

Decision No. 73220

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 common carriers, highway  
 carriers and city carriers relating  
 to the transportation of uncrated new  
 furniture (commodities for which  
 rates are provided in Minimum Rate  
 Tariff No. 11-A).

Case No. 5603  
 Petition for Modification  
 No. 40  
 (Filed May 3, 1967,  
 Amended June 5, 1967)

Arlo D. Poe, H. F. Kollmyer, and J. C. Kaspar,  
 for California Trucking Association,  
 petitioner.

Eddy S. Feldman and R. C. Fels, for Furniture  
 Manufacturers Association of California; and  
R. C. Fels, for Furniture Retailers Association  
 of Southern California; protestants.

Sam O. Sciortino and Harry E. Smith, for Lads  
 Furniture Freight, Inc.; Arthur Shelton, for  
 KKW Trucking, Inc.; John W. Driscoll, for  
 Driscoll Trucking, Inc.; and Robert C. Miles,  
 for North American Van Lines, Inc.; respondents.

Robert R. Schwenig, for Sears Roebuck & Company,  
 interested party.

Robert E. Walker, R. J. Carberry, and John R. Laurie,  
 for the Commission staff.

### O P I N I O N

Minimum Rate Tariff No. 11-A contains statewide minimum rates for the transportation of uncrated (blanket-wrapped) new furniture by highway permit carriers. It is governed by Distance Table No. 5 and National Motor Freight Classification No. A-9 (Cal.).

California Trucking Association, petitioner, seeks a general revision of Minimum Rate Tariff No. 11-A, and requests that Distance Table No. 6 be made applicable to the determination of the distance rates in said tariff concurrently with the proposed revision of the tariff rates and charges. In support thereof it had

prepared for presentation to the Commission current studies relating to costs and operating conditions in connection with the transportation of uncrated new furniture.

Public hearing was held before Examiner Mallory at Los Angeles, California, on June 27 and 28, July 31 and August 1, 1967. The matter was submitted upon receipt of a late-filed exhibit.

Minimum Rate Tariff No. 11-A was established by Decision No. 50114, dated June 1, 1954, in Case No. 4808 (53 Cal.P.U.C. 235). The minimum rates contained therein were based on evidence which included estimated costs of transportation developed by the Commission staff. No comprehensive studies of costs and operating conditions have served as a basis for adjustment of rates since that time. The tariff was adjusted subsequently to reflect increases in carrier labor costs and taxes. The last such adjustment was made pursuant to Decision No. 71621, dated November 29, 1966, in Case No. 5603, Petition No. 33. Prior decisions involving rate increases in Minimum Rate Tariff No. 11-A have pointed out that carriers engaged in transportation of uncrated new furniture, large shippers of this commodity, and other interested parties have long recognized the need and have advocated the development of new cost and economic studies reflecting current methods of transporting new furniture and recognizing the changes over the years in the design and density of furniture.<sup>1/</sup>

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<sup>1/</sup> Decision No. 67938, dated September 30, 1964, in Case No. 5603, Petition No. 20; Decision No. 61894, dated April 25, 1961, in Case No. 5603, Petition No. 12; Decision No. 59135, dated October 6, 1959, in Case No. 5603, Petition No. 5; and Decision No. 54624, dated March 5, 1957, in Case No. 5603, Petition No. 2.

Petitioner's Assistant Director of its Division of Transportation Economics presented in evidence a study of estimated current costs for the movement of uncrated new furniture by motor carriers between points in California and sponsored proposed revised rates and rules which reflect the cost estimates developed in his study.

Concerning the cost study, the witness testified as follows: The operations of all carriers engaged primarily in the movement of uncrated new furniture were studied. At the present time only a limited number of carriers are engaged in this field of transportation. The study reflects operations of one carrier operating from the San Francisco Bay area to Northern California points and three carriers operating from the Los Angeles metropolitan area to other points in California. Cost information for northern and southern California operations was combined, as the current study indicated the operations within such areas are not sufficiently different to warrant separate cost development. The witness stated that the limited amount of traffic involved as compared with that moving under other statewide minimum rate tariffs did not justify the expense of development of estimated costs with the detail used in studies presented by it in other proceedings. Thorough cross-examination by the staff indicated that, while the study was not prepared with the exactness and with the refinements accorded in other statewide cost studies, it adequately reflects carrier operations in connection with transportation of uncrated new furniture, and is appropriate for the purposes of this proceeding.<sup>2/</sup> The results of the study indicate

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<sup>2/</sup> A slight overstatement of costs results from the fact that the legal speed limit for trucks has been increased to 55 miles per hour from 50 miles per hour as used in the study.

that an overall upward adjustment in rate levels is necessary to cover estimated full costs of operation.

Petitioner's rate proposal would substantially revise the method of computing rates. At the present time the tariff contains separate scales of rates applicable from origins in Northern California and in Southern California. This territorial difference in rates would be abolished. A single scale of rates (within each territory) now applies to all commodities subject to the tariff. Petitioner proposes that two scales of rates be established in order to reflect the differences in densities of articles transported. The tariff would be made subject to the ratings set forth in National Motor Freight Classification A-9.<sup>3/</sup> The higher scale of rates would be applicable to articles which have less truckload ratings of 150 or greater in the classification; the lower scale of rates would be applicable to articles having less truckload ratings of less than 150 in the classification.

In explanation of the rate scales based on classification ratings, petitioner's witness stated that there is a wide range of densities between different articles, depending upon the material from which they are constructed and their size and shape. He urged that, to the extent possible, rates should reflect these differences in order to return adequate revenues to carriers and to be reasonable. The witness testified that analysis of the ratings applicable to uncrated new furniture indicated that the majority fall into the two groupings of 150 and 125; the average of all ratings was determined to be 145. The witness concluded that two scales of

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<sup>3/</sup> The California Supplement to that classification would be cancelled as to MRT 11-A.

rates would reasonably reflect the differences in classification ratings, rather than rates related to the many different classification ratings applicable to uncrated new furniture. Two scales, as proposed, would also simplify the application of the tariff.

In the development of the proposed rate scales, the estimated full costs of operation for various lengths of haul and weight groups were expanded for profit and further expanded to reflect the average composition of traffic on a classification basis. The resulting computations served as a basis for the development of the rate scale applicable to articles rated 150 or higher. The scale for articles rated lower than 150 was developed from the higher scale on the relationship that 125 bears to 150 (.8333 of the higher scale).

