

ORIGINALDecision No. 52952

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 sand, rock, gravel)
 and related items (commodities for)
 which rates are provided in Minimum)
 Rate Tariff No. 7).)

Case No. 5437

(See Appendix "A" hereof for appearances)

O P I N I O N

Minimum rates, rules and regulations for the transportation of sand, rock, gravel and related items between points in this state are set forth in Minimum Rate Tariff No. 7. This opinion relates to the question as to whether, and to what extent, said rates, rules and regulations, in so far as they apply between points in Northern Territory,¹ should be modified.

Northern Territory dump-truck rates were last adjusted effective March 20, 1951, when a general increase of 15 per cent was accorded in the previously existing rates.² That increase was predicated upon an interim record made pursuant to a petition of the Dump Truck Owners Association of Northern California. Further hearings were held and the matter submitted on October 24, 1952. By petition filed January 27, 1954 by the same party, the Commission

¹ Northern Territory, as defined in Minimum Rate Tariff No. 7, consists of all of the counties in California except the following: Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Inyo and Mono.

² Decision No. 45400, dated February 27, 1951 (50 Cal. P.U.C. 467).

was requested to set aside submission, reopen the proceeding for the taking of further evidence, and direct its staff to develop and present current cost data. In Decision No. 49656, dated February 9, 1954, in Case No. 4808, the Commission concluded that the Northern Territory minimum dump-truck rates, on the evidence of record, had not been shown to require further revision. It further concluded that the interests of orderly procedure would not be served by reopening the stale record and attempting to correlate therewith current data yet to be developed.³ At the same time the Commission stated that members of its transportation staff would proceed to develop estimated costs and recommended rates based upon, and reflecting, current economic conditions and circumstances.

The staff proceeded with the cost and rate studies. Following their completion and pursuant to the Commission's Order Setting Hearing, dated February 15, 1955, in Case No. 5437, nine days of public hearing in the matter were held before Examiner Carter R. Bishop in San Francisco in May, June, July, August and September, 1955. The staff evidence was presented by three witnesses, namely: an associate transportation representative, an associate transportation engineer and an associate transportation rate expert. Additionally, evidence was offered by a total of 13 witnesses on behalf of various carriers, shippers, and carrier, producer and contractor associations, and on behalf of the Division of Highways, Department of Public Works, of the State of California.⁴ With the filing of

³ The Commission pointed out that the cost exhibits of record were predicated on basic information which was then more than three years old.

⁴ Counsel for four carriers' associations, two producers' associations, a contractors' association, numerous carriers, a producer, the Division of Highways and the Commission's staff assisted in the development of the record by examination of witnesses and by argument.

a late exhibit on October 13, 1955, the phase of Case No. 5437 embraced by the aforementioned order of February 15, 1955, was taken under submission.⁵

Minimum Rate Enforcement

The problems confronted by the Commission's field section with respect to enforcement of the rates and other provisions of Minimum Rate Tariff No. 7 were highlighted in the testimony of the transportation representative. In a general statement the witness asserted that both shippers and carriers refuse to comply with tariff provisions that are not understandable or which impose an extreme hardship. He then outlined several specific respects in which the presently effective provisions of the minimum rate tariff, by reason of alleged ambiguity, impracticability or unreasonableness, have created difficult enforcement problems for the Commission's staff. These problems will be considered subsequently herein in connection with proposed revisions of the tariff provisions in question.

Staff Cost Studies

The transportation engineer testified concerning, and introduced exhibits reflecting, the results of the study which he, together with other engineers working under his direction, had made of the cost of transporting commodities in dump-truck equipment between points in Northern Territory. In assembling the cost data for analysis, the engineers, he stated, had examined the book records of approximately 250 dump-truck operators located in

⁵ The Commission has, by Decision No. 52388, dated December 20, 1955, adopted one of the staff rate proposals included in the record now before us. The proposal in question involved the establishment in Minimum Rate Tariff No. 7, for application in Northern Territory, of a requirement that charges paid by an overlying carrier to an underlying carrier for the services of the latter should be not less than 95 per cent of the charges applicable under the minimum rates. In the circumstances, no further consideration of that phase of the record is necessary.

28 different counties in Northern Territory. These carriers were selected by a process of elimination from an original state-wide list of 1,372 operators which was supplied by the Commission's Permits and Fees Section.⁶ All of the 250 operators furnished general cost and operating information. Expense and revenue statements of 98 of these carriers were also obtained. The data secured from this last group of 98 carriers, the witness explained, were utilized in the development of the cost study. From these data the staff constructed dump-truck operating costs on three different bases, viz.: (a) hourly costs, (b) point-to-point costs for interplant movement of aggregates, and (c) distance costs.

Hourly costs were developed from an analysis of the revenues and expenses, for the year 1953, of 66 carriers located in 20 different counties in Northern Territory.⁷ Costs were developed separately for carriers engaged primarily in hand-loading, bunker-loading and power-loading operations, respectively; and the operators in each of these groups were further classified by equipment axle types, equipment capacities and according to the number of units of equipment utilized by each carrier.⁸ The studies embraced both carriers primarily engaged in subhauling operations and those not so engaged. According to the witness, the hourly costs thus developed were for the types and capacities of dump-truck

⁶ Of the 1,372 names in the original list, 820 were eliminated because they did not operate dump trucks, or their permits had been suspended or cancelled, or their for-hire operations were only incidental. Of the remaining 552 carriers, approximately 300 were unable to furnish sufficiently complete information for the purposes of the cost study.

⁷ According to the record, the operations of the carriers utilized in the study are not confined to the counties in which their respective headquarters are located. Assertedly, the study embraces movement in all areas in Northern Territory where there are substantial dump-truck operations.

⁸ The engineer stated that only carriers were utilized in the hourly study, 75 per cent or more of whose revenues were derived from all of the three above-mentioned types of operation.

equipment most commonly used.⁹ Adjustments were made in the carriers' book records, where necessary, by elimination of nonoperating revenues and revenues and expenses relating to purchased transportation and by including, in expenses, driver-operator labor cost and revenue equipment depreciation.

In the second part of his studies the engineer had developed the costs of hauling aggregates by dump truck equipment from production areas to primary distribution points from and to which there is a regular and well-defined movement. The record discloses that this type of transportation is largely performed with so-called hopper-bottom dump trucks, rather than with the conventional end-dump trucks. The engineer had found that in Northern Territory the major interplant truck hauls originate in the Centerville-Niles and Radum-Eliot production areas.¹⁰ Deliveries from these areas are regularly made to distribution or batching plants and storage yards located in an area adjacent to San Francisco Bay, extending from Richmond to San Jose and from San Jose to San Mateo. There is also a considerable movement, the witness said, from the aforementioned production areas to plants located at Walnut Creek and Concord. Additionally, he ascertained that there are substantial movements of aggregates from Woodland, Fair Oaks, Tracy and Rockfield production areas to nearby plants and yards.¹¹

⁹ Hourly costs were developed for the following types and capacities of equipment: (a) hand-loading carriers: 2-axle trucks (2 yard capacity); (b) bunker-loading and power-loading carriers: 2-axle trucks (4½ to 5½ yards), 3-axle trucks (over 8 but not over 9 yards), 3-axle trucks (over 10 but not over 11 yards), 4-axle equipment (12 to 14 yards); (c) bunker-loading carriers: 5-axle equipment (over 17 but not over 18 yards).

¹⁰ Centerville, Niles, Radum and Eliot are all located in Alameda County.

¹¹ Woodland, Fair Oaks, Tracy and Rockfield are located in Yolo, Sacramento, San Joaquin and Fresno Counties, respectively.

Full costs for interplant operations as described above were developed by the engineer on the basis of cents per ton. The records of eight of the principal carriers engaged in interplant hauling were utilized in this portion of the staff study. Some of the performance factors were developed by actual observation of the operations involved. In the opinion of the witness, all of the carriers in question are reasonably efficient operators.

The third phase of the staff cost study entailed the development of costs per ton for the transportation of aggregates for various lengths of haul.¹² These costs, the engineer stated, are predicated upon operations other than those used for constructing the costs for the point-to-point or interplant hauls and relate to other hauls in Northern Territory, where lower volume and irregular movements prevail. Here, as in the case of interplant costs, the operations of 5-axle hopper-bottom equipment were utilized.¹³

The wage rates utilized by the engineer in developing the hourly, interplant and distance costs were those in effect in 1953, and, in some instances, in 1954. During the course of the hearings in the instant phase of Case No. 5437, revised wage agreements affecting dump-truck drivers in Northern Territory became operative. Thereafter, at one of the adjourned hearings the staff engineer introduced an exhibit, No. C-3, in which he had adjusted the previously developed hourly, interplant and distance costs solely to give effect to the 1955 wage scale revisions.¹⁴

¹² The engineer's study reflected costs for hauls of 5, 10, 15, 20, 30, 40 and 70 miles.

