

ORIGINAL

Decision No. 84256

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 trans-
portation of used household goods
and related property.

Case No. 5330
Petition for Modification No. 90
(Filed December 13, 1974;
amended January 8, 1975
and February 3, 1975)

Knapp, Stevens, Grossman & Marsh, by Warren N. Grossman, Attorney at Law, and Chas. A. Woelfel,
for California Moving & Storage Association,
petitioner.
Robert C. Johnson, for Bekins Moving & Storage
Company; and Sig Dombrowski, for V.I.P. Moving,
Inc.; respondents.
Thomas J. Hays and H. W. Hughes, for California
Trucking Association; Tad Muraoka, for IBM
Corporation and California Manufacturers
Association; Ronald Andreasen, for IBM Corpora-
tion; Jess J. Butcher, for California Manufac-
turers Association; and John C. Jessup, for
Foremost-McKesson Inc.; interested parties.
Clyde T. Neary and E. Carmody, for the Commission
staff.

O P I N I O N

By this petition California Moving & Storage Association seeks to increase the rates for the transportation of household goods and related articles as set forth in Minimum Rate Tariff 4-B (MRT 4-B). Petitioner seeks to offset increases in costs, principally labor costs, which will occur on April 1, 1975 in connection with the distance rates and the hourly rates in Territory C, and on July 1, 1975 as to the hourly rates applicable to Territories A and B.^{1/}

The hourly and related rates were last adjusted to offset higher labor, payroll, and fuel costs pursuant to Decision No. 82849 dated May 7, 1974 in Petitions 79, 82, and 83 in Case No. 5330.^{2/} The distance rates were last increased pursuant to Decision No. 83639 dated October 22, 1974 in Petition 88, Case No. 5330.

1/ 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 not included in Territory B.

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.

Territory C consists of all counties in the State except: Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Sonoma, Humboldt, Del Norte, Mendocino, Fresno, Madera, Merced, Napa, Sacramento, Solano, San Joaquin, Stanislaus, and Yolo.

2/ Minor modifications to Decision No. 82849 were made by Decisions Nos. 82880 and 83011 dated May 15, 1974 and June 28, 1974, respectively.

Public hearing was held before Examiner Tanner on January 20, 1975 and February 13, 1975 in San Francisco. The petition was submitted on the latter date. Evidence was presented on behalf of petitioner and the Commission's Transportation Division staff. No one opposed the relief sought.

A transportation analyst employed by the California Trucking Association presented cost data and recommended rates on behalf of petitioner. An assistant engineer and an associate transportation rate expert presented similar studies on behalf of the staff. The cost studies presented adjust the original full-scale cost studies used as a basis for the development of existing rates in MRT 4-B to reflect current fuel costs and increases in labor and payroll costs which will become effective April 1, 1975 and July 1, 1975.

The cost study underlying the proposed hourly rate adjustments presented by petitioner differs from the staff study in a number of areas. The petitioner used the wage and fringe benefit costs set forth in the various local union contracts. The staff study reflects wages paid by union and nonunion carriers. The petitioner used population to weigh the wage costs to arrive at the composite labor cost for each territory. The staff used revenue data to develop the labor cost factors applicable to each territory. The most significant difference between the two cost studies is the treatment of indirect expenses. Petitioner used the Wage (Cost) Offset Method which assumes that indirect expenses increase proportionally with direct costs. The staff relied on the Wage Offset Method for the development of costs.^{3/} This method provides for increasing the portion of indirect expenses which represents labor cost by the

^{3/} See Decision No. 76353 (1969) 70 CPUC 277.

percentage increase that direct expense is increased. According to the staff cost witness, the proportion of labor cost considered to be included in indirect expense is 60 percent, based on an analysis of Exhibit 35-3 introduced by the staff in Petition 35, Case No. 5330.

