

ORIGINALDecision No. 73934

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. 34
(Filed January 2, 1968)

Knapp, Gill, Hibbert & Stevens, by Wyman C. Knapp,
and Charles A. Woelfel, for California Moving
& Storage Association, Inc., petitioner.

Robert C. Johnson and William Goines, for Bekins
Van Lines Company and Bekins Van and Storage
Company; Thomas L. Travers, for Western Van &
Storage; and James A. Nevil, for Nevil Van &
Storage, respondents.

John T. Reed and Tad Muraoka, for California
Manufacturers Association; Tad Muraoka, for
IBM Corporation; and Joseph D. Stava, for
Donald Enos, Owens Illinois, Inc., interested
parties.

E. H. Burgess and Robert W. Stich, for the
Commission staff.

O P I N I O N

Public hearing was held and the matter submitted before
Examiner Mallory on February 20, 1968, at San Francisco.

California Moving & Storage Association, Inc. seeks
increases in the distance rates, piece rates and accessorial 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 will
incur increased operating expenses due to changes in wage contracts
effective April 1, 1968; that the last adjustment of the distance
rates and charges in MRT 4-B was made pursuant to Decision No. 71552

dated November 9, 1966, in Case No. 5330, Petition No. 29; that said increased operating expenses were not considered by the Commission when the current level of rates was established; that said rates, therefore, will be 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 pertaining to costs and recommended adjustments in rate levels was presented on behalf of the petitioner by the assistant director of California Trucking Association's Division of Transportation Economics, and by the Commission staff. Representatives of California Manufacturers Association and IBM Corporation assisted in the development of the record.

The evidence shows that the last adjustment of the distance rates in MRT 4-B reflects wage and allied costs as of July 1, 1966 and that costs of operation of household goods carriers have since increased because of increased wages and related payroll expenses and will increase further effective April 1, 1968. The increases in distance costs, as calculated by petitioner, range from 5.14 percent to 7.80 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 4.9 percent to 6.6 percent.

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. The CMA representative stated that the increases recommended by the staff

appear to more closely measure the level of carrier cost increases which will occur than petitioner's proposal, and that CMA has no objection to increases in rates in the amounts recommended by the staff.

Petitioner's witness estimated that the annual revenues of household goods carriers for the intrastate transportation of used household goods and personal effects are \$200,000,000. The increases in distance rates sought by petitioner are estimated to average 6 percent. No estimate was furnished as to the effect on carriers' revenues of the proposed distance rate increases, as the proportion of total carrier annual revenues earned under distance rates could not be determined.

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 four times under the offset method.^{1/} This method gives consideration to changes in labor costs, including fringe benefits and payroll taxes, and in other taxes, such as gasoline taxes and weight fees. These costs comprise 50 percent or more of total operating costs.

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 should be adopted herein as the basis for

^{1/} 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); Decision No. 69759, dated October 5, 1965 (unreported); and Decision No. 71552, dated November 9, 1966 (unreported).

the current adjustment of the household goods minimum rates. The increases hereinafter authorized range from 5.1 percent to 6.6 percent for distance rates in Region 1, 4.9 percent to 6.1 percent for distance rates in Region 2, and 5.75 percent to 8.0 percent for piece-moving rates and accessorial charges. Said increases are estimated to average 5.75 percent.

Other minor changes not related to the subject matter of the petition will be made in some of the tariff pages herein being revised.^{2/}

Based on the record, the Commission finds that:

1. Effective April 1, 1968, carriers subject to the minimum rates in MRT 4-B will incur increased costs of operation, which are not reflected in said minimum rates.

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.

^{2/} Item No. 210 is being amended to provide that the center line of streets and other lines used to define the territories named therein constitutes the boundary line of such territories. For classification purposes, Item No. 430 is being revised to indicate that the "Important Notice to Shippers of Household Goods" shall only be issued to shippers of household goods when the involved transportation is subject to the distance rates named in Items Nos. 300 and 320 of the tariff.

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 May 11, 1968, the revised tariff pages attached hereto and listed in Appendix A, 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. 34 is hereby denied.

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

Dated at San Francisco, California, this 2nd
day of APRIL, 1968.