¹³ An average load of 24½ tons with 100 per cent empty return movement was employed by the staff in the development of interplant and distance costs.

¹⁴ The driver wage rates utilized in the engineer's revised cost exhibit became effective July 15, 1955. So-called payroll charges (state unemployment insurance, health and welfare, and related items) were recalculated at the rates effective January 1, 1955.

Staff Rate Proposals

The associate transportation rate expert introduced at the initial hearing an exhibit in which were set forth suggested hourly and distance scales of rates, interplant rates, new minimum rate tariff rules and modifications of existing rules. The suggested rates and rules were offered to supersede the minimum rates and rules presently applicable within Northern Territory.¹⁵ Under his proposal the interplant rates would be applicable to all movements between the points from and to which they are named. For other movements in Northern Territory the proposed hourly rates would apply, except when notice was given by the shipper that he intended to ship under the distance rates in lieu of the hourly rates.

At an adjourned hearing the rate expert submitted an additional exhibit, No. C-4, in which the rates originally suggested had been revised to compensate for the increased costs that were reflected in the staff engineer's aforementioned Exhibit No. C-3. Exhibit No. C-4 also included other modifications which the rate witness had made in his original proposals in the light of the economic considerations involved.

This witness testified that, preparatory to formulation of the rate proposals, he had devoted some 18 days of field work in which he developed essential facts regarding the practices of the industry. In the course of this survey he interviewed fifty-three truck operators concerning such matters as subhauling, billing, collection of charges, the character of the traffic, and the methods of operation. Many of the carriers interviewed were single-truck operators, others were operators of "hopper" fleets; some were

¹⁵ The hourly and distance rates suggested by the rate expert would also apply on movements from points in Northern Territory to points in Southern Territory, as is the case with the present Northern Territory scale of hourly rates.

predominantly overlying carriers; others were subhaulers. The headquarters of the carriers contacted were dispersed over sixteen counties. Additionally, the witness had visited numerous batching plants, distributing yards, hot plants, and producing plants in order to observe loading and unloading conditions, to ascertain the commodities handled, and to acquire a general knowledge of shipping practices.

The witness explained that the minimum rates presently applicable to the transportation of aggregates and other materials in dump-truck equipment between points in Northern Territory are hourly rates only.¹⁶ Three scales of such rates are provided, applicable where the loading is performed by power loading device, by hand, and by methods other than by power loading device or by hand,¹⁷ respectively. The rates vary also with the capacity of the equipment. To the hourly rates as set forth in the minimum rate tariff must be added the rates of wage for drivers of dump-truck equipment engaged in public work in the locality in which the hauling is performed.¹⁸

Hourly Rates

The proposed hourly rate scales, the rate witness testified, were predicated first upon the cost figures developed by the engineer. These figures, he said, were expanded to provide an allowance for profit and were then adjusted to give recognition to

16 In Southern Territory minimum dump-truck rates are now provided on all three bases, viz.: hourly, distance and point-to-point.

17 The most common method of loading dump-truck equipment other than by power loading device, or other than by hand, is designated as "bunker" loading.

18 The so-called "equipment factor" rates and the rule for determination of the wage factor additives are set forth in Items Nos. 360 and 340 series, respectively, of Minimum Rate Tariff No. 7.

economic factors, such as competition between operators of different sizes of equipment and competition between operators based in Northern and Southern Territories, respectively, particularly with respect to movements to job locations in the counties in Northern Territory adjacent to the boundary between the two territories. Finally, the witness explained, the proposed rate scales were further adjusted to provide consistent progressions and rates of change.¹⁹ While consideration had been given to establishing a single scale for power and for bunker loading, in lieu of the two scales now in effect, the witness had concluded that separate scales for the two types of loading should be continued in the tariff. This decision was predicated on the fact that the exhibit of the engineer disclosed substantial differences in operating costs as between power and bunker loading.

As stated above, the minimum hourly rates presently in effect in Northern Territory are double-factor rates; that is, they are constructed by adding to the factor published in the minimum rate tariff the going wage rate for the territory in which the work is to be performed. The studies of the rate witness included, as alternative proposals, both double-factor and single-factor rates. The latter are complete in themselves, provision having been made therein for labor expense. The advantages of the double-factor rates, the witness testified, are: (a) the cost of overtime is borne by the shipper who requires overtime service;

¹⁹ The rate witness also found it necessary to propose rates for capacities of trucks for which costs had not been developed by the engineer, such rates to be reasonably related to the rates for which costs had been provided. Additionally, the staff proposals involved revision of the truck capacity break-points in the hourly scales to provide a uniform rate of progression. Under this arrangement all breaks at the half-yard mark would be eliminated.

(b) overtime is not charged when the hours of service for a single truck are sufficiently long to justify employment of two shifts of drivers; and (c) it is not necessary to change the tariff with each change of pay rate.

The advantages of a single-factor structure of hourly rates were enumerated by the witness as follows: (a) in constructing the rates the Commission can take into consideration payroll expenses for each applicable wage; (b) the rates are conveniently presented in the tariff, eliminating the necessity of referring to another agency to ascertain one of the factors of the rates; (c) the method of stating the rates would be uniform with that for Southern Territory; (d) only one "wage rate" element for the same class of equipment would be applied in a given area; (e) the effort involved in enforcement activities would be reduced; and (f) the profit factor can be given consideration in connection with the complete cost of operation. It was the opinion of the rate expert that the advantages of the single-factor rates outweighed those of the double-factor system. Accordingly, he favored the adoption of the former.

Since the wage scales for dump-truck drivers are not uniform within Northern Territory, the witness found it necessary in setting up scales of single-factor hourly rates to provide four different sets of rate scales, the first to apply within certain specified counties in the San Francisco Bay area (designated as "Bay Area District"), the second to apply within Kern County, the third within San Luis Obispo County, and the fourth within the remainder of the counties of Northern Territory (designated as "El Dorado District"). According to the record the single factor rates were all uniformly constructed by adding to the proposed "equipment factor" rates, as set forth in the supplemental

Exhibit C-4, the currently effective wage rates applicable in the above-mentioned respective areas of Northern Territory.²⁰

The hourly rates thus constructed reflect both increases over, and reductions under, the corresponding present rates (including wage factors). The increases are found in the rates for the smaller sizes of equipment and the reductions in those for the larger sizes, the dividing line falling approximately at the 15-yard capacity. The proposed changes in rates range from an increase of 25 per cent in the smallest trucks to a reduction of 11 per cent for equipment of 19-20 yard capacity. However, for the vehicles having capacities which the record shows to be most commonly in use, the proposed increases and reductions fall within a much narrower range, that is, from a maximum increase of 16 per cent to a maximum reduction of about six per cent. The rates proposed for these most commonly used capacities reflect operating ratios, before provision for income taxes, ranging from about 94 per cent to 100 per cent.²¹

In connection with the suggested hourly rates, the rate expert proposed certain modifications in tariff rules and definitions. The most important of these relates to the computation of time.

²⁰ The rate witness proposed separate scales of single-factor hourly rates for application on Monday through Friday, and for Saturdays, Sundays and holidays. This was necessary because of the overtime basis of wages which prevails on Saturdays, Sundays and holidays. At the hearings, he suggested the adoption of separate scales for San Luis Obispo County for Saturdays, in order to conform more closely to the applicable overtime basis.

²¹ Most of the operating ratios fall below 97 per cent. The two instances of operating ratios of 100 per cent occur in connection with the bunker loading rates proposed for Kern and San Luis Obispo districts for equipment of capacities exceeding 12 yards, but not exceeding 13 yards. Because of the strong interterritorial competition in bunker loading traffic which the rate witness had found to exist in these districts, lower rates were proposed for them than for the rest of Northern Territory.

The minimum rate tariff now provides that time shall be computed from the time the driver reports for service under the shipper's order to the time of completion of the last trip under such order. The amount of time of the last trip is deemed, under the tariff rule, to be double the running time between the loading and unloading points plus the unloading time. According to the testimony both of the transportation representative and of the rate witness, this rule has proven to be unworkable. Assertedly, obtaining the necessary information places an undue burden on the operator and the usual result is that time is computed from the time when the driver and equipment leave the barn until they return to it.

In lieu of the present rule the rate witness proposed that the minimum rate tariff be amended to provide that hourly rates shall apply from the time that the driver reports for service pursuant to the shipper's order to the time of completion of service under such order. The modified rule would further provide that "shipper's order" should be deemed to embrace service during not more than one 24-hour period and that "completion of service" should mean that the equipment and driver were released by the shipper from further service during that same 24-hour period. Concurrently, the present provision relating to double the driving time of the last trip would be eliminated. The proposed rule changes, the witness said, are intended to cover all the various situations which may be involved either upon completion of the job during the day or at the end of a day's work on a continuing job. The purpose, he stated, is to provide flexibility without sacrificing definiteness.

