8,000 & Over	3.76	-	3.34	-	
	0 - 999	3.67	-	3.13	-	
	1,000 - 1,999	3.50	-	2.85	-	
	2,000 - 4,999	3.22	-	2.46	-	
	5,000 - 7,999	3.20	-	2.42	-	
	8,000 & Over	3.19	-	2.47	-	
	250	0 - 999	-	3.0	-	2.9
1,000 - 1,999		-	3.0	-	2.9	
2,000 - 3,999		-	3.1	-	2.8	
4,000 - 5,999		-	3.1	-	2.8	
6,000 & Over		-	3.1	-	2.8	
500		0 - 999	3.26	-	2.77	-
		1,000 - 1,999	3.02	-	2.43	-
	2,000 - 4,999	2.65	-	2.07	-	
	5,000 - 7,999	2.59	-	2.02	-	
	8,000 & Over	2.55	-	1.93	-	
	600	0 - 999	-	2.9	-	2.7
		1,000 - 1,999	-	2.8	-	2.5
2,000 - 3,999		-	2.8	-	2.4	
4,000 - 5,999		-	2.8	-	2.4	
6,000 & Over		-	2.8	-	2.4	

APPENDIX B TO DECISION NO. 71552

List of Revised Pages to Minimum Rate Tariff No. 4-B  
Authorized by said Decision

Fourth Revised Page 9

Fourth Revised Page 10

Sixth Revised Page 17

Fourth Revised Page 18

Fourth Revised Page 26

Fourth Revised Page 27

Fourth Revised Page 28

Fourth 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>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) - 83 cents per piece.
3. At distance rates (Items Nos. 300 and 320) - 24 cents per 100 pounds.

◇75

◇ Increase, Decision No. 71552

EFFECTIVE JANUARY 1, 1967

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

Correction No. 68

H-3

Fourth Revised Page ..... 10

Cancel

Third Revised Page ..... 10

MINIMUM RATE TARIFF NO. 4-B

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 basis 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 \$6.60 for each diversion.</p>	◇90
<p>◇ Increase, Decision No. <b>71552</b></p>	
<p>EFFECTIVE JANUARY 1, 1967</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 69</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DELAYS IN DELIVERY</p> <p>Whenever a carrier is unable to make delivery of a shipment of household goods on the date or during the period specified in the receipt or shipping order, the carrier shall notify the shipper, or person designated by the shipper, by telegram or telephone, at the carrier's expense, of the date on which delivery of the shipment will be made; such notification to be given not less than 24 hours prior to the date or during the period shown on the receipt or shipping order except when the circumstances causing the delay occur at a later time, in which case the notice shall be given as soon as possible but in no event more than 24 hours after the occurrence, provided, that the requirement of this paragraph shall not apply where the carrier is unable to obtain from the shipper an address or telephone number for such notification.</p>	162
<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> <ol style="list-style-type: none"> <li>(1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party.</li> <li>(2) Split delivery service shall not be accorded.</li> <li>(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.</li> <li>(4) Charges shall be computed as follows: <ol style="list-style-type: none"> <li>(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.)</li> </ol> </li> </ol>	◇ 170

(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 \$14.35 for each stop to load between first point of origin and point of destination.

◇ Increase, Decision No. 71552

EFFECTIVE JANUARY 1, 1967

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San Francisco, California.  
Correction No. 70

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

Item  
No.

## SPLIT DELIVERY

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

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

(a) Under hourly rates (Item No. 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 \$14.35 for each stop to unload between point of origin and final point of destination.

Q175

## STORAGE IN TRANSIT (See NOTE 1)

Shipments may be stored once in transit for a period not to exceed 60 days from the date of unloading at storage point. (See NOTE 2)

Charges shall be computed on the following basis:

- (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 66 cents per 100 pounds for each 30-day period or fraction thereof, subject to a minimum charge of \$3.30 for each thirty-day period.

Q180

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

NOTE 2.-In the event a shipment remains in storage in excess of 60 days, the point of storage in transit shall be considered the point of destination and thereafter shall be subject to the rules, regulations and charges of the individual warehouseman. Charges for subsequent delivery shall be assessed on the basis of the charges applicable from point of storage to point of delivery.

◇ Increase, Decision No. 71552

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San Francisco, California.

Correction No. 71

SECTION NO. 3--RATES							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				Item No.	
			1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds		
0	10	895	580	445	365	330		
10	20	905	590	450	370	335		
20	30	915	600	455	375	340		
30	40	925	615	460	380	345		
40	50	935	625	465	385	350		
50	60	945	640	470	395	355		
60	70	955	650	475	400	360		
70	80	965	660	480	405	365		
80	90	975	670	485	410	370		
90	100	985	680	490	415	375		
100	120	1000	700	505	420	385		
120	140	1015	720	515	430	400		
140	160	1035	745	525	440	410	0300	
160	180	1050	765	535	450	420		
180	200	1065	785	545	460	430		
200	225	1100	805	570	480	445		
225	250	1120	825	585	490	455		
250	275	1140	845	600	500	465		
275	300	1160	865	615	510	475		
300	325	1180	880	630	520	485		
325	350	1205	895	645	530	500		
350	375	1225	910	660	545	515		
375	400	1245	925	675	560	530		
400	425	1265	940	690	575	545		
425	450	1285	955	705	590	560		
450	475	1310	970	720	610	570		
475	500	1330	990	735	625	580		
500	550	1365	1010	760	650	610		
550	600	1390	1030	780	675	635		
600	650	1415	1055	805	700	655		
650	700	1440	1080	830	725	680		
700	750	1465	1105	860	750	705		
750	800	1490	1130	885	775	730		
800	850	1520	1155	910	800	755		
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.