The rates proposed by petitioner result in increases and reductions. The overall effect of the proposal is an increase. It is estimated by petitioner to be on the order of 11.5 percent for the largest carrier engaged in this field who operates from the Los Angeles area; and to average 9.8 percent for the four principal carriers in this field, three of which operate from the Los Angeles area and one of which operates from the San Francisco Bay area.

The Director of the Traffic Department of the Furniture Manufacturers Association of California presented in evidence an analysis of the effect of the proposed changes in rates upon shipments of new furniture shipped by members of that association. This analysis covered shipments handled by the largest carrier operating from the Los Angeles area for a ten-day period in March 1967. The analysis compared freight charges under current rates and under rates proposed by petitioner.<sup>4/</sup> The analysis showed that both reductions

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<sup>4/</sup> Present and proposed rates were developed using constructive mileages set forth in Distance Table No. 6.

and increases in rates would occur. The freight charges would be reduced for shipments subject to the proposed lower scale of rates by 2.5 percent, and would be increased for shipments subject to the proposed higher scale of rates by 15.9 percent. The overall result of petitioner's proposal, as developed in protestant's analysis of freight charges, would be an increase of 12.2 percent. The witness pointed out that the increases are the greatest at some of the more important destination points in an area 150 miles or less from Los Angeles, such as San Diego and Santa Barbara. The witness testified that many manufacturers operate their own trucking equipment, both for delivery of new furniture from their plants to the docks of for-hire carriers, and for local store deliveries within the Los Angeles metropolitan area. It was the opinion of the witness that such local proprietary trucking operations would be expanded to stores within approximately 150 miles of Los Angeles, if rate increases in the magnitude of those proposed by petitioner to such points are adopted herein. The witness also objected to the establishment of two scales of rates in lieu of the present single scale, because higher rates would result for the transportation of articles rated 150 or higher than would result under a single scale of rates for all articles. The witness presented evidence to show that on a revenue basis about 83 percent of the traffic would be subject to the higher rate scale and about 17 percent would be subject to the lower scale of rates. The witness indicated that the association recognizes that some increase in rates would result from this proceeding, but that the association believes a uniform increase in the existing Southern area rates is preferable to the proposals of petitioner. The witness concurred in the proposal that a statewide scale of rates be substituted for the separate northern and southern area scales now in effect.

The position of the Commission staff is that the conversion of costs into rates was accomplished in a reasonable manner and such conversion bears a reasonable relationship to the cost study. Also, the development of the two separate rate scales for high and low density commodities appears reasonable and was appropriately accomplished. However, the staff pointed out that the proposed rate increases are greatest for the smaller shipments and shorter mileages, and the impact of such increases may cause diversion of traffic or seriously impair the ability of shippers to market their products. The staff urged that the full amount of sought rate increase be spread over more than one rate adjustment proceeding.

Discussion

Whenever there has been a long period of time during which minimum rates have been adjusted on a basis other than upon that of current cost and economic studies, such as is the case with the uncrated new furniture minimum rates, the rate scales become distorted. It is clear that, based on studies presented by petitioner, an extensive revision of rate levels is necessary to bring them into conformity with current costs and economic conditions. The increases in rates would be higher for the smaller shipments and shorter distances where cost increases are shown to be the greatest. Nevertheless, current rates have moved the traffic for some time and the more extreme departures from current rates should be minimized to the extent possible in order to avoid disruptions of marketing patterns and to forestall possible loss of traffic to proprietary carriage. Some downward adjustment of the mileage rate scales proposed by petitioner is warranted for these reasons, and such adjustments will be made in the rate levels

adopted herein. In all instances, the rates so established will exceed the developed full costs of operation and will provide a reasonable margin of profit above such costs.<sup>5/</sup> (Comparisons of present rates, rates proposed by petitioner, and rates adopted by the order herein, are set forth as Appendix B.)

The proposal that separate scales of rates be established which give recognition to the differences in density of the various articles found in this type of transportation has, in the past, been urged by shipper and carrier groups and by the staff. Rates will be slightly higher for light density articles than if a single scale of rates for all articles is established. Such difference in rates is warranted by the difference in transportation characteristics of the various articles. It is a well established principle in the development of class rates that differences in rates are warranted where there are material differences in transportation characteristics of articles subject to such tariffs.

#### Findings and Conclusions

Upon consideration of all the facts and circumstances the Commission finds as follows:

1. The present minimum rates and charges and governing rules for the transportation subject to Minimum Rate Tariff No. 11-A are not responsive to current transportation conditions and requirements, and should be amended.
2. The rates, charges and rules established by the order which follows are, and will be for the future, the just, reasonable and nondiscriminatory rates, charges and rules for the transportation embraced by said order.

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<sup>5/</sup> The cost-rate relationship adopted herein is approximately 95 percent.



3. Increases resulting from the establishment of said rates, charges and rules are justified.

4. To the extent that the provisions of Minimum Rate Tariff No. 11-A have been found heretofore to constitute the reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

The Commission concludes that the petition herein should be granted to the extent authorized in the order which follows, Minimum Rate Tariff No. 11-A should be amended to provide for the rates, charges and rules found herein to be the lawful minimum rates, and that common carriers subject to the provisions of Decision No. 50114, as amended, should be required to adjust their rates accordingly.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 11-A (Appendix A of Decision No. 50114, as amended) is further amended by incorporating therein to become effective December 2, 1967, the revised pages attached hereto and listed in Appendix A also attached hereto, which revised pages and Appendix by this reference are made a part hereof.

2. Common carriers as defined in the Public Utilities Act, to the extent they are subject to the requirements of Decision No. 50114, as amended, are directed to establish in their tariff rates, charges and rules no lower in volume or effect than the minimum rate, charges and rules established pursuant to ordering paragraph 1 hereof.

3. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than December 2, 1967; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

4. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. In all other respects Decision No. 50114, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 24<sup>th</sup> day of OCTOBER, 1967.

[Signature]  
President

[Signature]

[Signature]

[Signature]

[Signature]  
Commissioners

APPENDIX A TO DECISION NO. 73220

List of Original and Revised Pages to Minimum Rate Tariff No. 11-A

Authorized by Said Decision

Eighth Revised Page 4

Twelfth Revised Page 6

Eleventh Revised Page 7

Second Revised Page 8

Original Page 8-A

Second Revised Page 13

Twelfth Revised Page 15

Original Page 15-A

Tenth Revised Page 16

(END OF APPENDIX A LIST)

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
DEFINITION OF TECHNICAL TERMS	
<p>COMMISSION means the Public Utilities Commission of the State of California.</p>	
<p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(8) of Part II of the Interstate Commerce Act.</p>	
<p>∆DISTANCE TABLE means Distance Table 6.</p>	
<p>∆ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p>	
<p>∆GOVERNING CLASSIFICATION means National Motor Freight Classification A-9. **</p>	∅10
<p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p>	
<p>MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semi-trailer, dolly or other vehicle drawn thereby.</p>	
<p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p>	

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.