The list of commodities on which the hourly rates apply is set forth in Item No. 320 series of the tariff. The rate expert proposed that this list be augmented by inclusion of the so-called lightweight aggregates and of slurry (a mixture of wet sand, dust,

crushed stone and gravel). These commodities, the record indicates, are now moving, or potentially will move, between points in Northern Territory.

With respect to the levels of the hourly rates proposed by the staff, witnesses for the Independent Dump Truck Owners' Association and for the California Dump Truck Owners Association were generally in accord with the proposals.²² One fleet operator felt that increases of 8 per cent to 10 per cent were justified in the rates for trucks of 2 to 12-yard capacity. The board of directors of the Associated General Contractors of America, Northern California Chapter, speaking through its president, believed that the proposed rates were too high. Increases of from 5 to 8 per cent in the equipment factors of double-factor rates for trucks of 5-yard and 8 to 9-yard capacity, they felt, might be in order.²³ Counsel for that organization objected to the construction of complete rate scales predicated upon costs which had been developed for a limited number of truck capacities. A representative of two producers' organizations, speaking on their behalf, objected to any rates in the revised proposal which were higher than those originally proposed by more than the 1955 wage increment. He felt that higher rates would encourage proprietary operations.

The principal highway engineer of the State Division of Highways, testifying on its behalf, asserted that the proposed hourly rates were too high and would encourage proprietary

²² The latter witness, however, emphasized the view that minimum rates should not be set so high as to encourage a diversion of traffic to proprietary operations. Other parties joined in this expression.

²³ According to this witness, the sizes of trucks mentioned by him are most commonly employed in construction work.

operations. Counsel for the Division argued that the proposed rates were not properly related to the costs of record.

The proposal to establish single-factor hourly rates in lieu of the present double-factor basis was strongly endorsed by the transportation representative. The latter type of rate structure, he testified, presents difficult enforcement problems. He asserted that under the present tariff provisions it is necessary, in order to determine the applicable minimum rate in Northern Territory, to have a knowledge of union wage contracts, and of current or prior determinations by federal, state, county or municipal governments of going wage rates for dump-truck work of a public nature in the particular area involved. The difficulties created by this requirement, he said, would be obviated by the adoption of a single-factor rate structure.

The testimony of carrier witnesses and of various association representatives was almost uniformly in favor of retention of a double-factor structure of hourly rates.²⁴ In each instance the reason given for that predilection was that, under the double-factor system, when drivers' wages are increased, the minimum rates are immediately increased by the amount of the wage increase, whereas, under single-factor rates there is a substantial time lag, due to the regulatory procedure involved, between the effective date of a wage increase and that of the increases in rates which may be authorized predicated on such wage increases. Several of the witnesses urged that if the double-factor system

²⁴ According to the general manager of the California Dump Truck Owners Association, the single-factor system of dump-truck rates has proven satisfactory in Southern Territory. The hourly rates in that territory were converted to the single-factor basis effective January 15, 1955, pursuant to Decision No. 50854.

is retained the provisions of Item No. 340 of Minimum Rate Tariff No. 7, in which the method of determining the wage factors is prescribed, be clarified and simplified.

The presently effective provisions of the minimum rate tariff relating to the computation of last trip time, the transportation representative testified, are difficult of application and impracticable. His contacts with the carriers, he said, indicated that the necessity of obtaining the information required by the rule places an undue hardship on them. In his opinion the modified rule suggested by the rate witness would be helpful in eliminating enforcement difficulties. Other modifications of the tariff rule in question were proposed by the witnesses for the California Dump Truck Owners Association and for Universal Transport System, Inc., respectively. These and other witnesses objected to the staff proposal on the asserted ground that it would eliminate compensation to the carrier for operating expenses incurred after completion of service to the shipper.

Upon careful consideration of all the evidence of record relative to hourly rates in Northern Territory, we are of the opinion that single-factor rates should replace the present double-factor structure, that the specific rates suggested by the rate witness should be adopted, and that his suggested modifications in the rule for computation of time in connection with hourly rates should be made. It is appreciated that there was much testimony in support of a continuance of the double-factor system on the ground that delays in necessary upward rate adjustment pursuant to recurring wage increases would be thereby avoided. More compelling evidence, however, was adduced to the effect that publication of single-factor rates would simplify the minimum rate tariff, would greatly assist in the speedy and accurate determination of the applicable minimum rates,

and would mitigate the difficulties with which the Commission's staff has long been faced in the enforcement of minimum dump-truck rate provisions in Northern Territory.²⁵ Moreover, uniformity with the method of publication of hourly rates in Southern Territory will be achieved.²⁶ The proposed single-factor rates appear to give reasonable effect to the costs and other rate-making considerations involved. While objection was made to the rate expert's proposed modification of the rule for computation of time on the ground that the carrier would not be compensated thereunder for nonrevenue wage costs, the record shows, on the contrary, that provision for such expense was made in the "equipment factor" costs as developed by the engineer, on which the equipment factors in the proposed rates were predicated.

Interplant Point-to-Point Rates

Transportation of aggregates and related commodities in interplant movement, that is, from producing plants to distribution yards, batching plants and other processing plants, the rate expert testified, is generally performed in one of two sizes of equipment. The dominant carriers in this field, he said, are those operating hopper or end-dump trains of from 16 to 18 cubic yards' capacity. The lightest load which he had observed in such

25 A review of Item No. 340 of the minimum rate tariff, together with the statutory provisions to which reference is made therein, and the testimony of record in this proceeding, is convincing that the requirements for the determination of the wage factors of the minimum rates in question are vague and complicated and are not being observed by many, if not all, dump truck operators. No proposal for simplification of the item in question was offered at the hearings.

26 The double-factor method of minimum dump-truck rate publication now prevailing in Northern Territory is an exception to the plan generally observed in all of the Commission's tariffs, in which the wage component is included with the other cost and profit components in a single rate factor.

equipment weighed 46,100 pounds. The second, and smaller, group of carriers generally utilizes end-dump semi-trailers having capacities of from 12 to 16 cubic yards. The loads in this class of equipment he found to range in weight from 36,000 to 40,000 pounds. The movements are usually to plants which can take delivery only by end-dumping and most of the hauls do not exceed 20 miles in length.

The rates assessed by the interplant haulers, according to both the rate witness and the transportation representative, are customarily assessed on a tonnage basis.²⁷ Assertedly, hourly rates are not necessary for this type of movement since delays, such as occur frequently in connection with hauling to job sites, are not often experienced. The circumstances of regularity of the movement and small variation in trip time between production area and delivery facility which are assertedly typical of interplant operations are said to favor the use of point-to-point tonnage rates. The rate witness, accordingly, had developed specific tonnage rates for application from so-called "production areas" to "destination zones" where his investigation disclosed a regular and substantial movement. He proposed two sets of such rates, subject to minimum weights of 23 tons and 18 tons, respectively, in order to accommodate both the heavier and the lighter types of vehicles. The rates are proposed to

²⁷ While the applicable minimum rates for all for-hire dump-truck hauling in Northern Territory are hourly rates, carriers are permitted, by a provision of Item No. 47 series of Minimum Rate Tariff No. 7, to quote and assess rates on a different basis, provided that charges assessed are not less than those which would accrue under rates as stated in the tariff, and provided that shipping documents contain sufficient information to determine charges on the basis of the rates as so stated.

apply to a restricted list of commodities, consisting of those materials which the witness had found to be transported regularly in interplant dump-truck movements. Additionally, these zone rates would be restricted to apply only on shipments destined to railheads, distributing yards, hot plants, batching plants, sewage disposal plants, or concrete article factories. They would not apply on movements to any location at which grading, excavating, paving or construction activity was in progress.

In the development of the suggested zone rates, the witness testified, due consideration had been given to costs, as well as to other rate-making factors, such as proprietary, railroad and market competition, and volume of movement, among others. The resulting operating ratios, before provision for income taxes, would range from 93 per cent to 106 per cent. With respect to the few instances where operating ratios would exceed 100 per cent, the witness asserted that competitive conditions dictated the proposal of minimum rates which were slightly below full cost levels. He pointed out, however, that the rates in question were well in excess of the corresponding direct costs as developed by the staff engineers.

Witnesses for certain carriers engaged primarily in the inter-plant transportation of commodities in hopper-bottom equipment made some alternative and supplemental interplant rate requests. The proposals of Universal Transport System, Inc., related to movements from Centerville-Niles to San Carlos, Redwood City and Cupertino; that of Thorsted Trucking involved the haul from Centerville-Niles to Palo Alto (University Avenue Zone). The movements to San Carlos and Cupertino were not included in the staff cost studies and proposals for point-to-point interplant rates. The costs and rates to Redwood City and Palo Alto, as developed and proposed by Universal and Thorsted, respectively,

are higher than those of the staff witnesses. Alternate rate proposals, bottomed upon their own study, were introduced by Lindeman Brothers for interplant movements in the Sacramento area. These estimated costs and proposed rates, likewise, were higher than those of the staff witnesses.