Petitioner urged that present economic conditions do not justify continued use of the Wage Offset Method to adjust the hourly rates in MRT 4-B. The recent upward acceleration of those cost elements which have remained constant since the adoption of the Wage Offset Method were recited. Decision No. 83985 dated January 25, 1975 (Petition 821, Case No. 5432 et al.) was cited as an example of the Commission's recognition of these cost increases in connection with transportation of general commodities.

The original cost study which is offset in this proceeding was Exhibit 32-1.^{4/} Eight years have passed since that study was made. This substantial passage of time, coupled with the unique economic conditions that prevail today, compel us to adopt the Wage Offset Method in connection with hourly rates.

Petitioner's and staff's cost estimates supporting the recommended distance rate adjustments are similar (both used the Wage (Cost) Offset Method), except for the development of the fuel cost factor. This difference results from the fuel consumption rates employed. The staff used 7, 5, and 5.5 miles per gallon for a two-axle diesel tractor, two-axle gas tractor, and two-axle gas van, respectively. Petitioner's calculations were based on fuel consumption rates of 5.03, 4.55, and 5.28 miles per gallon for the same type of equipment. Petitioner's data were based on the monthly fuel and oil reports produced by the Transportation Division's Data Bank for the calendar year 1973.

^{4/} Exhibit 32-1 introduced in Petition 32, Case No. 5330 (Decision No. 73386 dated November 21, 1967).

Table 3, Exhibit B to Petition 88 (filed August 7, 1974), indicates a fuel and oil cost per mile of \$.096 for a two-axle diesel tractor, \$.117 for a two-axle gas tractor, and \$.101 for a two-axle gas van. Table 3-A is a recapitulation of the Data Bank's monthly reports. It sets forth the development of vehicle fuel and oil consumption for the calendar year 1973 and provides the consumption rates used in the development of fuel and oil costs per mile developed in Table 3-B, which in turn is the basis for the fuel cost calculations in Table 3. Table 3-B, Exhibit 5 (petitioner's cost study), in this matter uses the same fuel consumption data. Petition 88 was amended August 30, 1974. Among other things, the amendment included a revised Table 3 wherein the fuel and oil costs were reduced to \$.070, \$.106, and \$.097, respectively. The amended petition has no information of fuel cost or consumption rate changes; therefore, the basis for the reduction in fuel and oil costs remains an uncertainty.

In the matter now under consideration, petitioner urged that the appropriate fuel consumption factor to be relied upon in this and future proceedings be indicated. Petitioner urged that the information published by the Data Bank be adopted. Petitioner took the position that to do otherwise would be inconsistent with the precedent established by Decision No. 83639. The staff was of the opinion that the Data Bank reports covering fuel and oil consumption by household goods carrier operations are based on a sampling too small to produce reliable data. Reliance on the consumption rates employed in Petition 52^{5/} was required, according to the staff witness, as it was the most dependable information available. The method used by the staff in developing its fuel consumption data was not available.

^{5/} Petition 52, Case No. 5330, Decision No. 83194 dated July 30, 1974.

The record in this matter does not provide an adequate basis for a determination of appropriate guidelines for fuel consumption in connection with the transportation of uncrated used household goods. The apparent precedent established by Decision No. 83639 is questionable when the revised costs in the amended petition are considered. Furthermore, the question appears to be basically academic as both petitioner and staff adhered to the ratemaking principles set forth in Decision No. 83194 dated July 30, 1974 in Petition 52, Case No. 5330. In that matter we found:

"The estimates presented by petitioner and by the staff engineer are not reasonable estimates of the costs per 100 pounds of transporting uncrated used household goods and related articles over the public highways.

"Reasonable estimates of the costs per 100 pounds, as of July 1, 1973, of transporting uncrated used household goods and related articles for distances 400 miles or more are amounts somewhat lower than those estimated by petitioner but higher than those estimated by the staff engineer."