SHIPMENT means a quantity of property tendered for transportation to one carrier, and delivered into the custody of the carrier at one time on one shipping document by one shipper at one point of origin for one consignee at one point of destination.

UNCRATED NEW FURNITURE means new "Furniture" as described under the heading "Furniture Group" in the Governing Classification, and lamp shades or reflectors and lamp standards or electric lamps and shades combined when the furniture or other articles are tendered to the carrier loose (not in packages nor completely wrapped).

UNIT OF EQUIPMENT means a single motor vehicle or more than one motor vehicle connected as a single highway train.

∅ Change )  
\*\* Reference to N.M.F.C. ) Decision No. 73220  
A-9(CAL) eliminated )

EFFECTIVE DECEMBER 2, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 71

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.								
<p style="text-align: center;"><u>APPLICATION OF RATES</u></p> <p>Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination and include loading into and unloading from carrier's unit of equipment, subject to Notes 1, 2 and 3.</p> <p>NOTE 1.--When the point of origin is other than an established depot, the additional rate provided below shall be added to the rates for the corresponding minimum weights as set forth in Section 3. The sum of these rates shall be the rate applicable to a single shipment from point of origin to point of destination.</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;"><u>Minimum Weight</u></th> <th style="text-align: right;"><u>Rates in Cents Per 100 Pounds</u></th> </tr> </thead> <tbody> <tr> <td>Any Quantity -----</td> <td style="text-align: right;">145</td> </tr> <tr> <td>500 Pounds -----</td> <td style="text-align: right;">115</td> </tr> <tr> <td>2,000 Pounds -----</td> <td style="text-align: right;">95</td> </tr> </tbody> </table> <p>NOTE 2.--When the actual weight of a single shipment exceeds 5,000 pounds, the provisions of Note 1 shall not apply.</p> <p>NOTE 3.--When shipments are transported for persons, companies or corporations upon whose premises established depots are located, the provisions and charges of Note 1 shall be applied.</p>	<u>Minimum Weight</u>	<u>Rates in Cents Per 100 Pounds</u>	Any Quantity -----	145	500 Pounds -----	115	2,000 Pounds -----	95	60
<u>Minimum Weight</u>	<u>Rates in Cents Per 100 Pounds</u>								
Any Quantity -----	145								
500 Pounds -----	115								
2,000 Pounds -----	95								
<p style="text-align: center;"><u>ACCESSORIAL SERVICES</u></p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item No. 90. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>	70								
<p style="text-align: center;"><u>DELAYS TO EQUIPMENT</u></p> <p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading) additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item No. 90.</p>	80								

CHARGES FOR ACCESSORIAL SERVICES OR DELAYS

For accessorial services or delays under the conditions specified in Items Nos. 70 and 80, charges shall be assessed for each period or fraction thereof, as follows:

	Charges in Cents		\$90
	For First 30 Minutes	For Each Additional 15 Minutes	
(a) For driver, helper or other employee, per man ---	360	180	
(b) For unit of equipment -----	75	40	

/ Change        )  
 ◊ Increase     )  
 ◊ Reduction    )     Decision No. 73220

EFFECTIVE DECEMBER 2, 1967

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 72



SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge for 100 pounds at the applicable rate but not less than:</p> <p>(a) 0400 cents per shipment when the constructive distance from point of origin to destination does not exceed 150 miles.</p> <p>(b) 0505 cents per shipment when the constructive distance from point of origin to destination exceeds 150 miles.</p>	0100
<p style="text-align: center;">SHIPMENTS TRANSPORTED BY TWO OR MORE CARRIERS</p> <p>When shipments in continuous through movement are transported by two or more carriers, the rates (including minimum charges) provided herein from point of origin to point of destination shall be the minimum rates for the combined transportation.</p>	110
<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier.</p>	120
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation and for the same accessorial services, than results from the application of the rates herein provided. (See Note)</p> <p>NOTE.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>	130

ACCESSORIAL CHARGES NOT TO BE OFFSET BY  
TRANSPORTATION CHARGES

Accessorial charges set forth in this tariff for  
accessorial services not included in the rate for actual  
transportation shall be assessed and collected when such  
services are performed, regardless of the level of the  
transportation rate assessed. Such accessorial charges  
may not be waived on the basis that a higher-than-minimum  
transportation rate serves as an offset.

135

∅ Change )  
◊ Increase ) Decision No. 73220

EFFECTIVE DECEMBER 2, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 73

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;"><u>MIXED SHIPMENTS</u></p> <p>1. Commodities for which rates are provided in this tariff:</p> <p>(a) When two or more commodities for which different ratings are provided are shipped as a mixed shipment, without actual weights being furnished or obtained for the portions shipped under the separate ratings, charges for the entire shipment will be computed at the rate applicable to the highest classed or rated commodity contained in such mixed shipment.</p> <p>(b) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment.</p> <p>2. When one or more commodities for which rates are not provided in this tariff are included in a shipment of 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, or the commodities for which rates are provided in this tariff may be transported as separate shipments at applicable rates provided herein, and the commodities for which rates are not provided herein, at the rates, if any, applicable to separate shipments of such other commodities.</p>	110
<p style="text-align: center;"><u>COMPUTATION OF DISTANCES</u></p> <p>Distances to be used in connection with rates provided in this tariff shall be the shortest constructive mileage provided in the Distance Table.</p>	150
<p>(1) Items Nos. 160, 170 and 180 transferred to Original Page 8-A.</p> <p>Ø Change, Decision No. <b>73220</b></p>	
<p>EFFECTIVE DECEMBER 2, 1967</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 74</p>	

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. Such weight shall not include the weight of pads, blankets, dollies, hand trucks, or other carrier equipment.</p>	160
<p style="text-align: center;">ØRATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>	Ø170
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	180
<p>(1) Items Nos. 160, 170 and 180 transferred from First Revised Page 8.</p> <p>Ø Change, Decision No. <b>73220</b></p>	
EFFECTIVE DECEMBER 2, 1967	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 75</p>	