The office manager of Miles and Sons Trucking Service testified that, in so far as the movements in which that carrier was interested were concerned, the costs developed by the staff engineer appeared to be reliable.²⁸ He did not believe, however, that the zone rates proposed by the rate expert were sufficiently compensatory. To the extent that those rates failed to reflect full costs plus a measure of profit, the manager asserted, they would, if established by the Commission, jeopardize his company's operations. He introduced an exhibit in which were set forth the rates which Miles felt should be established in lieu of the staff proposal. The movements involved are from the Niles-Centerville Radum-Eliot areas to certain delivery zones in the San Francisco Bay area and from Rockfield to Fresno.²⁹ The manager of sales and service of a large-scale producer of aggregates and road materials, which utilizes extensively the services of Miles and Sons, testified regarding the importance of establishing minimum rates that are sufficiently high to insure the maintenance of adequate for-hire carrier service.

²⁸ This witness introduced an exhibit in which was shown a revised cost of 56.9 cents per ton for the Rockfield-Fresno operation, predicated upon the so-called building trades scale of wages. Assertedly, that scale is the one actually in use in the Fresno area, rather than the long-line drivers' agreement, on which the staff cost of 50.1 cents per ton was based.

²⁹ In Appendix "B" of this decision the rates proposed by Miles, Universal and Thorsted, and the adjusted costs developed by the two last-named carriers, are compared with those developed by the staff witnesses. The "going" rates of record are also shown.

Except as hereinafter indicated, the interplant zone costs developed by the Commission's engineer appear to be reasonably accurate estimates of the expenses encountered in the operations in question and the corresponding rates suggested by the staff rate witness, we believe, have been shown to be justified. As previously stated, a few of the proposed rates will, on the basis of the staff cost estimates, reflect operating ratios slightly in excess of 100 per cent. It should be emphasized, however, that the rates in question are proposed as minimum and that such rates are not required, under the governing statutory provisions, to return full costs in each and every instance. On the contrary, the levels of minimum rates may be so adjusted as to give appropriate effect also to other compelling economic considerations.³⁰

The additional rates and zone descriptions proposed by Universal from Niles-Centerville to San Carlos (San Mateo County Delivery Zone No. 4) and to Cupertino (Santa Clara County Zone No. 9) appear to be justified. They will be adopted. As previously stated, the costs developed and the rates proposed by the various carriers for the interplant movements from Niles-Centerville to Redwood City and Palo Alto (University Avenue), from Rockfield to Fresno, and between producing and distribution points in the Sacramento area, respectively, are higher than the corresponding cost estimates and suggested rates of the staff witnesses. After careful consideration of the portions of the record relating to

³⁰ Additionally, in establishing minimum rates the Commission is not limited, as was argued by some parties at the hearings, to the consideration of the rate-making elements specifically set forth in Sections Nos. 3662 and 4012 of the Public Utilities Code, but may properly take into account other recognized factors as well. These matters have been fully discussed in previous decisions of this Commission, for example: Decision 31606, in Case No. 4246 (41 Cal. P.U.C. 671, at 678).

these movements, we are of the opinion and find that zone rates higher than those suggested by the staff rate witness, but lower than those proposed by the carriers involved, as set forth in Appendix "C" of this decision, have been justified. They will be adopted. The carrier proposals related exclusively to rates predicated on a minimum weight of 23 tons. Related adjustments will be made in the alternative staff-proposed rates subject to a minimum weight of 18 tons.

Mileage Rates

Three sets of distance rate scales were included in the proposals of the staff rate witness. The first set, designed for general application, consists of three scales of rates, subject to minimum weights of 8, 18 and 23 tons respectively. According to the rate expert, the 23-ton scale was bottomed upon the distance costs developed by the engineer, and the other two scales of the set were so graduated as to bear a consistent relationship to the 23-ton rates. Under the staff proposal these "general" distance rates would apply to the transportation of the same group of commodities as is the case in connection with the distance scale of rates presently applicable within Southern Territory.³¹ The three minimum weight brackets are necessary, the witness said, in order to accommodate the wide range in capacities of the dump-truck equipment currently in use. In order to protect the per-trip revenue, he further proposed that the equivalent of the applicable minimum weight should be transported in one unit of equipment at one time. The general distance

³¹ In addition to the usual description of aggregates, this group includes such commodities as oil-well drilling compounds, cement clinker, clay, cullet, earth, shale, slag, and rough-quarried stone.

rates would be restricted, moreover, to apply from a commercial producing plant, a railhead or a distributing yard, or to apply to a cement, ceramic or glass factory, a hot plant, a distributing yard or a railhead.

The second and third sets of mileage rates suggested by the rate witness were designed for interplant movements not covered by the point-to-point or zone rates. He pointed out in this connection that for many fairly substantial interplant movements specific cost and performance data were not available and that, consequently, it was not practicable to construct proper zone rates for those movements. One set of the interplant distance rate scales is intended to apply to movements of ordinary heavy aggregates, while the other set would cover lightweight materials. This latter includes such commodities as volcanic ash or scoria, cinders, pumice and expanded slag. Two columns of rates, subject to minimum weights of 18 tons and 23 tons, respectively, are proposed for the heavy aggregates. For the lightweight materials the rate witness suggested three scales, subject to minimum weights of 8, 13 and 18 tons, respectively. This was done, as in the case of other tonnage rates hereinbefore described, in order to accommodate the various capacities of dump-truck equipment in service.

According to the record, the heavy-aggregates distance rates, which are substantially lower than the proposed general distance rates, are not related to the distance costs developed by the engineer. The basic 23-ton rates, the rate witness testified, are related to the point-to-point interplant costs of record for varying lengths of haul and to certain "going" rates employed in interplant movements. Important differences between interplant transportation and movements to job sites, he said, require the establishment of these lower distance rates especially for the

interplant traffic. The 18-ton column of proposed interplant rates bears approximately the same relationship to the 23-ton column as in the case of the proposed general distance rates.

Because of the extremely low density of the lightweight aggregates separate interplant distance rate scales for those commodities are, in the opinion of the rate expert, desirable. The suggested distance rates for this traffic were made sufficiently high, he indicated, adequately to compensate the carriers for the transportation services in question. At the same time the witness, in developing the rate scales, took into account such "going" rates for the movement of lightweight aggregates as came to his attention in the course of his investigation. The proposed scales are higher in volume than either the heavy-aggregates interplant scales or the suggested general distance scales of rates.

The executive secretary of two producers' organizations asserted that the suggested heavy-aggregates interplant distance rates might work injustice when applied to hauls for which zone rates had not been proposed. He also objected, as in the case of the hourly and zone rates, to any increases in the revised proposals of the rate witness which would exceed the rates originally proposed by more than the actual 1955 wage increases.³²

It appears that the establishment in Northern Territory of general distance scales of rates, as an adjunct to the customary hourly basis, is desirable. It also appears that the suggested incorporation into the minimum rate structure of interplant distance rates, for application where point-to-point zone rates are

³² The revised distance rate proposal contains both increases and reductions, as compared with the original staff proposal.

not prescribed, should be approved. With respect to the objection that the proposed distance rates might be prejudicial to movements of aggregates to distribution or processing facilities to which zone rates are not herein proposed, it should be pointed out that, predicated upon an adequate showing of the need therefor, additional delivery zones, together with appropriate zone rates, may, at any time, be established in the minimum rate tariff. Upon careful consideration of the record, we are of the opinion that the distance costs developed by the staff engineer are reasonably accurate and that the three sets of distance rate scales suggested by the rate witness are reasonable. They will be adopted.

Rule Changes

In connection with the suggested revision of hourly rates and the establishment of zone and mileage dump-truck rates for application in Northern Territory, the rate expert proposed also certain modifications in rules presently contained in Minimum Rate Tariff No. 7, together with the addition of new rules, commodity descriptions and definitions. None of these proposals would affect the provisions of the tariff as they now apply within Southern Territory. Only the more important rule proposals need be discussed herein.

As hereinbefore mentioned, it is proposed that the suggested distance rates will apply only when notice is given to the carrier of the shipper's intention to ship under those rates in lieu of the hourly rates. At the hearings the general manager of the California Dump Truck Owners Association recommended that the provisions in question be clarified to indicate that notice of intention to use the distance rates be given in writing and that it be received by the carrier prior to the commencement of service.³³

³³ A proposal to the same effect was made by the witness for Universal Transport System, Inc. In addition, he would require that a copy of each notice be mailed to the nearest field office of this Commission. Such a requirement is not justified by the record.

