

ORIGINAL

Decision No. 76735

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation
 into the rates, rules, regulations,
 charges, allowances and practices of
 all household goods carriers, common
 carriers, highway carriers, and city
 carriers, relating to the transpor-
 tation of used household goods and
 related property.

Case No. 5330
 Petition for Modification
 No. 42
 (Filed August 28, 1969)

Knapp, Gill, Hibbert and Stevens, by Wyman C. Knapp and Warren N. Grossman; and Charles A. Woelfel, for California Moving & Storage Association, petitioner.
John T. Reed, for California Manufacturers Association; and Tad Muraoka, for IBM Corporation, interested parties.
Dell E. Bevan, Sam S. Blank, John J. Canova, Charles W. Carlon, A. L. Chipman, Ernest Conner, Oulg M. Driver, Roger H. Druehl, Carl W. Disinger, Jr., Robert R. Eisenberger, Jim Garvey, Ray M. Hennessy, Jack Hussey, Harold Jensen, Jackson W. Kendall, Thomas W. King, Gordon Koller, Jay Kramer, H. E. Lamance, Jacques Lange, Robert J. Menne, Frank A. Payne, Jr., Gerald M. Poznanovich, K. L. Reeves, F. Douglas Rideout, D. Roberts, Ralph O. Rose, W. A. Sarburn, Phil Shambaugh, Robert E. Sneed, Roeder S. Stinson, George E. Thomas, Thomas W. Travers, Charles W. Wagner, and Lloyd Walters, for various household goods carriers, respondents.
E. H. Burgess, H. E. Frank and Robert W. Stich, for the Commission staff.

O P I N I O N

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 and personal effects. Petitioner alleges that carriers will incur increased operating costs from

renegotiated wage contracts and/or increase provisions in existing wage contracts which have become effective since the rates were last adjusted pursuant to Decision No. 73934, dated April 2, 1968 in Case No. 5330, Petition No. 34. Petitioner asserts that the increases in minimum rates proposed in this petition are necessary to restore said rates to a reasonable and compensatory level.

Public hearing was held by Examiner Mallory at San Francisco on November 5 and 6 and December 2 and 3, 1969, and the matter was submitted. Evidence was presented by representatives of petitioner and of the Commission staff. Other interested parties assisted in the development of the record.

The evidence shows that the last adjustment of the distance rates in MRT 4-B reflects wages and allied costs as of April 1, 1968 and that costs of operation of household goods carriers have increased because of increased wages and related payroll costs effective subsequent thereto.^{1/} The increases in distance costs as calculated by petitioner's witness range from 6.04 to 9.47 percent, depending upon the shipment weight, length of haul, and region of the state in which the transportation service is performed. The corresponding increases in costs developed by the Commission staff engineer range from 5.6 to 7.3 percent.

Both petitioner's witness and the Commission staff rate expert recommended that minimum rates be increased by the same percentage as the corresponding percentage increases in costs as measured in the cost studies presented herein (the so-called "offset" method of adjusting minimum rates).

^{1/} The evidence presented on behalf of petitioner reflects wage costs as of July 1, 1969. The evidence submitted by the staff reflects wage costs as of October 1, 1969.

The only material issue in this proceeding is the method to be followed in developing the cost data which will be used as the measure of the rate increases needed to restore the minimum rates to a reasonable level. Decision No. 76353, dated October 28, 1969, in Case No. 5432, Petition No. 523, and several other related minimum rate proceedings (none of which involve household goods) was concerned with the appropriate methods of developing the cost information for use in an "offset" proceeding such as the proceeding herein. Decision No. 76353 reads, in part, as follows:

"The changes which occur in direct costs are readily measurable and present no real problem when developing a revised estimate of total direct costs for subsequent use as part of a percentage datum plane cost offset rate adjustment. The real difficulty in a cost offset adjustment in rates is how to reflect changes in cost factors that have been treated cumulatively as indirect expense ratios or percentages of gross revenue in the original full-scale cost presentation. In the past, changes in indirect expenses have been reflected in cost offset proceedings by the following methods:

- "1. Wage (Cost) Offset: Indirect expense ratios established in the original full-scale cost study are applied to the up-dated direct costs determined for the wage offset adjustment. This method assumes that indirect expense items have, or will, increase proportionately with direct costs.
- "2. Wage Offset: The percentage increase in direct labor is multiplied by the percentage of salaries and wages included in the indirect expenses of the original full-scale cost study and the resulting factor is applied to the dollar amount of indirect expenses included in the original cost presentation. This method assumes that only those expenses included in the indirect expense ratios related to salaries and wages will increase proportionately with the increases in direct labor costs.
- "3. Direct Wage Offset: Indirect expenses are held constant and no allowance for changes in indirects is made in the cost offset adjustment in rates.