Cancels

SECTION NO. 2 - TERRITORIAL DESCRIPTIONS	Item No.
<p>SAN FRANCISCO TERRITORY consists of that area included within the following Metropolitan Zones as set forth in Section 2-A of the Distance Table: 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 124, 125, 126, 127, 128, 129 and 130.</p> <p>LOS ANGELES TERRITORY consists of that area included within the following Metropolitan Zones as set forth in Section 2-A of the Distance Table: 203, 204, 205, 206, 207, 214, 215, 216, 217, 218, 219, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 240, 241, 242, 243, 247, 248, 249, 250, 251 and 252.</p>	<p>ø 300</p>
<p>ø Change, Decision No. 73220</p>	
<p>EFFECTIVE DECEMBER 2, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 76</p>	

SECTION NO. 3--RATES								Item No.
DISTANCE RATES IN CENTS PER 100 POUNDS (See Note 1)								
MILES Over      But Not Over		Any Quantity		Minimum Weight 500 Pounds		Minimum Weight 2,000 Pounds		
		Column A (See Note 2)	Column B (See Note 3)	Column A (See Note 2)	Column B (See Note 3)	Column A (See Note 2)	Column B (See Note 3)	
0	5	233	194	165	137	133	111	
5	10	240	200	172	143	140	117	
10	15	247	206	179	149	147	122	
15	20	255	212	187	156	155	129	
20	25	262	218	194	162	162	135	
25	30	270	225	202	168	170	142	
30	35	277	231	209	174	177	147	
35	40	284	237	216	180	184	153	
40	45	291	242	223	186	191	159	
45	50	298	248	230	192	198	165	
50	60	312	260	244	203	212	177	
60	70	326	272	258	215	226	188	
70	80	340	283	272	227	240	200	
80	90	354	295	286	238	254	212	400
90	100	363	302	295	246	263	219	
100	110	372	310	304	253	272	227	
110	120	381	317	313	261	281	234	
120	130	390	325	322	268	290	242	
130	140	399	332	331	276	299	249	
140	150	408	340	340	283	308	257	
150	160	417	347	349	291	317	264	
160	170	426	355	358	298	326	272	
170	180	435	362	367	306	335	279	
180	190	444	370	376	313	344	287	
190	200	454	378	386	322	354	295	

(Continued in Item No. 405)

NOTE 1.--Rates in this item apply only when point of origin is an established depot. When point of origin is other than an established depot, add the additional rates provided in Item No. 60 to the rates provided in this item. The sum of these rates shall be the rate applicable for a single shipment from point of origin to point of destination.

NOTE 2.--Column A rates apply to shipments of articles which have an LTL class rating of 150 or higher in the Governing Classification. (See Note 4)

NOTE 3.--Column B rates apply to shipments of articles which have an LTL class rating of less than 150 in the Governing Classification. (See Note 4)

\*NOTE 4.--When there are two or more ratings (sub-numbers) under individual items describing articles of furniture in the Governing Classification, the highest rating shall apply.

∅ Change )  
\* Addition )  
◇ Increase ) Decision No. 73220  
◊ Reduction )

EFFECTIVE DECEMBER 2, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 77

SECTION NO. 3--RATES (Continued)							Item No.
ØDISTANCE RATES IN CENTS PER 100 POUNDS (See Note 1)							
MILES But Not Over Over		Any Quantity		Minimum Weight 500 Pounds		Minimum Weight 2,000 Pounds	
		Column A (See Note 2)	Column B (See Note 3)	Column A (See Note 2)	Column B (See Note 3)	Column A (See Note 2)	Column B (See Note 3)
200	220	472	393	404	337	372	310
220	240	487	406	419	349	387	322
240	260	502	418	434	362	402	335
260	280	519	432	451	376	419	349
280	300	536	447	468	390	436	363
300	325	549	457	481	401	449	374
325	350	568	473	500	417	468	390
350	375	587	489	519	432	487	406
375	400	606	505	538	448	506	422
400	425	625	521	557	464	525	437
425	450	644	537	576	480	544	453
450	475	663	552	595	496	563	469
475	500	682	568	614	512	582	485
500	525	701	584	633	527	601	501
525	550	720	600	652	543	620	517
550	575	739	616	671	559	639	532
575	600	758	632	690	575	658	548
600	625	777	647	709	591	677	564
625	650	796	663	728	607	696	580
650	-	(See Note 5)		(See Note 5)		(See Note 5)	

#405

NOTE 1.--Rates in this item apply only when point of origin is an established depot. When point of origin is other than an established depot, add the additional rates provided in Item No. 60 to the rates provided in this item. The sum of these rates shall be the rate applicable for a single shipment from point of origin to point of destination.

ØNOTE 2.--Column A rates apply to shipments of articles which have and LTL class rating of 150 or higher in the Governing Classification. (See Note 4)

ØNOTE 3.--Column B rates apply to shipments of articles which have and LTL class rating of less than 150 in the Governing Classification. (See Note 4)

\*NOTE 4.--When there are two or more ratings (sub-numbers) under individual items describing articles of furniture in the Governing Classification, the highest rating shall apply.

ØNOTE 5.--For each 25 miles (or fraction thereof) in excess of 650 miles, add to the rate for 650 miles the following:

Column A: 19 cents per 100 pounds  
 Column B: 16 cents per 100 pounds



∅ Change )  
\* Addition )  
◇ Increase )  
∅ Reduction )

Decision No. 73220

EFFECTIVE DECEMBER 2, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 78

- 15-A -

SECTION NO. 3--RATES (Concluded)						Item No.
◊POINT-TO-POINT RATES IN CENTS PER 100 POUNDS (See Notes 1 and 2)						
BETWEEN: Los Angeles Territory	Any Quantity		Minimum Weight 500 Pounds		Minimum Weight 2,000 Pounds	
	Column A (See Note 3)	Column B (See Note 4)	Column A (See Note 3)	Column B (See Note 4)	Column A (See Note 3)	Column B (See Note 4)
AND: San Francisco Territory  (See Item No. 300)	611	509	558	465	525	437
<p>NOTE 1.--Rates in this item apply only when point of origin is an established depot. When point of origin is other than an established depot, add the additional rates provided in Item No. 60 to the rates provided in this item. The sum of these rates shall be the rate applicable for a single shipment from point of origin to point of destination.</p> <p>NOTE 2.--If charges accruing under rates in this item, applied on shipments from, to, or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Item No. 500 are lower than charges accruing under the distance rates in Items Nos. 400 and 405, on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one actual highway mile on either side of the authorized route and at all points located within incorporated cities through which the highway route passes.</p> <p>◊NOTE 3.--Column A rates apply to shipments of articles which have LTL class rating of 150 or higher in the Governing Classification. (See Note 5)</p> <p>◊NOTE 4.--Column B rates apply to shipments of articles which have LTL class rating of less than 150 in the Governing Classification. (See Note 5)</p> <p>*NOTE 5.--When there are two or more ratings (sub-numbers) under individual items describing articles of furniture in the Governing Classification, the highest rating shall apply.</p>						
◊ Change ) * Addition ) ◊ Increase ) ◊ Reduction )						
Decision No. <b>73220</b>						
EFFECTIVE DECEMBER 2, 1967						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 79						