As hereinbefore stated, Item No. 47 of the minimum rate tariff provides that charges may be quoted or assessed on the basis of a unit of measurement different from that in which the minimum rates are stated only if (1) the charges assessed are not less than those applicable under the minimum rate tariff and (2) sufficient information is shown on the shipping document to enable a determination of the charges on the basis of the units of measurement provided in said tariff. The rate expert proposed that the rule in question be revised so as to require in all instances that charges be assessed and quoted in terms of units of measurement in which the applicable minimum rates are stated. This proposal was supported by the Commission transportation representative. He testified that the carriers which take advantage of the alternative provisions of the rule do not complete their shipping documents in sufficient detail to enable Commission field representatives to determine whether charges assessed are lawful. The staff proposal was also supported by the general manager of the California Dump Truck Owners Association, on grounds substantially the same as those advanced by the transportation representative.

The above-mentioned proviso under which dump truck carriers are permitted, in Northern Territory, to assess charges on a basis other than that in which the minimum rates are stated, was added to the rule in question pursuant to Decision No. 41893, dated July 27, 1948, in Case No. 4246 and related proceedings. Prior to that time the rule provided, as it still does in Southern Territory, that charges should be quoted and assessed, without deviation therefrom, in the basis of the units of measurement in which the applicable minimum rates were stated. A review of the decision in question discloses that the exception here under consideration was sought and authorized because hourly

rates had been found in many instances to be impracticable, resulting in a widespread demand by shippers for tonnage or yardage rates. In view of the fact that the decision herein will provide for minimum rates in Northern Territory on a tonnage, as well as on an hourly, basis, it appears that the maintenance of the alternative provisions of Item No. 47 series is no longer necessary.

Item No. 70 series of the minimum rate tariff permits alternation of the rates named therein with the rates of common carriers where lower charges for the same transportation result thereby. Another rule, applicable only to Southern Territory, provides for alternation, under similar circumstances, of the rates named in the tariff with combinations of minimum rates with those of common carriers. The rate witness proposed a new combination rule, to be designated as Item No. 75, for application in Northern Territory in connection with the suggested tonnage rates. Items Nos. 70 and 75 would also provide that when the point of origin is on an industrial railroad connecting with a common carrier railroad, the rates of the latter, for the purposes of the rules in question, should be deemed to apply from the actual point of origin. Additionally he proposed the assessment of a charge of 3 cents per ton for loading, and a corresponding amount for unloading,³⁴ in connection with common carrier rates, utilized under either of the above-mentioned items, which do not include those services.³⁵ The sum of the two charges, the rate expert

³⁴ Item No. 90 series of the tariff, which contains the alternative combination rule applicable in Southern Territory, provides for a corresponding accessorial charge of 12 cents per ton "for loading and unloading".

³⁵ Under the staff rate proposal these accessorial charges would not apply where transfer of the lading between a unit of dump truck equipment and a rail car can be accomplished directly by gravity.

stated, reflects approximately the loading and unloading costs of record, converted to a per ton basis.

Item No. 93 of the tariff contains provisions relative to the issuance of shipping documents by carriers. The rate expert proposed that separate and more specific requirements be incorporated in the item to cover the issuance of shipping documents for transportation performed under Northern Territory hourly rates. This proposal, he said, was necessitated by the suggested changes in the rule for computation of time and by the revised terminology for transportation under hourly rates contemplated by the staff proposals. The rate witness also proposed, in the revised Item No. 93, requirements for the issuance by underlying carriers to overlying carriers of a separate shipping document for transportation performed by the former for the latter, under Northern Territory hourly or tonnage rates. According to the witness, such a document is necessary in order to implement the proposed requirement, since established, relating to payments of overlying carriers to underlying carriers (Item No. 94 series of Minimum Rate Tariff No. 7). Adoption of this proposal was supported by the transportation representative, who testified that subhaulers generally maintain very incomplete records.

In Item No. 370 of the minimum rate tariff is set forth a form of shipping document which reflects the present requirements of Item No. 93. The rate witness proposed that this form be augmented by the addition of three other forms, which would incorporate the above-described additional provisions of the latter item.

The staff proposals involving new definitions of terms, and modifications of definitions presently included in the tariff, are, according to the record, an integral and necessary part of

the suggested expansion of the Northern California dump truck minimum rate structure. It is not deemed necessary to discuss them in detail in this opinion.

The staff proposals relating to minimum rate tariff rules and definitions, together with the suggested clarification of the proposed notification rule, appear to be reasonable. Subject to certain minor modifications as shown in Appendix "C" of this decision, they will be adopted.³⁶

Other Proposals

The general manager of Universal Transport System, Inc., proposed that, in lieu of the present single state-wide minimum rate tariff for transportation of property in dump trucks, the Commission provide separate tariffs for Northern and Southern Territories respectively. He testified that the two areas have their own local problems which should be treated individually. The present tariff with its many territorial descriptions, he asserted, is bulky and difficult to read. He was of the opinion that the adoption of his proposal would involve a minimum of duplication of provisions, would reduce publication expense and would result in tariff simplification. Whether there is a general desire on the part of dump truck haulers and their customers for separate tariffs for Northern and Southern Territories is not indicated by the record. In any event, it is not practicable at this time to make the requested separation.

³⁶ Objection to the suggested loading and unloading charges in connection with the proposed Item No. 75 (Alternative Application of Combinations with Common Carrier Rates) was voiced by the aforementioned executive secretary of the producers' associations. These charges, however, are proper since they reflect costs which would reasonably be incurred by the shipper, under the conditions indicated, in a joint highway carrier-rail movement.

The general manager also proposed amendment of the title page of Minimum Rate Tariff No. 7 by striking therefrom any reference to dump trucks. He would substitute for "property in dump-truck equipment" the words "crushed rock, sand, gravel and other commodities as described herein, in bulk". He proposed also that the technical description of dump-truck equipment be eliminated from the tariff as being unduly burdensome. In support of these requests the manager expressed the view that the commodities embraced by the tariff in question move in bulk and only in dump-truck equipment. He asserted that the changes which he proposed would clarify the tariff.

Minimum rates for the transportation of the commodities in question in equipment other than dump-truck equipment, whether moving in bulk or otherwise, are now provided in Minimum Rate Tariff No. 2. There is nothing in this record on which to justify the establishment of the rates and other provisions involved in the instant proceeding as minimum for such transportation. Moreover, it appears that the definition of dump-truck equipment, as set forth in Minimum Rate Tariff No. 7, is clear and should not create any difficulties in tariff interpretation. The request will be denied.

The above-mentioned general manager further proposed that a rule be incorporated in the minimum rate tariff which would require that all dump trucks working under hourly rates be equipped with a time recorder. He asserted that time recorders are cheap, and that their use would eliminate all arguments between shipper and carrier as to the time involved in the performance of a particular transportation service. He admitted that the shipper and carrier usually have a fairly accurate knowledge of the time consumed in the shorter hauls and that such hauls are predominant where hourly rates are employed. It does not appear that a

minimum rate tariff is the proper vehicle in which to promulgate orders relating to motor vehicle accessories. Moreover, it has not been shown on this record that the equipping of dump trucks with time recorders should be required.

General Conclusions

It is not practicable to discuss in this opinion all of the proposals and considerations advanced at the extended hearings in this phase of Case No. 5437. All of the evidence, however, has been carefully considered and appraised. Based upon such consideration of all the facts and circumstances of record, we are of the opinion and find that the proposed modifications have been justified to the extent provided in the order which follows. The minimum rates, rules and regulations established by said order will be just, reasonable and nondiscriminatory for the transportation of property in dump-truck equipment within Northern Territory and from that territory to Southern Territory.

O R D E R

Based upon the evidence of record and on the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Minimum Rate Tariff No. 7 (Appendix "A" of Decision No. 32566 as amended) be and it is hereby further amended by incorporating therein, to become effective May 15, 1956, the original and revised pages attached hereto and listed in Appendix "C" also attached hereto, which pages and appendix by this reference are made a part hereof.

In all other respects said Decision No. 32566, as amended, shall remain in full force and effect.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 24th day of April, 1956.

[Signature]
President
Justus J. Casner
Ralph J. Interimier
Walter J. Sholey
[Signature]
Commissioners

APPENDIX "A"

Appearances

Edward M. Berol, for Miles and Sons Trucking Service, and Lindeman Brothers; N. E. Keller, for Universal Transport System, Inc., West Trucking Service, Inc., Wilfred J. Fleury and Thorsted Trucking Company; Frank R. Golzen, for Universal Transport System, Inc.; Les Calkins, for Les Calkins Trucking; and Arthur J. Maxam, in propria persona; respondents.