◇ Increase, except as noted )  
○ No Change : Decision No. 71552

EFFECTIVE JANUARY 1, 1967

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

Correction No. 72

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 Over	But Not Over	Any Quantity	Minimum Weight				
			1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	900	580	445	375	335	
10	20	910	590	450	380	340	
20	30	920	600	455	385	345	
30	40	930	610	460	390	350	
40	50	940	620	465	395	355	
50	60	950	635	470	400	360	
60	70	960	650	480	405	365	
70	80	970	665	490	410	370	
80	90	980	680	500	415	375	
90	100	990	695	510	420	380	
100	120	1010	710	525	440	390	
120	140	1030	730	540	455	405	
140	160	1050	750	555	470	420	
160	180	1070	770	570	485	435	
180	200	1090	795	585	500	450	◇ 320
200	225	1115	825	610	520	470	
225	250	1140	850	630	535	490	
250	275	1170	875	650	550	510	
275	300	1195	900	670	565	530	
300	325	1220	925	690	585	550	
325	350	1245	945	715	605	570	
350	375	1270	965	735	625	590	
375	400	1295	985	755	650	610	
400	425	1320	1005	775	670	630	
425	450	1345	1030	795	690	650	
450	475	1370	1055	815	710	670	
475	500	1400	1080	835	730	690	
500	550	1435	1120	870	765	720	
550	600	1470	1160	905	800	755	
600	650	1505	1190	935	830	790	
650	700	1540	1230	970	865	825	
700	750	1575	1265	1010	900	860	
750	800	1610	1305	1040	935	895	
800	850	1650	1340	1080	970	930	
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.

◇ Increase, except as noted ) Decision No. 71552  
○ No Change )

EFFECTIVE JANUARY 1, 1967

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

Correction No. 73

SECTION NO. 3 - RATES (Continued)			Item No.															
RATES IN CENTS PER HOUR (1)(2) (APPLIES FOR DISTANCES OF 50 CONSTRUCTIVE MILES OR LESS)			0330															
	<u>TERRITORY (3)</u>																	
Unit of Equipment:	A	B																
(a) with driver .....	1015	895																
(b) with driver and 1 helper .....	1755	1510																
Additional helpers, per man .....	675	505																
Minimum charge - the charge for one hour.																		
(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.																		
DISTANCE RATES IN CENTS PER PIECE (1)(2) (APPLIES TO SHIPMENTS OF NOT MORE THAN 5 PIECES FOR DISTANCES OF 50 MILES OR LESS)			0340															
<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 Additional 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;">900</td> <td style="text-align: center;">1680</td> <td style="text-align: center;">2350</td> <td style="text-align: center;">310</td> </tr> </tbody> </table>				FIRST PIECE			Each Additional Piece	MILES (3)			Not Over 10	Over 10 but Not Over 20	Over 20		900	1680	2350	310
FIRST PIECE				Each Additional Piece														
MILES (3)																		
Not Over 10	Over 10 but Not Over 20	Over 20																
900	1680	2350		310														
(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.																		
◇ Increase, Decision No. <b>71552</b>																		
EFFECTIVE JANUARY 1, 1967																		
Issued by Public Utilities Commission of the State of California, San Francisco, California.																		
Correction No. 74																		

SECTION NO. 3 - RATES (Concluded)		Item No.
ACCESSORIAL RATES		
Rates in Cents per Man per Hour (1) (2) (3)		
Packing ) Unpacking)  Minimum Charge - the charge for one hour.	TERRITORY (4)	
	A                      B	
	775                      650	0350
(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.		
RATES AND CHARGES FOR PICKING UP OR DELIVERING SHIPPING CONTAINERS AND PACKING MATERIALS		
1. In the event new or used shipping containers, including wardrobes, are delivered by the carrier, its agents, or employees, prior to the time shipment is tendered for transportation, or such containers are picked up by the carrier, its agents or employees subsequent to the time delivery is accomplished, the following transportation charges shall be assessed: (See NOTE 1)		
Each container, set up ----- 150 cents Each bundle of containers, folded flat- 150 cents Minimum charge, per delivery----- 695 cents		
2. (a) Shipping containers, including wardrobes (See NOTE 2) and packing materials which are furnished by the carrier at the request of the shipper will be charged for at not less than the actual original cost to the carrier of such materials, F.O.B. carrier's place of business.		0360
(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).		

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.

NOTE 2.-No charge will be assessed for wardrobes on shipments transported at the rates provided in Item No. 330.

◇ Increase, Decision No. 71552

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