◊110

APPENDIX B

Comparison of Petitioner's  
Proposed Mileage Rates with  
Present Minimum Rates

and

Comparison of Mileage Rates  
Adopted in the Order Herein  
With Present Minimum Rates

APPENDIX B

CASE NO. 5603, PET. 40

COMPARISON OF PRESENT COLUMN A RATES WITH STATEWIDE RATES - ITEM NO. 400, MINIMUM RATE TARIFF NO. 11-A AS PROPOSED BY PETITIONER, AND AS SET FORTH IN THE ORDER HEREIN.

MILES		Any Quantity										
But Not Over	Over	Petitioner's			Rates Adopted			Petitioner's			Rates Adopted	
		Present Column A (1)	Proposed Column A (2)	% Change	Herein Column A (2)	% Change	Proposed Column B (3)	% Change	Herein Column B (3)	% Change		
0	5	207	248	19.8	233	12.6	207	-0-	194	-6.3		
5	10	211	256	21.3	240	13.7	213	+0.9	200	-5.2		
10	15	215	264	22.8	247	14.9	220	2.3	206	-4.2		
15	20	226	272	20.4	255	12.8	227	0.4	212	-6.2		
20	25	230	280	21.7	262	13.9	233	1.3	218	-5.2		
25	30	232	287	23.7	270	16.4	239	3.0	225	-3.0		
30	35	236	294	24.6	277	17.4	245	3.8	231	-2.1		
35	40	243	301	23.9	284	16.9	251	3.3	237	-2.5		
40	45	247	308	24.7	291	17.8	257	4.0	242	-2.0		
45	50	251	315	25.5	298	18.7	262	4.4	248	-1.2		
50	60	260	327	25.8	312	20.0	272	4.6	260	-0-		
60	70	269	339	26.0	326	21.2	282	4.8	272	1.1		
70	80	282	351	24.5	340	20.6	292	3.5	283	0.4		
80	90	293	363	23.9	354	20.8	302	3.1	295	0.7		
90	100	300	375	25.0	363	21.0	312	4.0	302	0.7		
100	110	312	386	23.7	372	19.2	322	3.2	310	-0.6		
110	120	320	397	24.1	381	19.1	331	3.4	317	-0.9		
120	130	330	408	23.6	390	18.2	340	3.0	325	-1.5		
130	140	338	418	23.7	399	18.0	348	3.0	332	-1.8		
140	150	347	428	23.3	408	17.6	357	2.9	340	-2.0		
150	160	355	438	23.3	417	17.5	365	2.8	347	-2.3		
160	170	363	447	23.1	426	17.4	372	2.5	355	-2.2		
170	180	371	456	22.9	435	17.2	380	2.4	362	-2.4		
180	190	380	464	22.1	444	16.8	387	1.8	370	-2.6		
190	200	388	472	21.6	454	17.0	393	1.3	378	-2.6		
200	220	402	487	21.1	472	17.4	406	1.0	393	-2.2		
220	240	417	502	20.4	487	16.8	418	0.2	406	-2.6		
240	260	436	517	18.6	502	15.1	431	-1.1	418	-4.1		
260	280	456	532	16.7	519	13.8	443	-2.9	432	-5.3		
280	300	474	547	15.4	536	13.1	456	-3.8	447	-5.7		
300	325	492	566	15.0	549	11.6	472	-4.1	457	-7.1		
325	350	514	585	13.8	568	10.5	487	-5.3	473	-8.0		
350	375	532	604	13.5	587	10.3	503	-5.5	489	-8.1		
375	400	550	623	13.3	606	10.2	519	-5.6	505	-8.2		
400	425	563	642	14.0	625	11.0	535	-5.0	521	-7.5		
425	450	586	660	12.6	644	9.9	550	-6.1	537	-8.4		
450	475	611	678	11.0	663	8.5	565	-7.5	552	-9.7		
475	500	636	696	9.4	682	7.2	580	-8.8	568	-10.7		
500	525	659	714	8.3	701	6.4	595	-9.7	584	-11.4		
525	550	684	732	7.0	720	5.3	610	-10.8	600	-12.3		
550	575	708	750	5.9	739	4.4	625	-11.7	616	-13.0		
575	600	733	768	4.8	758	3.4	640	-12.7	632	-13.8		
600	625	756	786	4.0	777	2.8	655	-13.4	647	-14.4		
625	650	782	804	2.8	796	1.8	670	-14.3	663	-15.2		

(For explanations of reference number, see page B-7)

APPENDIX B  
(Continued)