E. O. Blackman, for California Dump Truck Owners Association and Dump Truck Owners Association of Northern California; Edward T. Mara, for Dump Truck Owners Association of Northern California; Frank B. Blum, James G. Shaw and Chet Smith, for Independent Dump Truck Owners Association; Arlo D. Poe, J. C. Kaspar and R. D. Boynton, for California Trucking Associations, Inc.; Johnston and Stanton, by John A. Sproul, for Northern California Chapter, Associated General Contractors of America, Inc.; Eugene R. Booker, for Rock, Sand and Gravel Producers Association of Northern California and Northern California Ready Mixed Concrete and Materials Association; N. E. Keller, for Monterey Sand Company; and Warren P. Marsden and E. J. Saldine, for Division of Highways, Department of Public Works of the State of California; interested parties.

Cyril M. Saroyan, Grant Malquist and Robert A. Lane, for the Commission's staff.

APPENDIX "B"
 Comparison of Interplant and Suggested Rates Developed by the Commission's Staff With Those Developed by Carrier Witnesses;
 Also, With "Going" Rates of Record.
 (Rates and Costs Are in Cents per Ton)

From Production Area (See Note)	To Delivery Zone	Staff Figures			Carrier Figures					
		*Cost (Opr. Ratio 100%)	Suggested Rate	Operating Ratio (Per Cent)	Carrier	*Cost (Opr. Ratio 100%)	Proposed Rate	Operating Ratio (Per Cent)	"Going" Rate	
Alameda Co. A	Alameda Co.	1 (Peralta)	79.0	85	93.4	Hiles	-	85	93.4	x85
" " "	" "	8 (92nd Ave.)	59.5	64	93.4	"	-	67	88.8	x76
" " "	" "	11 (Hayward)	39.1	40	98.0	"	-	44	88.9	x40
" " B	" "	1 (Peralta)	94.0	93	101.1	"	-	99	95.1	92
" " "	" "	8 (92nd Ave.)	69.1	74	93.8	"	-	77	89.7	87
" " "	" "	11 (Hayward)	59.4	60	99.0	"	-	65	91.4	65
" " "	Contra Costa Co.	2 (Concord)	87.9	83	105.9	"	-	88	99.8	80
" " A	San Mateo Co.	3 (Redwood)	64.6	69	93.6	Universal	#74.1	75	98.8	-
" " "	Santa Clara Co.	1 (University)	-	66	-	Thorsted	#71.8	74	97.0	-
" " "	" " "	2 (Alma St.)	69.4	73	95.3	Hiles	-	75	92.5	70
" " "	" " "	4 (Sunnyvale)	65.4	69	95.1	"	-	73	89.6	67
" " "	" " "	7 (Stockton Ave.)	62.7	65	96.8	"	-	70	89.6	x65
" " "	" " "	8 (Phelan Ave.)	71.0	70	101.4	"	-	79	89.9	x70
" " B	" " "	7 (Stockton Ave.)	94.1	90	104.6	"	-	99	95.1	87
Fresno " A	Fresno Co.	1 (Thorne)	50.1	54	93.3	"	56.9	63	90.3	x65
Sacto. " A	Sacto. Co.	1 (A Street)	54.4	58	94.1	Lindeman	58.6	64	91.6	63
Yolo " A	" "	1 (A Street)	78.0	84	93.3	"	95.2	101	94.3	98
" " "	" "	2 (Brighton)	84.1	90	93.9	"	100.5	106	94.8	106
" " "	Yolo "	1 (Bryte)	62.7	67	94.0	"	72.6	75	96.8	75

Note: Alameda County Area A is the Hiles-Centerville area.

Alameda County Area B is the Radum-Kliot area.

x Section 3666 rate (not adjusted for 1955 wage increases).

Cost as adjusted by staff to eliminate discrepancies and as converted from operating ratio of 95% to operating ratio of 100%.

* Costs shown do not include any provision for income taxes.

APPENDIX "C" TO DECISION NO. 52952

Revised Pages to Minimum Rate Tariff No. 7
Authorized by Said Decision

Eleventh Revised Page 2 cancels Tenth Revised Page 2
Second Revised Page 3-A cancels First Revised Page 3-A
Original Page 3-B
Fifth Revised Page 4 cancels Fourth Revised Page 4
Fifth Revised Page 4-A cancels Fourth Revised Page 4-A
Eighth Revised Page 5 cancels Seventh Revised Page 5
Second Revised Page 5-A cancels First Revised Page 5-A
Original Page 5-B
First Revised Page 6 cancels Original Page 6
Sixth Revised Page 7 cancels Fifth Revised Page 7
Eighth Revised Page 8 cancels Seventh Revised Page 8
Eighth Revised Page 9 cancels Seventh Revised Page 9
Third Revised Page 9-A cancels Second Revised Page 9-A
First Revised Page 10 cancels Original Page 10
Third Revised Page 10-A cancels Second Revised Page 10-A
Original Page 33-M
Original Page 33-N
Original Page 33-O
Original Page 33-P
Original Page 33-Q
Original Page 33-R
Original Page 33-S
Original Page 33-T
Original Page 33-U
First Revised Page 38-S cancels Original Page 38-S
Second Revised Page 39 cancels First Revised Page 39
Fifth Revised Page 40 cancels Fourth Revised Page 40
Fourth Revised Page 41 cancels Third Revised Page 41
Tenth Revised Page 42 cancels Ninth Revised Page 42
Second Revised Page 42-A cancels First Revised Page 42-A
Original Page 42-B
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First Revised Page 44 cancels Original Page 44
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(End of Appendix "C")

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* Change)
 # Addition) Decision No. 52952
 *** Item canceled)

EFFECTIVE MAY 15, 1956

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

Correction No. 460

Item No.	SECTION NO. 1-RULES AND REGULATIONS
<p>*10-E Cancels 10-D</p>	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS #(Items Nos. 10 and 11)</p> <p>(a) CARRIER means a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act, or a carrier, as defined in the City Carriers' Act.</p> <p>(b) DUMP TRUCK EQUIPMENT means any motor vehicle as defined in the Highway Carriers' Act, which is equipped to discharge its load by gravity either by tilting the body of the vehicle or opening all or a portion of the bottom, but does not mean a motor vehicle engaged in the transportation of concrete mechanically mixed in transit.</p> <p>(c) 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.</p> <p>(d) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(e) 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.</p> <p>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(h) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily transported in an identical type of equipment.</p> <p>(i) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination.</p> <p>(j) COMMERCIAL PRODUCING PLANT means the point at which sand or gravel is washed and sorted as to size and grade and placed into stock piles or bunkers, and/or where stone is crushed and graded, and placed into stock piles or bunkers.</p> <p>(k) TEAM TRACK means a point at which property may be loaded into or upon, or unloaded from rail cars by the public generally; it also includes wharves, docks and landings at which the public generally may receive or tender shipments of property from and to common carriers by vessel.</p>

(l) TON means 2,000 pounds.

(m) DRY MIXTURES OF SAND, CRUSHED STONE AND GRAVEL IN BATCHES means where such mixtures are loaded in dump truck equipment provided with one or more batch gates permitting of the loading or unloading of the contents of the individual portions of the load separately and distinctly from the other portions of the load.

(n) OVERLYING CARRIER (principal carrier) means a carrier which contracts with a shipper to provide transportation service for the latter, but which carrier in turn employs another carrier, known as the underlying carrier (independent-contractor subhauler), to perform that service (See Note).

Note-In Northern Territory, the term OVERLYING CARRIER also includes an underlying carrier which employs another underlying carrier to perform service.

(o) UNDERLYING CARRIER (independent-contractor subhauler) means any carrier who renders service for an overlying carrier (principal carrier), for a specified recompense, for a specified result, under the control of the overlying carrier as to the result of the work only and not as to the means by which such result is accomplished.