The distance rates established by Decision No. 83194 were adjusted so that the Region 1 rates and the Region 2 rates were the same for the shorter distances, diverged to a maximum divergence at distances of between 300 and 400 miles, and converged together at distances of between 600 and 700 miles. The rates for the shorter distances were equated to charges provided under the hourly rates, the rates for distances of 400 miles reflected costs somewhat lower than petitioner's estimates, in each weight bracket. The progression of rates was smooth throughout the entire scale, and insofar as possible, relationships between the scales of rates for the various weight groups were maintained so as to avoid extremes in the breakback of rates. Consequently, a painstaking search for the details of

certain cost factors is not likely to contribute significantly to the resolution of the problem. Furthermore, the primary purpose of this proceeding is to make a reasonable estimate of the change in cost, not the determination of costs. We must conclude therefore that the staff distance rate proposals will adequately meet the additional revenue requirements of the household goods carrier industry.

Findings

1. Minimum hourly rates and related provisions for the transportation of uncrated used household goods set forth in MRT 4-B were last adjusted pursuant to Decision No. 82849 dated May 7, 1974 in Petitions 79, 82, and 83, as amended by Decisions Nos. 82880 and 83011 dated May 15, 1974 and June 28, 1974, respectively.

2. Minimum distance rates and related provisions for the transportation of uncrated used household goods set forth in MRT 4-B were last adjusted pursuant to Decision No. 83639 dated October 22, 1974 in Petition 83.

3. The current hourly rates reflect carrier wage and related payroll costs as of July 1, 1974 with respect to Territories A and B, and as of April 1, 1974 with respect to Territory C, and fuel and oil costs as of January 1974.

4. The current distance rates reflect carrier wage and related payroll costs generally prevalent as of April 1, 1974 and fuel costs as of August 1974.

5. Since the rates in MRT 4-B were last adjusted, carriers have or will incur increased costs for wages and fringe benefits, payroll expenses, and fuel which are not reflected in the current rates.

6. Increases in the minimum rates in MRT 4-B to the levels recommended by the Commission staff are no greater than those necessary to reflect the increased costs incurred or to be incurred on April 1, 1975 and July 1, 1975 and are necessary to restore said rates to reasonable levels. Increases resulting from the establishment of such rates are justified.

7. The Commission staff's estimate that petitioner's proposal would increase the annual revenue of carriers of uncrated used household goods by \$6.7 million, while the staff's recommendation would result in an annual increase of \$5.8 million, is reasonable.

8. Highway common carriers, to the extent they are subject to MRT 4-B, should be required to adjust their rates to the levels found reasonable herein.

Conclusions

1. Petition 90, as amended, should be granted to the extent indicated above, and MRT 4-B should be amended as provided in the order which follows.

2. The preponderance of increased costs applicable to the distance and related rates and the hourly rates in Territory C will become effective April 1, 1975; therefore, the increased distance rates and hourly rates applicable to Territory C should become effective no later than April 19, 1975 as provided in the order which follows.

3. The preponderance of increased costs applicable to the hourly rates in Territories A and B will become effective July 1, 1975; therefore, the increased hourly rates for those territories should become effective July 1, 1975.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 4-B (Appendix C of Decision No. 65521, as amended) is further amended by incorporating therein, to become effective April 19, 1975, the revised tariff pages included in Appendix A attached hereto and made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 65521, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.

3. Tariff publications required to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and shall be made effective not earlier than April 19, 1975, except the hourly rates applicable to Territories A and B named in Items 330 and 350, which shall be made effective not earlier than July 1, 1975 on not less than five days' notice to the Commission and to the public.

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

5. To the extent not authorized herein Petition for Modification No. 90, as amended, is denied.

The effective date of this order shall be April 14, 1975.

Dated at San Francisco, California, this 25th
day of MARCH, 1975.