MILES		Minimum Weight 500 Pounds									
But Not Over	Over	Petition- er's			Rates Adopted Herein		Petition- er's			Rates Adopted Herein	
		Present Column A (1)	Proposed Column A (2)	% Change	Column A (2)	% Change	Proposed Column B (3)	% Change	Column B (3)	% Change	
0	5	151	175	15.9	165	9.3	146	-3.3	137	-9.3	
5	10	154	183	18.8	172	11.7	152	-1.3	143	-7.1	
10	15	160	191	19.4	179	11.9	159	-0.6	149	-6.9	
15	20	166	199	19.9	187	12.6	166	-0-	156	-6.0	
20	25	171	207	21.1	194	13.4	172	0.6	162	-5.3	
25	30	175	214	22.3	202	15.4	178	1.7	168	-4.0	
30	35	177	221	24.9	209	18.1	184	4.0	174	-1.7	
35	40	182	228	25.3	216	18.7	190	4.4	180	-1.1	
40	45	188	235	25.0	223	18.6	196	4.3	186	-1.1	
45	50	191	242	26.7	230	20.4	202	5.8	192	0.5	
50	60	199	254	27.6	244	22.6	212	6.5	203	2.0	
60	70	207	266	28.5	258	24.6	222	7.2	215	3.9	
70	80	217	278	28.1	272	25.3	232	6.9	227	4.6	
80	90	223	290	30.0	286	28.3	242	8.5	238	6.7	
90	100	236	302	28.0	295	25.0	252	6.8	246	4.2	
100	110	245	313	27.8	304	24.1	261	6.5	253	3.3	
110	120	251	324	29.1	313	24.7	270	7.6	261	4.0	
120	130	261	335	28.4	322	23.4	279	6.9	268	2.7	
130	140	271	345	27.3	331	22.1	287	5.9	276	1.8	
140	150	280	355	26.8	340	21.4	296	5.7	283	1.1	
150	160	283	365	29.0	349	23.3	304	7.4	291	2.8	
160	170	293	374	27.6	358	22.2	312	6.5	298	1.7	
170	180	297	383	29.0	367	23.6	319	7.4	306	3.0	
180	190	303	391	29.0	376	24.1	326	7.6	313	3.3	
190	200	320	399	24.7	386	20.6	332	3.8	322	0.6	
200	220	333	414	24.3	404	21.3	345	3.6	337	1.2	
220	240	347	429	23.6	419	20.7	357	2.9	349	0.6	
240	260	364	444	22.0	434	19.2	370	1.6	362	-0.6	
260	280	380	459	20.8	451	18.7	382	0.5	371	-1.1	
280	300	395	474	20.0	468	18.5	395	-0-	390	-1.3	
300	325	413	493	19.4	481	16.5	411	-0.5	401	-2.9	
325	350	431	512	18.8	500	16.0	427	-0.3	417	-3.2	
350	375	451	531	17.7	519	15.1	442	-2.0	432	-4.2	
375	400	470	550	17.0	538	14.5	458	-2.6	448	-4.7	
400	425	486	569	17.1	557	14.6	474	-2.5	464	-4.5	
425	450	509	587	15.3	576	13.2	489	-3.3	480	-5.7	
450	475	531	605	13.9	595	12.1	504	-5.1	496	-6.6	
475	500	551	623	13.2	614	11.4	519	-5.8	512	-7.1	
500	525	573	641	18.7	633	10.5	534	-6.8	527	-8.0	
525	550	596	659	10.6	652	9.4	549	-7.9	543	-8.9	
550	575	616	677	9.9	671	8.9	564	-8.4	559	-9.3	
575	600	639	695	8.8	690	8.0	579	-9.4	575	-10.0	
600	625	662	713	7.7	709	7.1	594	-10.3	591	-10.7	
625	650	684	731	6.9	728	6.4	609	-10.7	607	-11.3	

(For explanations of reference number, see page B-7)

APPENDIX B (Continued)

MILES		Minimum Weight 2,000 Pounds									
Over	But Not Over	Petitioner's			Rates Adopted Herein		Petitioner's			Rates Adopted Herein	
		Present Column A	Proposed Column A (1)	% Change	Column A (2)	% Change	Proposed Column B (3)	% Change	Column B (3)	% Change	
0	5	117	141	20.5	133	13.7	117	-0-	111	-5.1	
5	10	121	149	23.1	140	15.7	124	2.5	117	-3.3	
10	15	125	157	25.6	147	17.6	131	4.8	122	-2.4	
15	20	130	165	26.9	155	19.2	137	5.4	129	-0.8	
20	25	134	173	29.1	162	20.9	144	7.5	135	0.7	
25	30	139	180	29.5	170	22.3	150	7.9	142	2.2	
30	35	146	187	28.1	177	21.2	156	6.8	147	0.7	
35	40	150	194	29.3	184	22.7	162	8.0	153	2.0	
40	45	154	201	30.5	191	24.0	167	8.4	159	3.2	
45	50	157	208	32.5	198	26.1	173	10.2	105	5.1	
50	60	164	220	34.1	212	29.3	183	11.6	177	7.9	
60	70	174	232	33.3	226	29.9	193	10.9	188	8.0	
70	80	181	244	34.8	240	32.6	203	12.2	200	10.5	
80	90	190	256	34.7	254	33.7	213	12.1	212	11.6	
90	100	199	268	34.7	263	32.2	223	12.1	219	10.0	
100	110	207	279	34.8	272	31.4	232	12.1	227	9.7	
110	120	215	290	34.9	281	30.7	242	12.6	234	8.8	
120	130	222	301	35.6	290	30.6	251	13.1	242	9.0	
130	140	232	311	34.1	299	28.9	259	11.6	249	7.3	
140	150	241	321	33.2	308	27.8	267	10.8	257	6.6	
150	160	247	331	34.0	317	28.3	276	11.7	264	6.9	
160	170	254	340	33.9	326	28.3	283	11.4	272	7.1	
170	180	264	349	32.2	335	26.9	291	10.2	279	5.7	
180	190	273	357	30.6	344	26.0	297	8.8	287	5.1	
190	200	281	365	29.9	354	26.0	304	8.2	295	5.0	
200	220	296	380	29.9	372	25.7	317	7.1	310	4.7	
220	240	311	395	27.0	387	24.4	329	5.8	322	3.5	
240	260	326	410	25.8	402	23.3	342	4.9	335	2.8	
260	280	340	425	25.0	419	23.2	354	4.1	349	2.6	
280	300	356	440	23.6	436	22.5	367	3.1	363	2.0	
300	325	361	459	27.1	449	24.4	382	5.8	374	3.6	
325	350	388	478	23.2	468	20.6	398	2.6	390	0.5	
350	375	407	497	22.1	487	19.7	414	1.7	406	-0.2	
375	400	423	516	22.0	506	19.6	430	1.7	422	-0.2	
400	425	441	535	21.3	525	19.0	446	1.1	437	-0.9	
425	450	470	553	17.7	544	15.7	461	-1.2	453	-3.6	
450	475	488	571	17.0	563	15.4	476	-2.5	469	-3.9	
475	500	507	589	16.2	582	14.8	491	-3.2	485	-4.3	
500	525	526	607	15.4	601	14.3	506	-3.8	501	-4.8	
525	550	545	625	14.7	620	13.8	521	-4.4	517	-5.1	
550	575	564	643	14.0	639	13.3	536	-4.7	532	-5.7	
575	600	581	661	13.8	658	13.3	551	-5.2	548	-5.7	
600	625	601	679	13.0	677	12.6	566	-5.2	564	-6.2	
625	650	617	697	13.0	696	12.8	581	-5.2	580	-6.0	