(Continued in Item No. 11)

*Change }
#Addition } Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 461

Item No.	SECTION NO. 1 - RULES AND REGULATIONS
#11	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p>(p) ENGAGEMENT means the employment at hourly rates of one (or more) unit(s) of dump truck equipment with operator by one shipper or overlying carrier on one shipping document.</p> <p>(q) BATCHING PLANT means a fixed installation for the mixing of concrete by mechanical means.</p> <p>(r) CONCRETE ARTICLE FACTORY means a fixed installation for the manufacture of articles from concrete mechanically mixed on the premises.</p> <p>(s) HOT PLANT means a fixed installation for the heating of road oil or asphalt and the mixing of such heated oil or asphalt with rock, sand and any other ingredients to produce cold road oil mixture ("plant mix") or asphaltic concrete ("hot stuff").</p> <p>(t) SEWAGE DISPOSAL PLANT means a fixed installation in which filtering rock is used for getting rid of sewage.</p> <p>(u) DISTRIBUTING YARD means an area for storage of rock, sand, gravel, or cold road oil mixture (commonly called "plant mix") in piles, bins, silos or bunkers.</p> <p>(v) DEBTOR means the person assuming responsibility for payment of transportation charges. It also includes an overlying carrier when he utilizes the services of an underlying carrier.</p> <p>(w) UNIT OF EQUIPMENT means a truck, a truck and trailer, a tractor and somitrailer, or any combination of the foregoing operated in a train.</p>
#Addition, Decision No.	52952
	EFFECTIVE MAY 15, 1956
	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 462</p>

Item No.	SECTION NO. 1-RULES AND REGULATIONS (Continued)
*20-B Cancels 20-A	<p style="text-align: center;">APPLICATION OF TARIFF-CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act, and the City Carriers' Act. They apply for transportation of property by radial highway common carriers and highway contract carriers, as defined in said Highway Carriers' Act, and by carriers as defined in said City Carriers' Act, in bulk in dump truck equipment.</p> <p>*Except as otherwise provided in Items Nos. 45, 93 and 94 rates, rules and regulations named in this tariff shall not apply to transportation by underlying carriers (independent-contractor subhaulers) when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the underlying carriers are performing transportation service.</p>
*30-A Cancels 30	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply for transportation between all points within the State of California.</p>
35	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>
40	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the actual mileages traversed, including any detour to and from scales to obtain weight of shipment.</p>
*Change, Decision No. 52952	
EFFECTIVE MAY 15, 1956	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 463</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*45-B Cdn- ccls 45-A	(1) COLLECTION OF CHARGES
	*(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing possession of property entrusted to them for transportation.
	(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 20 days, excluding Sundays and legal holidays other than Saturday half-holidays, following the last day of the calendar month in which the transportation was performed.
	(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.
	(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 5 days after the last calendar day of the month in which transportation was performed.
	(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.
(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.	

UNITS OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES

*47-B
Can-
cels
47-A

Rates or accessorial 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.

(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.

*Change
***Paragraph (b) eliminated) Decision No. 52952

EFFECTIVE MAY 15, 1956

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 464

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
50-D Cancels 50-C	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, the minimum charge per shipment shall be the charge for 8 tons at the applicable rate. (See Note.)</p> <p>NOTE: Between points in San Diego County the minimum charge per shipment shall be the charge for 6 tons at the applicable rate.</p>
*60-C Cancels 60-B	<p style="text-align: center;">METHOD OF DETERMINING WEIGHT OF SHIPMENT</p> <p>Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense.</p> <p>*Otherwise charges shall be computed upon the basis of the following estimated weights per cubic yard when loaded in the dump truck equipment:</p> <p>(a) In Southern Territory, 2800 pounds;</p> <p>(b) In Northern Territory: Sand, other than burnt shale sand, 2800 pounds; Commodities described in Item No. 146, 1200 pounds; Other commodities, 3000 pounds.</p>
*70-B Cancels 70-A	<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, from the same point of origin to the same point of destination, than results from the application of the rates herein provided. (See Note 1.) For charges for loading and unloading in connection with shipments originating in Southern Territory, see Note 1, Item No. 90; in connection with shipments originating in Northern Territory, see Note 1, Item No. 85. (See Note 2.)</p> <p>NOTE 1.- (Applies only in Northern Territory.) When the point of origin is on an industrial railroad connecting with a common carrier railroad, the common carrier rate shall be deemed to apply from the point of origin.</p> <p>NOTE 2.- When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
*80-A Cancels 80	<p style="text-align: center;">BRIDGE AND FERRY TOLLS</p> <p>Except as provided in Item No. 294, the actual bridge or ferry tolls shall be added to the transportation charge when such facilities are used by the carrier.</p>
#85	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (APPLICABLE ONLY WITHIN NORTHERN TERRITORY OR FROM NORTHERN TERRITORY TO SOUTHERN TERRITORY)</p> <p>When lower aggregate charges result, tonnage rates provided in this tariff may be used in combination with the published rates of common carriers by land filed with the Commission for the transportation of shipments of the same kind of property between the same points, subject to the following conditions:</p> <p>(a) When the point of origin is located beyond a railhead and the point of destination is located at a railhead, add to the common carrier rate applying from any team track to point of destination the tonnage rate provided in this tariff applicable to a shipment from the point of origin to the team track from which the common carrier rate used applies. (See Notes 1 and 2.)</p>

(b) When the point of origin is located at a railhead and the point of destination is located beyond a railhead, add to the common carrier rate applying from point of origin to any team track, the tonnage rate provided in this tariff applicable to a shipment from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)

(c) When both the point of origin and the point of destination are located beyond railhead, add to the common carrier rate applying between any railheads, the tonnage rate provided in this tariff applicable to a shipment from point of origin to the team track from which the common carrier rate used applies, plus the tonnage rate provided in this tariff applicable to a shipment from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)

NOTE 1.-If loading and unloading are not included in the rate of a common carrier which is applied or used to construct a rate for high-way transportation, 3 cents per ton shall be added to the common carrier rate for loading and 3 cents per ton shall be added to the common carrier rate for unloading. If the common carrier rate includes either loading or unloading, but not both, 3 cents per ton shall be added to the common carrier rate. (See Exceptions Nos. 1 and 2.)

EXCEPTION NO. 1.-The additional charge for loading will not apply when the team track from which a common carrier rate applies has a facility by which rail cars can be loaded by gravity directly from a unit of dump truck equipment.

EXCEPTION NO. 2.-The additional charge for unloading will not apply when the team track to which a common carrier rate applies has a facility by which a unit of dump truck equipment can be loaded by gravity directly from a rail car.

NOTE 2.-When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item, except that when no specific minimum weight is shown for a carload rate, it shall be not less than 30,000 pounds.

*Change }
#Addition } Decision No. 52952

For Item No. 90, formerly appearing on this page, see
Second Revised Page 5-A.

EFFECTIVE MAY 15, 1956

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

Correction No. 465

Item No.	SECTION NO. 1-RULES AND REGULATIONS (Continued)
	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (APPLICABLE ONLY WITHIN SOUTHERN TERRITORY OR FROM SOUTHERN TERRITORY TO NORTHERN TERRITORY)</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any team track to point of destination the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies. (See Notes 1, 2 and 3.)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any team track, the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 3.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate applying between any railheads the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)</p> <p>NOTE 1.-In the event, under the provisions of Items Nos. 70 and 90 series, a rate of a common carrier is used in constructing a rate for highway transportation and such common carrier rate does not include accessorial services performed by the highway carrier, the following charge for such accessorial services shall be added:</p> <p style="padding-left: 40px;">For loading and unloading, 12 cents per ton.</p> <p>NOTE 2.-When the point of origin located beyond railhead is a commercial producing plant located within any of the production areas described in Section No. 3, in which a team track is located and the point of destination is outside such production area, the combination rate may be constructed by adding to the common carrier rate specified in this item series, the rate of 6 cents per ton in lieu of the rate provided in this tariff for the distance from the point of origin to the team track from which said common carrier rate applies.</p> <p>NOTE 3.-When the rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
<p>(1)90-A</p> <p>*93-A Cancels 93</p>	<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>(a) (Applies only when neither paragraph (b) nor paragraph (c) applies.) A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ol style="list-style-type: none"> (1) Name of shipper. (2) Name of consignee. (3) Point of origin. (4) Point of destination. (5) Description of the shipment. (6) Weight of the shipment (or other factor or measurement upon which charges are based). (7) Rate and charge assessed. (8) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

(b) (Applies only in connection with transportation subject to Northern Territory hourly rates.) A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each engagement for transportation subject to hourly rates in this tariff. The shipping document shall show the following information:

- (1) Name of shipper.
- (2) Address at which shipper is to be billed.
- (3) Description of the property to be transported.
- (4) Water-level capacity in cubic yards of each unit of equipment to be supplied.
- (5) Type of loading (bunker, power, hand or other).
(See Note 1.)
- (6) Point at which each unit of equipment is to begin its engagement for transportation each day.
- (7) Time of reporting for service of each unit of equipment each calendar day.
- (8) Time of completion of service of each unit of equipment each calendar day.
- (9) Detailed list for each unit of equipment each day of time deductible from the elapsed time between (7) and (8) above, including the reason for such deduction.
- (10) The net time after deduction of (9) from the elapsed time between (7) and (8) for each unit of equipment each calendar day.
- (11) The rate and charge assessed, including a detail of all bridge or ferry tolls assessable.

(c) (Applies only to underlying carriers in connection with transportation subject to Northern Territory hourly or tonnage rates.) A shipping document shall be issued by the underlying carrier to the overlying carrier for each shipment at tonnage rates and for each engagement for transportation at hourly rates. It shall contain the following information:

- (1) Name of overlying carrier.
- (2) Address of overlying carrier.
- (3) For transportation subject to tonnage rates, all the information set forth in paragraph (a) above; for transportation subject to hourly rates in this tariff, all the information required in paragraph (b) above.
- (4) The net amount charged.
- (5) A notation as to whether or not the transportation involved is intracity in character.