[Signature] President
[Signature]
[Signature]
[Signature]
[Signature] Commissioners

APPENDIX A TO DECISION NO. ~~73934~~

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

Authorized by Said Decision

Fifth Revised Page 9

Eighth Revised Page 10

Seventh Revised Page 17

Fifth Revised Page 18

Second Revised Page 22

Fifth Revised Page 26

Fifth Revised Page 27

Sixth Revised Page 28

Sixth Revised Page 29

Second Revised Page 33

(END OF APPENDIX A 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) - 88 cents per piece.
3. At distance rates (Items Nos. 300 and 320) - 25 cents per 100 pounds.

◇75

◇ Increase, Decision No. 73934

EFFECTIVE MAY 11, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 92

SECTION NO. 1--RULES AND REGULATIONS (Continued)		Item No.
VALUATION		
<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 sixty cents per pound shall be subject to rates computed on the basis provided in NOTE 1.</p> <p>NOTE 1.--When declared value exceeds sixty cents per pound, add 100% to rates provided in this tariff.</p>		80
DISPOSITION OF FRACTIONS		
<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.</p> <p>Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.</p>		85
DIVERTED SHIPMENTS		
<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 \$7.00 for each diversion.</p>		090
Increase, Decision No. 73934		
EFFECTIVE MAY 11, 1968		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 93		

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"> (1) The charge for the composite shipment shall be paid by one consignor, consignee, or other interested party. (2) Split delivery service shall not be accorded. (3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment said charge may be applied. (4) Charges shall be computed as follows: <ol style="list-style-type: none"> (a) Under hourly rates (Item No. 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.) 	◇ 170

(b) Under distance rates (Items Nos. 300 and 320). Apply 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 \$15.35 for each stop to load between first point of origin and point of destination.

◇ Increase, Decision No. 73934

EFFECTIVE MAY 11, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 94

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 \$15.35 for each stop to unload between point of origin and final point of destination.</p>	<p style="text-align: center;">0175</p>
<p style="text-align: center;">STORAGE IN TRANSIT (See NOTE 1)</p> <p>Shipments may be stored once in transit for a period not to exceed 60 days from the date of unloading at storage point. (See NOTE 2)</p> <p>Charges shall be computed on the following basis:</p> <p>(a) The applicable transportation rate from initial point of origin to point of storage, plus</p> <p>(b) The applicable transportation rate from point of storage to point of destination, plus</p> <p>(c) Warehouse handling and storage charge of 71 cents per 100 pounds for each 30-day period or fraction thereof, subject to a minimum charge of \$3.55 for each thirty-day period.</p>	<p style="text-align: center;">0180</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.

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. 73934

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San Francisco, California.
Correction No. 95

SECTION NO. 2 - REGIONS AND TERRITORIES	Item No.
<p data-bbox="337 435 1290 479">APPLICATION OF REGIONAL AND TERRITORIAL DESCRIPTIONS</p> <p data-bbox="191 499 1273 606">1. Descriptions of Regions and Territories in Section No. 2 apply in connection with rates, rules and regulations making reference thereto.</p> <p data-bbox="194 626 1290 733">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 data-bbox="576 792 1058 825">DESCRIPTION OF TERRITORIES</p> <p data-bbox="194 851 1314 1085">*The center line of the streets, highways, freeways, railway lines, rights of way, water courses, or other lines used to define the Territories described in this Section will constitute the boundary line except as otherwise specifically designated. The terms "shoreline", "ocean", or "bay" shall be construed to embrace any pier, wharf, or other structure extending into the adjacent body of water.</p> <p data-bbox="199 1105 1273 1722">TERRITORY "A" consists of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, San Mateo, Santa Clara and that portion of Sonoma County beginning at the junction of the Marin-Sonoma County line and Shoreline Highway (SSR 1); northerly along Shoreline Highway (SSR 1) to Petaluma Valley Ford Road; easterly on Petaluma Valley Ford Road to Roblar Road; easterly on Roblar Road to Stony Point Road; southeasterly on Stony Point Road to West Railroad Avenue; northeasterly and easterly on West Railroad Avenue and East Railroad Avenue to Petaluma Hill Road; northerly on Petaluma Hill Road to Roberts Road; northeasterly on Roberts Road and Pressley Road to Sonoma Mountain Road; easterly on Sonoma Mountain Road to Warm Springs Road; southeasterly on Warm Springs Road to Arnold Drive; northeasterly on Arnold Drive to Sonoma Highway (SSR 12); northerly on Sonoma Highway (SSR 12) to Trinity Road; northeasterly on Trinity Road to the Sonoma County line; southerly and northwesterly along the Sonoma County line to point of beginning.</p> <p data-bbox="204 1742 1141 1913">TERRITORY "B" consists of the Counties of Del Norte, Fresno, Humboldt, Madera, Mendocino, Merced, Napa, Sacramento, Solano, San Joaquin, Stanislaus, Yolo and that portion of Sonoma County not included in Territory "A".</p> <p data-bbox="209 1933 1125 2010">TERRITORY "C" consists of all counties in the state not included in Territories "A" and "B".</p>	210