"Gross revenue expenses are expressed as a percentage of total revenue. The percentage factors are generally utilized in cost offset proceedings in conjunction with the adjusted total direct and indirect expenses."

Petitioner's witness adopted the "Wage (Cost) Offset" method described above in the development of the cost changes set forth in his study presented herein. The staff engineer adopted the "Wage Offset" method in his study.

Petitioner urges that criteria set forth in Decision No. 76353 support the use of the "Wage Cost Offset" method; the Commission staff urges that such criteria support the use of the "Wage Offset" method under the circumstances presented herein.

Decision No. 76353 contains the following discussion:

"Since the accuracy and reliability of cost offsets are highest when conducted within the proximity of the original cost and rate presentations, the precise method or mechanics for developing a cost offset at a given period of time might well vary according to the conditions and circumstances surrounding the transportation involved. Initially, the wage (cost) offset method ... might well prove to be completely satisfactory. However, as successive cost offsets are employed with the passing of time and the likelihood that new full-scale studies may be in the offing, the more restrictive wage offset method ... or the direct cost offset procedure ... may be the only appropriate methods to employ. The ultimate burden of proof as to the proper cost offset method to use in any given situation should rest, in the first instance, with the party presenting the cost offset rate proposal. The Commission should not rigidly harness itself to any single cost offset procedure for adjusting its minimum rates and thereby preclude the presentation of evidence in justification of other desired cost offset proposals."

In applying the foregoing criteria the Commission, in Decision No. 76353, adopted the "Wage (Cost) Offset" method in connection with Minimum Rate Tariff No. 2 (MRT 2) and the "Wage Offset" method with respect to adjustments of Minimum Rate Tariff No. 1-3 (MRT 1-3) and Minimum Rate Tariff 19 (MRT 19).^{2/}

^{2/} MRT 2 applies to the transportation of general commodities - statewide; MRT 1-3 applies to transportation of general commodities within seven East Bay communities; MRT 19 applies to the transportation of general commodities in San Francisco.

The Commission staff engineer premised his use of the "Wage Offset" method upon two principal factors; the first is that approximately the same period of time has elapsed since development of the full-scale cost study for distance household goods rates as for the development of the last full-scale studies underlying the rates in MRT 1-B and MRT 19; the second is that the method followed in his study has been used in prior staff studies involving offset adjustments of household goods distance rates, and said studies have been adopted by the Commission as the basis for prior rate adjustments.

Petitioner points out that the last full-scale cost study adopted by the Commission as reasonable for the purpose of adjusting the rates in MRT 2 is approximately the same age as the last full-scale cost studies introduced in proceedings involving MRT 1-B and MRT 19. Other than to point out this anomaly, petitioner presented no specific showing in support of the method adopted by its witness for development of its cost evidence.

Discussion

As heretofore indicated the only material issue to be resolved herein is a determination of which of the cost methods described in Decision No. 76353 is appropriate in this proceeding. That decision indicates (in Conclusion 1) that:

"Interested parties have the right to come before this Commission and the subsequent responsibility to assume the burden of proof as to any alleged changes in the cost factors underlying the established minimum rates; and, in the light of such alleged changes, recommend remedial cost offset minimum rate adjustments." (Underscoring supplied.)

Petitioner has not assumed that burden except to point out what appears to be an anomaly in Decision No. 76353.^{3/} The most

^{3/} The record herein does not contain the data necessary to resolve the apparent anomaly concerning MRT 2 and MRTs 1-B and 19.

persuasive reason advanced by the staff for the adoption herein of the method advocated by it is that said method was found reasonable for prior adjustments of household goods distance rates. No reasons have been presented to substitute a different method for adjusting distance household goods rates for the method heretofore found reasonable.

Therefore, the Commission finds:

1. Effective October 1, 1969, household goods carriers subject to the minimum rates in MRT 4-B incurred increased costs of operation, which are not reflected in said minimum rates.

2. The minimum distance rates, piece rates and accessorial charges set forth in MRT 4-B should be adjusted to reflect such increased costs of operation.