(For explanations of reference number, see page B-7)

APPENDIX B  
(Continued)

MILES		Any Quantity									
But Not Over	Over	Petition- er's			Rates Adopted Herein		Petition- er's			Rates Adopted Herein	
		Present Column B (4)	Proposed Column A (2)	% Change	Column A (2)	% Change	Proposed Column B (3)	% Change	Column B (3)	% Change	
0	5	171	248	45.0	233	36.3	207	21.1	194	13.4	
5	10	179	256	43.0	240	34.1	213	19.0	200	11.7	
10	15	188	264	40.4	247	31.4	220	17.0	206	9.6	
15	20	195	272	39.5	255	30.8	227	16.4	212	8.7	
20	25	202	280	38.6	262	29.7	233	15.3	218	7.9	
25	30	211	287	36.0	270	28.0	239	13.3	225	6.6	
30	35	218	294	34.9	277	27.1	245	12.4	231	6.0	
35	40	227	301	32.6	284	25.1	251	10.6	237	4.4	
40	45	233	308	32.2	291	24.9	257	10.3	242	3.9	
45	50	241	315	30.7	298	23.7	262	8.7	248	2.9	
50	60	250	327	30.8	312	24.8	272	8.8	260	4.0	
60	70	267	339	27.0	326	22.1	282	5.6	272	1.9	
70	80	284	351	23.6	340	19.7	292	2.8	283	-0.4	
80	90	299	363	21.4	354	18.4	302	1.0	295	-1.3	
90	100	317	375	18.3	363	14.5	312	-1.6	302	-4.7	
100	110	330	386	17.0	372	12.7	322	-2.4	310	-6.1	
110	120	348	397	14.1	381	9.5	331	-4.9	317	-8.9	
120	130	362	408	12.7	390	7.7	340	-6.1	325	-10.2	
130	140	378	418	10.6	399	5.6	348	-7.9	332	-12.2	
140	150	395	428	8.4	408	3.3	357	-9.6	340	-13.9	
150	160	405	438	8.1	417	3.0	365	-9.9	347	-14.3	
160	170	414	447	8.0	426	2.9	372	-10.1	355	-14.3	
170	180	422	456	8.1	435	3.1	380	-10.0	362	-14.2	
180	190	427	464	8.7	444	4.0	387	-9.4	370	-13.3	
190	200	438	472	7.8	454	3.7	393	-10.3	378	-13.7	
200	220	447	487	8.9	472	5.6	406	-9.2	393	-12.1	
220	240	463	502	8.4	487	5.2	418	-9.7	406	-12.3	
240	260	476	517	8.6	502	5.5	431	-9.5	418	-12.2	
260	280	495	532	7.5	519	4.8	443	-10.1	432	-12.7	
280	300	508	547	7.7	536	5.5	456	-10.2	447	-12.0	
300	325	528	566	7.2	549	4.0	472	-10.6	457	-13.4	
325	350	545	585	7.3	568	4.2	487	-10.6	473	-13.2	
350	375	566	604	6.7	587	3.7	503	-11.1	489	-13.6	
375	400	585	623	6.5	606	3.6	519	-11.3	505	-13.7	
400	425	602	642	6.6	625	3.8	535	-11.1	521	-13.5	
425	450	634	660	4.1	644	1.6	550	-13.2	537	-15.3	
450	475	660	678	2.7	663	0.5	565	-14.4	552	-16.4	
475	500	687	696	1.3	682	-0.7	580	-15.6	568	-17.3	
500	525	711	714	0.4	701	-1.4	595	-16.3	584	-17.9	
525	550	735	732	-0.4	720	-2.0	610	-17.0	600	-18.4	
550	575	764	750	-1.8	739	-3.3	625	-18.2	616	-19.4	
575	600	790	768	-2.8	758	-4.1	640	-19.0	632	-20.0	
600	625	818	786	-3.9	777	-5.0	655	-19.9	647	-20.9	
625	650	842	804	-4.5	796	-5.5	670	-20.4	663	-21.3	

(For explanations of reference number, see page B-7)

APPENDIX B  
(Continued)

MILES		Minimum Weight 500 Pounds								
But Not Over	Over	Present Column B (4)	Petition- or's Proposed Column A (2)	% Change	Rates Adopted Herein Column		Petition- er's Proposed Column		Rates Adopted Herein Column	
					A (2)	% Change	B (3)	% Change	B (3)	% Change
0	5	145	175	20.7	165	13.8	146	0.7	137	-5.5
5	10	154	183	18.8	172	11.7	152	-1.3	143	-7.1
10	15	164	191	16.5	179	9.1	159	-3.0	149	-9.1
15	20	172	199	15.7	187	8.7	166	-3.5	156	-9.3
20	25	178	207	16.3	194	9.0	172	-3.4	162	-9.0
25	30	185	214	15.7	202	9.2	178	-3.8	168	-9.2
30	35	194	221	13.9	209	7.7	184	-5.2	174	-10.3
35	40	200	228	14.0	216	8.0	190	-5.0	180	-10.0
40	45	207	235	13.5	223	7.7	196	-5.3	186	-10.1
45	50	217	242	11.5	230	6.0	202	-6.9	192	-11.5
50	60	228	254	11.4	244	7.0	212	-7.0	203	-11.0
60	70	245	266	8.6	258	5.3	222	-9.4	215	-12.2
70	80	261	278	6.5	272	4.2	232	-11.1	227	-13.0
80	90	276	290	5.1	286	3.6	242	-12.3	238	-13.8
90	100	292	302	3.4	295	1.0	252	-13.7	246	-15.8
100	110	307	313	2.0	304	-1.0	261	-15.0	253	-17.6
110	120	322	324	0.6	313	-2.8	270	-16.1	261	-18.9
120	130	337	335	-0.6	322	-4.5	279	-17.2	268	-20.5
130	140	355	345	-2.8	331	-6.8	287	-19.2	276	-22.3
140	150	371	355	-4.3	340	-8.4	296	-20.2	283	-23.7
150	160	381	365	-4.2	349	-8.4	304	-20.2	291	-23.6
160	170	390	374	-4.1	358	-8.2	312	-20.0	298	-23.6
170	180	396	383	-3.3	367	-7.3	319	-19.4	306	-22.7
180	190	404	391	-3.2	376	-6.7	326	-19.3	313	-22.5
190	200	411	399	-2.9	386	-6.1	332	-19.2	322	-21.7
200	220	424	414	-2.4	404	-4.7	345	-19.6	337	-20.5
220	240	438	429	-2.1	419	-4.3	357	-18.5	349	-20.3
240	260	454	444	-2.2	434	-4.4	370	-19.5	362	-20.3
260	280	470	459	-2.3	451	-4.0	382	-19.7	376	-20.0
280	300	485	474	-2.3	468	-3.5	395	-18.6	390	-19.6
300	325	502	493	-1.8	481	-4.2	411	-18.1	401	-20.1
325	350	519	512	-1.3	500	-3.7	427	-17.7	417	-19.7
350	375	538	531	-1.3	519	-3.5	442	-17.8	432	-19.7
375	400	557	550	-1.3	538	-3.4	458	-17.8	448	-19.6
400	425	575	569	-1.0	557	-3.1	474	-17.6	464	-19.3
425	450	599	587	-2.0	576	-3.8	489	-18.4	480	-19.9
450	475	628	605	-3.7	595	-5.3	504	-19.8	496	-21.0
475	500	652	623	-4.4	614	-5.8	519	-20.4	512	-21.5
500	525	681	641	-5.9	633	-7.0	534	-21.6	527	-22.6
525	550	711	659	-7.3	652	-8.3	549	-22.8	543	-23.6
550	575	736	677	-8.0	671	-8.8	564	-23.4	559	-24.0
575	600	763	695	-8.9	690	-9.6	579	-24.1	575	-24.6
600	625	785	713	-9.2	709	-9.7	594	-24.3	591	-24.7
625	650	819	731	-9.7	728	-11.1	609	-26.6	607	-25.9