Ø Change)
* Addition) Decision No. 73934

EFFECTIVE MAY 11, 1968

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

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		Any Quantity	Minimum Weight				
Over	But Not Over		1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	950	615	475	390	350	
10	20	960	625	480	395	355	
20	30	970	635	485	400	360	
30	40	980	650	490	405	365	
40	50	990	665	495	410	375	
50	60	1005	680	500	420	380	
60	70	1015	690	505	425	385	
70	80	1025	700	510	430	390	
80	90	1035	710	515	435	395	
90	100	1045	720	520	440	400	
100	120	1060	740	535	445	410	
120	140	1075	765	545	455	425	
140	160	1095	790	555	465	435	0300
160	180	1115	810	565	480	445	
180	200	1135	830	580	490	455	
200	225	1165	855	605	505	470	
225	250	1190	875	620	520	480	
250	275	1210	900	635	530	490	
275	300	1230	920	650	540	500	
300	325	1250	935	665	550	515	
325	350	1280	950	680	560	530	
350	375	1300	965	700	575	545	
375	400	1320	980	715	590	560	
400	425	1340	995	730	605	575	
425	450	1365	1010	745	625	590	
450	475	1390	1030	760	645	600	
475	500	1415	1050	775	665	615	
500	550	1445	1070	800	690	640	
550	600	1475	1090	825	715	665	
600	650	1500	1115	850	740	690	
650	700	1525	1140	875	765	715	
700	750	1550	1165	905	790	740	
750	800	1575	1190	930	815	765	
800	850	1605	1215	955	840	790	
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. 73934
○ No Change	

EFFECTIVE MAY 11, 1968

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

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	950	615	470	400	355	◇ 320
10	20	960	625	475	405	360	
20	30	970	635	480	410	365	
30	40	980	645	485	415	370	
40	50	995	655	495	420	375	
50	60	1005	670	500	425	380	
60	70	1015	690	510	430	385	
70	80	1025	705	520	435	395	
80	90	1035	720	530	440	400	
90	100	1045	735	540	445	405	
100	120	1065	750	555	465	415	
120	140	1085	770	570	480	430	
140	160	1110	790	585	495	445	
160	180	1130	815	600	515	460	
180	200	1150	840	620	530	475	
200	225	1175	870	645	550	500	
225	250	1205	900	665	565	520	
250	275	1235	925	685	580	540	
275	300	1260	950	705	595	560	
300	325	1290	975	725	615	580	
325	350	1315	1000	755	640	600	
350	375	1340	1020	775	660	620	
375	400	1370	1040	795	685	645	
400	425	1395	1060	815	705	665	
425	450	1420	1090	840	725	685	
450	475	1445	1115	860	750	705	
475	500	1480	1140	880	770	725	
500	550	1515	1185	915	805	760	
550	600	1550	1225	950	840	795	
600	650	1585	1255	980	870	830	
650	700	1620	1295	1020	905	865	
700	750	1655	1335	1060	945	900	
750	800	1695	1375	1095	980	940	
800	850	1735	1410	1135	1020	975	
850	-	Add to rate for 850 miles 40 cents per 100 pounds for each 50 miles or fraction thereof in excess of 850 miles.					

◇ 320

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|--|--|
| <ul style="list-style-type: none">(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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◇ Increase, Decision No. 73934

EFFECTIVE MAY 11, 1968

Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 98
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SECTION NO. 3 - RATES (Continued)				Item No.												
RATES IN CENTS PER HOUR (1) (2) (Applies for Distances of 50 Constructive Miles or Less)				330												
Unit of Equipment:	TERRITORY (3)															
	A	B	C													
(a) with driver	1140	1060	1000													
(b) with driver and 1 helper	2000	1840	1700													
Additional helpers, per man	700	600	520													
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><tr><th colspan="3">FIRST PIECE</th></tr><tr><th colspan="3">MILES (3)</th></tr><tr><td>Not Over 10</td><td>Over 10 but not Over 20</td><td>Over 20</td></tr><tr><td>955</td><td>1780</td><td>2490</td></tr></table>			FIRST PIECE			MILES (3)			Not Over 10	Over 10 but not Over 20	Over 20	955	1780	2490	Each Additional Piece	
FIRST PIECE																
MILES (3)																
Not Over 10	Over 10 but not Over 20	Over 20														
955	1780	2490														
(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. 73934																
EFFECTIVE MAY 11, 1968																
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																
Correction No. 99																