Verdun L. Stevenson
President
William J. Brown
Leonard R. ...
Commissioners

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 4-B

ELEVENTH	REVISED	PAGE	9
FOURTEENTH	REVISED	PAGE	10
ELEVENTH	REVISED	PAGE	17
NINTH	REVISED	PAGE	18
NINTH	REVISED	PAGE	26
NINTH	REVISED	PAGE	27
TWENTY-FIFTH	REVISED	PAGE	28
TWENTY-FOURTH	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>(f) Item 80 provides valuation charges for all shipments not released to a value of sixty (60) cents per pound, per article.</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 and/or long carry shall be assessed:</p> <ol style="list-style-type: none"> 1. At hourly rates (Item 330) No additional charge. 2. At piece rate (Item 340) \$125 cents per piece. 3. At distance rates (Items 300 and 320) 35 cents per 100 pounds. 	875
<div style="display: flex; justify-content: space-between; align-items: center;"> <div> * Change o Increase </div> <div style="border-left: 1px solid black; padding-left: 10px;"> Decision No. </div> <div style="font-size: 1.5em; font-weight: bold;">84256</div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction:</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div> </div>	

SECTION 1--RULES (Continued)	ITEM
<p>DECLARATION OF VALUE--VALUATION CHARGES (Concluded)</p> <p>(f) The following minimum valuation charges will apply to all shipments not released to a value of 60 cents per pound per article (See Note 1):</p> <p style="text-align: center;">TRANSPORTATION VALUATION CHARGE</p> <p style="text-align: center;">50 cents per each \$100 (or fraction thereof) of released valuation.</p> <p style="text-align: center;">STORAGE-IN-TRANSIT VALUATION CHARGE</p> <p style="text-align: center;">10 cents per each \$100 (or fraction thereof) of released valuation. (See Note 2.)</p> <p>NOTE 1: If the shipper wishes to avoid these additional charges, he must enter a released value of 60 cents per pound per article on the shipping document.</p> <p>NOTE 2: No charge shall be made where storage-in-transit of a shipment is undertaken for carrier's convenience.</p> <p>(g) Each shipping piece or package and contents thereof shall constitute one article, except that total component parts of any article taken apart or knocked down for handling and loading in vehicle shall constitute one article for the purpose of determining carrier's liability.</p> <p>NOTE: When an entire shipment is transported in containers, lift vans, or shipping boxes, each shipping package, piece, or loose item not enclosed within a package in such containers, lift vans, or shipping boxes will constitute the article.</p>	80 (Con- clu- ded)
<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="text-align: center;">Fractions of less than $\frac{1}{2}$ or .50 of a cent, omit.</p> <p style="text-align: center;">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 \$10.10 for each diversion.</p>	090
<p>oIncrease, Decision No. 84256</p>	
EFFECTIVE	
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Correction

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 \$22.10 for each stop to load between first point of origin and point of destination. 	0170
<p style="text-align: center;">84256</p> <p>oIncrease, Decision No.</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</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 or any component part via the points of destination of all other component parts, plus an additional charge of \$22.10 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 90 cents per 100 pounds for each 30-day period or fraction thereof, subject to a minimum charge of \$4.50 for each 30-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>	180
<p>◊Increase, Decision No. 84256</p>	
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Correction	

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		Any Quantity	Minimum Weight				0300
Over	But Not Over		1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	1530	930	670	545	470	
10	20	1560	960	685	560	480	
20	30	1585	980	700	575	490	
30	40	1610	995	710	590	500	
40	50	1635	1015	725	600	510	
50	60	1660	1030	735	610	520	
60	70	1685	1040	745	620	530	
70	80	1710	1055	755	635	540	
80	90	1735	1070	765	645	555	
90	100	1765	1085	775	655	565	
100	120	1795	1110	795	675	585	
120	140	1845	1135	815	700	605	
140	160	1895	1165	840	720	630	
160	180	1940	1190	860	740	650	
180	200	1990	1220	880	765	670	
200	225	2040	1255	905	790	695	
225	250	2090	1290	930	815	725	
250	275	2140	1320	955	845	750	
275	300	2190	1350	980	870	780	
300	325	2235	1380	1005	900	805	
325	350	2280	1410	1030	925	830	
350	375	2325	1440	1055	955	860	
375	400	2370	1470	1080	980	885	
400	425	2400	1495	1105	1005	910	
425	450	2415	1520	1125	1030	935	
450	475	2440	1540	1150	1055	960	
475	500	2465	1565	1175	1080	985	
500	550	2495	1610	1205	1115	1020	
550	600	2545	1655	1250	1165	1065	
600	650	2590	1695	1290	1210	1110	
650	700	2635	1735	1335	1255	1145	
700	750	2675	1775	1375	1305	1175	
750	800	2720	1820	1420	1345	1220	
800	850	2755	1860	1470	1385	1260	
850	---	*Add to rate 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. 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.							
*Increase, except as noted.) *No change.) Decision No. 84256							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