(For explanations of reference number, see page B-7)



APPENDIX B  
(Continued)

MILES		Minimum Weight 2,000 Pounds									
But Not Over	Over	Petition- er's Proposed Column B (4)	Petition- er's Proposed Column A (2)	Rates Adopted Herein Column A (2)		Petition- er's Proposed Column B (3)		Rates Adopted Herein Column B (3)			
				% Change	% Change	% Change	% Change				
0	5	133	141	6.0	133	-0-	117	-12.0	111	-16.5	
5	10	142	149	4.9	140	-1.4	124	-12.7	117	-17.6	
10	15	148	157	6.1	147	-0.7	131	-11.5	122	-17.6	
15	20	155	165	6.5	155	-0-	137	-11.6	129	-16.8	
20	25	163	173	6.1	162	-0.6	144	-11.7	135	-17.2	
25	30	175	180	2.9	170	-2.9	150	-14.3	142	-18.9	
30	35	182	187	2.7	177	-2.7	156	-14.3	147	-19.2	
35	40	189	194	2.6	184	-2.6	162	-14.3	153	-19.0	
40	45	195	201	3.1	191	-2.1	167	-14.4	159	-18.5	
45	50	204	208	2.0	198	-2.9	173	-15.2	165	-19.1	
50	60	214	220	2.8	212	-0.9	183	-14.5	177	-17.3	
60	70	231	232	4.5	226	-2.2	193	-16.5	188	-18.6	
70	80	247	244	-1.2	240	-2.8	203	-17.8	200	-19.0	
80	90	261	256	-1.9	254	-2.7	213	-18.4	212	-18.8	
90	100	277	268	-3.2	263	-5.1	223	-19.5	219	-20.9	
100	110	293	279	-4.8	272	-7.2	232	-20.8	227	-22.5	
110	120	310	290	-6.5	281	-9.4	242	-21.9	234	-24.5	
120	130	323	301	-6.8	290	-10.2	251	-22.3	242	-25.1	
130	140	339	311	-8.3	299	-11.8	259	-23.6	249	-26.5	
140	150	358	321	-10.3	308	-14.0	267	-25.4	257	-28.2	
150	160	368	331	-10.1	317	-13.9	276	-25.0	264	-28.3	
160	170	375	340	-9.3	326	-13.1	283	-24.2	272	-27.5	
170	180	383	349	-8.9	335	-12.5	291	-24.0	279	-27.2	
180	190	390	357	-8.5	344	-11.8	297	-23.8	287	-26.4	
190	200	399	365	-8.5	354	-11.3	304	-23.8	295	-26.1	
200	220	411	380	-7.5	372	-9.5	317	-22.9	310	-24.6	
220	240	425	395	-7.1	387	-8.9	329	-22.6	322	-24.2	
240	260	440	410	-6.8	402	-8.6	342	-22.3	335	-23.9	
260	280	456	425	-6.8	419	-8.1	354	-22.4	349	-23.5	
280	300	470	440	-6.4	436	-7.2	367	-21.9	363	-22.8	
300	325	488	459	-5.9	449	-8.0	382	-21.7	374	-23.4	
325	350	507	478	-5.7	468	-7.7	398	-21.5	390	-23.1	
350	375	528	497	-5.9	487	-7.8	414	-21.6	406	-23.1	
375	400	545	516	-5.3	506	-7.2	430	-21.1	422	-22.6	
400	425	565	535	-5.3	525	-7.1	446	-21.1	437	-22.7	
425	450	591	553	-6.4	544	-8.0	461	-22.0	453	-23.4	
450	475	618	571	-7.6	563	-8.9	476	-23.0	469	-24.1	
475	500	644	589	-8.5	582	-9.6	491	-23.8	485	-24.7	
500	525	668	607	-9.1	601	-10.0	506	-24.3	501	-25.0	
525	550	695	625	-10.1	620	-10.8	521	-25.0	517	-25.6	
550	575	723	643	-11.1	639	-11.6	536	-25.9	532	-26.4	
575	600	751	661	-12.0	658	-12.4	551	-26.6	548	-27.0	
600	625	776	679	-12.5	677	-12.8	566	-27.1	564	-27.3	
625	650	804	697	-13.3	696	-13.4	581	-27.7	580	-27.9	

(For explanations of reference number, see page B-7)

APPENDIX B  
(Concluded)

- (1) Present Column "A" Rates apply to all areas in California except 12 San Francisco Bay Area Counties.
- (2) Column "A" Rates apply statewide on articles which have an L.T.L. classification rating of Class 150 or higher.
- (3) Column "B" Rates apply statewide on articles which have an L.T.L. classification rating lower than Class 150.
- (4) Present Column "B" Rates apply only in 12 San Francisco Bay Area Counties.