SECTION NO. 3 - RATES (Concluded)				Item No.
ACCESSORIAL RATES				350
Rates in Cents per Man per Hour (1) (2) (3) -				
Packing) Unpacking)	TERRITORY (4)			
	A	B	C	
	840	780	720	
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) 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 ----- 155 cents				
Each bundle of containers, folded flat --- 155 cents				
Minimum charge, per delivery ----- 730 cents				
2. (a) Shipping containers, including wardrobes (See NOTE 2) and packing materials which are furnished by the carrier at the request of the shipper will be charged for at not less than the actual original cost to the carrier of such materials, F.O.B. carrier's place of business.				
(b) In the event such packing materials and shipping containers are returned to any carrier, participating in the transportation thereof when loaded, an allowance may be made to the consignee or his agent of not to exceed 75 percent of the charges assessed under the provisions of paragraph 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. **73934**

EFFECTIVE MAY 11, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 100

SECTION NO. 4 - FORMS OF DOCUMENTS (Continued)	Item No.
<p data-bbox="401 415 1268 486">IMPORTANT NOTICE TO SHIPPERS OF HOUSEHOLD GOODS (Items Nos. 430, 431 and 432)</p> <p data-bbox="219 491 1326 588">*(The provisions of Items Nos. 430, 431 and 432 apply only in connection with the distance rates named in Items Nos. 300 and 320)</p> <p data-bbox="227 611 1356 708">The Public Utilities Commission requires that this notice and informational summary shall be delivered to all shippers of household goods in intrastate commerce.</p> <p data-bbox="227 713 1356 1154">This statement is of importance to you as a shipper of household goods and is being furnished by the carrier pursuant to a requirement of the Public Utilities Commission. It relates to the transportation of household goods, in intrastate commerce by motor carriers frequently called "Movers" but here called carriers. Some carriers perform the transportation themselves. Others act as agents for the carriers which do the actual hauling. In some instances, the transportation is arranged by brokers. You should be sure to obtain the complete and correct name, home address, and telephone number of the carrier which is to transport your shipment, and keep that carrier informed as to how and where you may be reached at all times until the shipment is delivered.</p> <p data-bbox="227 1184 1295 1281">Before completing arrangements for the shipment of your household goods, all of the information herein should be considered carefully by you.</p> <p data-bbox="227 1312 1314 1638"><u>Shipping Order.</u> Before your shipment leaves point of origin, you should obtain from the carrier a shipping order or receipt, signed by you and the carrier. Be sure that this shows the carrier's name and address and the telephone number at which you can reach the carrier; an address and telephone number furnished by you at which the carrier can send messages regarding your shipment; the location to which your goods are moving; the date of loading and the preferred date of delivery; and the declared or released valuation of the goods.</p> <p data-bbox="227 1668 1314 2186"><u>Estimates.</u> Carriers cannot determine what your move will cost you until all packing has been completed and the goods are loaded on a vehicle and weighed. They make estimates to try to approximate the cost for you. To get a reasonably accurate estimate you must show the estimator everything you intend to ship and indicate any additional services that you desire performed by the carrier. An estimate is not a bid or a contract. Choosing the carrier submitting the lowest estimate will not assure you the lowest cost move. Regardless of any estimate, the actual weight of your goods and the actual amount of packing and other services performed by the carrier will determine the final amount you must pay for your moving. All estimates for moving at distance rates are now required to be in writing. Do not accept any oral approximation of the charges.</p>	<p data-bbox="1384 1243 1458 1281">430</p>

REGARDLESS OF ANY PRIOR ESTIMATE RECEIVED, for the carriage of your shipment, you will be obligated to pay transportation charges and other charges computed in accordance with tariffs prescribed by the Public Utilities Commission. The total charges which you must pay may be more, or less, than the estimate received from the carrier, and as explained under "Payment of Charges - Freight Bill," the charges generally must be in cash or by money order or certified check at the time of delivery. Having additional funds on hand when the van arrives at destination can spare you considerable difficulty.

(Continued in Item No. 431)

o Change)
* Addition) Decision No. 73934

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