3. The petitioner herein and the Commission staff recommend that said rates be adjusted by the same percentages as the corresponding costs have increased since the rates were last adjusted. Such method is termed an offset rate adjustment.

4. Decision No. 76353 (supra) sets forth three methods of developing cost studies in offset proceedings of this type. It will be reasonable and appropriate to use the "Wage Offset" method in adjusting the distance and piece moving rates and related accessorial charges in MRT 4-B.

5. The Commission staff cost study introduced herein is constructed upon the cost finding method found appropriate in Finding 4, and should serve as the basis for the rate adjustments herein.

6. 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 March 14, 1970, 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. 42 is hereby denied.

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

Dated at San Diego, California, this 3rd day of FEBRUARY, 1970.

William Sproull
President

[Signature]

[Signature]
Commissioners

Commissioner A. W. Catov, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 76735

List of Revised Pages to Minimum Rate Tariff 4-B
Authorized by Said Decision

Sixth Revised Page 9

Ninth Revised Page 10

Eighth Revised Page 17

Sixth Revised Page 18

Sixth Revised Page 26

Sixth Revised Page 27

Tenth Revised Page 28

Tenth Revised Page 29

(END OF APPENDIX A LIST)

SECTION 1--RULES AND REGULATIONS (Continued)	ITEM
<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 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 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 300, 320, 330 and 340), subject to Items 145, 150 and 155.</p> <p>(c) For transportation in excess of 50 miles, rates in Items 300 and 320 shall apply, subject to Item 55.</p> <p>(d) Rate in Item 350 shall apply for the accessorial services of packing and unpacking in the territory in which the service is performed.</p> <p>(e) Item 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
<p style="text-align: center;">PICKUP AND/OR DELIVERY AT OTHER THAN GROUND FLOOR</p> <p>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:</p> <ol style="list-style-type: none"> 1. At hourly rates (Item 330)--No additional charge. 2. At piece rates (Item 340) 095 cents per piece. 3. At distance rates (Items 300 and 320) 027 cents per 100 pounds. 	875
<p> ♂ Change ♀ Increase) Decision No. 76735 </p>	
EFFECTIVE	
Correction 117	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES AND REGULATIONS (Continued)	ITEM
<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 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
<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 style="padding-left: 40px;">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 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 \$7.55 for each diversion.</p>	090
<p>◇ Increase, Decision No. 76735</p>	
<p>EFFECTIVE</p>	
<p>Correction 118</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES AND REGULATIONS (Continued)	ITEM
<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 of 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 300 or 320, a charge at the hourly rates provided in Item 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 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 95.) (b) Under distance rates (Items 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 \$16.60 for each stop to load between first point of origin and point of destination. 	0170
<p>◇ Increase, Decision No. 76735</p>	
<p>EFFECTIVE</p>	
<p>Correction 119</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>

SECTION 1--RULES AND REGULATIONS (Continued)	ITEM
<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 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 95.)</p> <p>(b) Under distance rates (Items 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 \$16.60 for each stop to unload between point of origin and final point of destination.</p>	0175
<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 078 cents per 100 pounds for each 30-day period or fraction thereof, subject to a minimum charge of 03.90 for each thirty-day period.</p> <p>NOTE 1.--On shipments subject to hourly rates both into and out of point of storage in transit the weight of the shipment for purposes of determining the storage-in-transit charge may be estimated by multiplying the total cubic feet of storage space occupied by the shipment on the warehouse platform or in the warehouse by 7 pounds per cubic foot.</p> <p>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.</p>	0180
<p>Change) Increase) Decision No. 76735</p>	
EFFECTIVE	
Correction 120	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