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				0320
Over	But Not Over		1,000 Pounds	2,000 Pounds	5,000 Pounds	8,000 Pounds	
0	10	1530	930	670	545	470	
10	20	1560	960	685	560	480	
20	30	1585	980	700	575	490	
30	40	1610	995	710	590	500	
40	50	1635	1015	725	600	510	
50	60	1665	1040	740	610	520	
60	70	1695	1055	750	620	530	
70	80	1725	1075	765	635	540	
80	90	1755	1095	775	650	555	
90	100	1795	1115	795	660	565	
100	120	1830	1145	815	680	585	
120	140	1895	1185	840	715	610	
140	160	1960	1215	865	740	640	
160	180	2010	1250	890	765	660	
180	200	2060	1290	915	795	685	
200	225	2110	1330	945	830	720	
225	250	2170	1370	980	855	750	
250	275	2240	1405	1005	885	780	
275	300	2290	1440	1030	910	820	
300	325	2335	1475	1060	940	845	
325	350	2385	1505	1075	965	875	
350	375	2430	1530	1100	1005	905	
375	400	2470	1560	1125	1030	925	
400	425	2490	1585	1145	1055	945	
425	450	2510	1605	1170	1080	970	
450	475	2525	1620	1185	1095	985	
475	500	2545	1640	1205	1115	1005	
500	550	2560	1665	1240	1145	1045	
550	600	2590	1695	1270	1185	1080	
600	650	2615	1730	1300	1225	1125	
650	700	2650	1760	1335	1265	1150	
700	750	2680	1780	1375	1310	1175	
750	800	2720	1820	1430	1345	1220	
800	850	2755	1860	1470	1385	1260	
850	---	*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.							
*Increase, except as noted.) *No change.							Decision No. 84256
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

MINIMUM RATE TARIFF 4-B

SECTION 3--RATES (Continued)					ITEM
RATES IN CENTS PER HOUR (1) (2) (Applies for Distances of 50 Constructive Miles or Less)					8330
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	OC	
		(4) 0(5)	(4) 0(5)		
		1825 1920	1570 1635	1675	
		3335 3525	2715 2840	2930	
		1170 1240	800 820	840	
(1) See Item 70 for application of rates. (2) See Item 95 for computation of time. (3) See Item 210 for territorial descriptions. (4) Expires with June 30, 1975. (5) Effective July 1, 1975.					
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 Additional Piece		
MILES (3)					
Not Over 10	Over 10 but Not Over 20	Over 20			
1320	2455	3435			
			460		
(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.					
☐ Change) ☐ Increase) Decision No. 84256					
EFFECTIVE (EXCEPT AS NOTED)					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

SECTION 3--RATES (Concluded)				ITEM
ACCESSORIAL RATES				
Rates in Cents per Man per Hour (1) (2) (3)				
			TERRITORY (4)	
			A	B
			(5) (6)	(5) (6)
			1490 1580	1240 1300
			1365	
Packing) ----- Unpacking) -----				1365
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. (5) Expires with June 30, 1975. (6) Effective July 1, 1975.				#350
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) <div style="margin-left: 40px;"> Each container, set up----- 220 cents Each bundle of containers, folded flat-- 220 cents Minimum charge, per delivery-----1040 cents </div> 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 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.				#360
ø Change) Decision No. 84256 ø Increase)				
EFFECTIVE (EXCEPT AS NOTED)				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				