MINIMUM RATE TARIFF 4-B

SECTION 3--RATES							ITEM
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				0300
			1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	1020	660	510	420	380	
10	20	1030	670	515	425	385	
20	30	1040	680	520	430	390	
30	40	1050	695	525	435	395	
40	50	1060	710	530	440	400	
50	60	1070	725	535	445	405	
60	70	1080	740	540	450	410	
70	80	1090	755	545	455	415	
80	90	1105	770	550	460	420	
90	100	1120	785	560	465	430	
100	120	1140	800	570	475	440	
120	140	1160	820	585	485	450	
140	160	1180	840	600	495	460	
160	180	1200	860	615	505	470	
180	200	1225	880	630	520	480	
200	225	1250	905	645	535	495	
225	250	1275	930	660	550	510	
250	275	1300	950	675	565	525	
275	300	1325	970	690	580	540	
300	325	1350	990	705	595	555	
325	350	1375	1010	720	610	570	
350	375	1400	1030	735	625	585	
375	400	1425	1050	750	640	600	
400	425	1450	1070	765	655	615	
425	450	1475	1090	785	670	630	
450	475	1500	1110	805	685	645	
475	500	1525	1130	825	710	660	
500	550	1550	1150	850	735	680	
550	600	1575	1170	875	760	705	
600	650	1600	1195	900	785	730	
650	700	1625	1220	925	810	755	
700	750	1650	1245	950	835	780	
750	800	1675	1270	975	860	805	
800	850	1700	1295	1000	885	830	
850	---						

o 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 70 for application of rates.
 (3) See Item 50 for computation of distances.
 (4) See Item 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 320 shall apply to split pickup and split delivery shipments excluded from the provisions of this item.

o Increase, except as noted }
 o No Change } Decision No. 76735

EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.

Correction 121

MINIMUM RATE TARIFF 4-B

SECTION 3--RATES (Continued)

ITEM

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			
			1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds
Over	But Not Over					
0	10	1025	660	505	430	380
10	20	1035	670	510	435	385
20	30	1045	680	515	440	390
30	40	1055	690	520	445	395
40	50	1065	705	530	450	400
50	60	1075	720	540	455	405
60	70	1085	735	550	460	410
70	80	1095	750	560	465	415
80	90	1105	765	570	470	420
90	100	1115	780	580	480	430
100	120	1140	805	595	495	445
120	140	1165	830	610	510	460
140	160	1190	855	625	525	475
160	180	1215	880	640	540	490
180	200	1240	905	660	560	505
200	225	1265	930	680	580	525
225	250	1290	965	700	600	545
250	275	1315	990	720	620	565
275	300	1340	1015	740	640	585
300	325	1370	1040	760	660	605
325	350	1400	1065	785	680	630
350	375	1430	1090	810	700	655
375	400	1460	1115	835	720	680
400	425	1490	1140	860	740	705
425	450	1520	1165	885	760	730
450	475	1550	1190	910	780	755
475	500	1580	1220	935	810	780
500	550	1615	1260	970	845	805
550	600	1650	1300	1005	880	840
600	650	1685	1340	1040	915	875
650	700	1725	1380	1080	955	910
700	750	1765	1420	1120	995	950
750	800	1805	1460	1160	1035	990
800	850	1845	1500	1200	1075	1030
850	---					

0320

o Add to rate for 850 miles 40 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 70 for application of rates.
 (3) See Item 50 for computation of distances.
 (4) See Item 220 for Region descriptions.

o Increase, except as noted } Decision No. 76735
 o No Change }

EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.

Correction 122

SECTION 3--RATES (Continued)				ITEM
RATES IN CENTS PER HOUR (1) (2) (Applies for Distances of 50 Constructive Miles or Less)				330
Unit of Equipment: (a) with driver ----- (b) with driver and 1 helper----- Additional helpers, per man----- Minimum charge--the charge for one hour.	TERRITORY (3)			
	A	B	C	
	1245	1120	1130	
	2200	1945	1950	
	775	615	590	
(1) See Item 70 for application of rates. (2) See Item 95 for computation of time. (3) See Item 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)				340
FIRST PIECE			Each Addi- tional Piece	
MILES (3)				
Not Over 10	Over 10 but Not Over 20	Over 20		
1025	1905	2665	355	
(1) See Item 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 50 for computation of distances.				
◊ Increase, Decision No. 76735				
EFFECTIVE				
Correction 123		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

MINIMUM RATE TARIFF 4-B

SECTION 3--RATES (Concluded)			ITEM	
ACCESSORIAL RATES				
Rates in Cents per Man per Hour (1)(2)(3)				
Packing) Unpacking)	TERRITORY (4)		350	
	A	B		C
	940	840		845
Minimum Charge--the charge for one hour.				
(1) See Item 70 for application of rates. (2) See Item 95 for computation of time. (3) Rates do not include cost of materials. (See Item 360) (4) See Item 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 agent, 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 ----- 170 cents Each bundle of containers, folded flat----- 170 cents Minimum charge, per delivery ----- 790 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, P.O.B. carrier's place of business.			o 360	
(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 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 330.				
o Increase, Decision No. 76735				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction 124				