(d) The forms of shipping documents in Section No. 5 will be suitable and proper.

(e) A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

NOTE 1.-The miles run each day must be shown if any service is performed at hand-loading rates.

*Change, Decision No. 52952

- (1) Formerly shown on Seventh Revised Page 5.
For Item No. 94-A, formerly appearing on this page, see Original Page 5-B.

EFFECTIVE MAY 15, 1956

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

Correction No. 466

Item No.	SECTION NO. 1-RULES AND REGULATIONS (Concluded)
(1) 94-A Cancels 94	<p style="text-align: center;">PAYMENTS TO UNDERLYING CARRIERS</p> <p>Charges paid by any overlying carrier to an underlying carrier and collected by the latter carrier from the former for the service of said underlying carrier shall be not less than 95 percent of the charges applicable under the minimum rates prescribed in this tariff.</p>
#96	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM TRUCKLOAD WEIGHTS</p> <p style="text-align: center;">(Applies only in connection with rates making reference to this item)</p> <p>When charges on a shipment transported in one unit of dump truck equipment at one time based on actual weight exceed the charges which would accrue if charges were computed upon a rate based upon a higher minimum weight, the latter will apply.</p>
(1)	Formerly shown on First Revised Page 5-A.
#	Addition, Decision No. 52952
EFFECTIVE MAY 15, 1956	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 467</p>	

SECTION NO. 2

DISTANCE RATES

*1. (Applies only in Southern Territory)

- (a) Rates in this Section will not apply to transportation of commodities from Production Areas to Delivery Zones for which rates are specifically provided in Section No. 3.
- (b) Rates in this Section will not apply where notice is given to the carrier of the shipper's intention to ship under the hourly rates shown in Section No. 4.

#2. (Applies only in Northern Territory)

- (a) Rates in this Section will not apply to transportation for which the rates in Section No. 3 are applicable.
- (b) Rates in this Section will apply only where notice is given to the carrier in writing of the shipper's intention to ship under these rates in lieu of the hourly rates set forth in Section 4. Such notice shall be in carrier's possession prior to the commencement of the service.

*Change }
#Addition } Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 463

Item No.	SECTION NO. 2 - DISTANCE RATES
100	<p style="text-align: center;">DESCRIPTION OF SOUTHERN TERRITORY</p> <p>Southern Territory means the counties of Santa Barbara, Ventura, Los Angeles, Orange, San Diogo, Imperial, Riverside, San Bernardino, Inyo and Mono.</p>
110	<p style="text-align: center;">DESCRIPTION OF NORTHERN TERRITORY</p> <p>Northern Territory means all of the other counties of the State not named in Item No. 100.</p>
*120-A Cancels 120	<p style="text-align: center;">INTERTERRITORIAL MOVEMENTS</p> <p>Where the movement originates within Southern Territory and terminates within Northern Territory, the distance rates applicable shall be those set forth in Item No. 130 in the column headed "Southern Territory," and in Items Nos. 135 and 140.</p> <p>Where the movement originates within Northern Territory and terminates within Southern Territory, the distance rates applicable shall be those set forth in Item No. 130 in the columns headed "Northern Territory," or the rates in Item No. 148.</p>
125-D Cancels 125-C	<p style="text-align: center;">ALTERNATIVE APPLICATION OF DISTANCE RATES WITH COMBINATION RATES BASED UPON ZONE RATES IN SECTION NO. 3</p> <p>When the point of origin of a shipment is within one of the Los Angeles County, Orange County, San Bernardino-Riverside Counties, or Ventura County Production Areas or within San Diego County Production Area "I" defined in Section No. 3 of this tariff, and when the point of destination is outside of but the route of movement is through any of the Los Angeles County, Orange County, San Bernardino-Riverside Counties, Ventura County or San Diego County Delivery Zones defined in said section, the zone rates in Section No. 3 may be used as a basis for computing charges as follows:</p> <p>Add to the rate applicable for the transportation of a like shipment from the same point of origin to the last delivery zone passed through on the route of movement a rate of 10 cents per ton per mile for each mile or fraction thereof actually traversed from the point of departure from the last delivery zone to the point of destination.</p> <p>If the charge accruing under the distance rates in Items Nos. 130, 135 and 140 is lower than the charge accruing under the provisions of this rule on the same shipment between the same points, the charge accruing under said distance rates shall apply.</p>

*Change, Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 469

Item No.	SECTION NO. 2		DISTANCE RATES (Continued) In cents per ton		
	MATERIAL, viz.: (1)				
	Granite, decomposed, Gravel, Sand, Stone, crushed, chips, waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, sawed, not further finished, Barium, clay or silicate mud compounds, dry, oilwell drilling,		Cement clinker, Clay, Cullet (glass, broken or crushed), Earth, Loam, Mud, dry, oilwell drilling, Shale, Slag.		
	Between Points in Territories as Shown (See Items Nos. 100, 110 and 120).				
	Miles		Southern Territory Rate	#Northern Territory Rates (2) (3)	
	Over	But Not Over		Minimum Weight in Tons	
				See Item 50	18(4) 23(4)
	0	1	22	30	25 22
	1	2	27	35	29 25
	2	3	34	40	32 28
	3	4	39	46	36 31
	4	5	44	51	39 34
	5	6	49	56	43 37
	6	7	56	60	46 40
	7	8	61	65	50 43
	8	9	66	69	53 45
	9	10	71	73	56 48
	10	11	80	78	60 51
	11	12	80	82	63 54
	12	13	87	86	66 57
	13	14	87	91	69 59
	14	15	95	95	72 62
	15	16	95	99	76 65
	16	17	103	104	79 68
	17	18	103	108	82 70
	18	19	110	112	85 73
	19	20	110	116	88 76
	20	21	119	120	92 79
	21	22	119	125	95 81
	22	23	119	129	98 84
	23	24	128	133	101 87
	24	25	128	137	104 90
	25	26	128	141	107 92
	26	27	138	145	110 95
	27	28	138	150	114 98
	28	29	138	154	117 101
	29	30	138	158	120 103

*130-H
 Cancels
 130-G

30	31	155	162	123	106
31	32	155	166	126	109
32	33	155	170	129	111
33	34	155	174	132	114
34	35	155	178	135	116
35	37	173	185	140	121
37	39	173	191	145	125
39	40	173	198	150	129
40	41	191	198	150	129
41	43	191	205	155	134
43	45	191	211	160	139
45	50	208	227	172	150
50	55	228	243	184	160
55	60	244	259	196	170
60	65	261	275	208	180
65	70	279	290	220	190
70	75	296	305	232	200
75	80	314	320	244	210
80	85	332	335	255	220
85	90	350	350	266	230
90	95	368	365	277	240
95	100	384	380	288	250
100	X				
X Add to rate for 100 miles for each 5 miles or fraction thereof		18	15	11	10

- (1) Rates do not apply on commodities described in Item No. 146.
- (2) Rates apply only as follows:
- From a commercial producing plant, a railhead, or a distributing yard (See Items Nos. 10 and 11); or
 - To a cement, ceramic or glass factory, a hot plant, a distributing yard, or a railhead (See Items Nos. 10 and 11).
- (3) Rates are subject to Item No. 96.
- (4) Except as otherwise provided in Item No. 96, the minimum weight must be transported in one unit of equipment at one time.

* Change)
 # Addition, results in both) Decision No. 52952
 increases and reductions)

EFFECTIVE MAY 15, 1956

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

Correction No. 470

Item No.	SECTION NO. 2	DISTANCE RATES (Continued) In cents per ton								
140-G Cancels 140-F	MATERIAL, viz.: Dry Mixture of Sand, Crushed Stone and Gravel in batches.									
	BETWEEN	RATE								
	Points in Southern Territory (See Item No. 100).	Rates in Item No. 130 plus 14 cents per ton.								
#142	<p style="text-align: center;">APPLICATION OF INTERPLANT RATES (Applies only when reference is made hereto)</p> <p style="text-align: center;">Rates subject to this item apply only as follows:</p> <p>(a) From a commercial producing plant to a railhead, hot plant, batching plant, sewage disposal plant, concrete article factory or a distributing yard, subject to paragraph (c); or</p> <p>(b) (Applies only for the transportation of cold road oil mix (otherwise known as "Plant Mix").) From a hot plant to a stockpile in a distributing yard, subject to paragraph (c).</p> <p>(c) The rates do not apply to any location at which grading, excavating, paving or construction activity is in progress.</p>									
#144	<p style="text-align: center;">COMMODITIES</p> <p>When reference is made to this item rates apply for the transportation of the following commodities: (See Exception)</p> <p>Concrete Aggregates and Other Articles, viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Gravel,</td> <td style="width: 50%;">Stone, crushed, chips or waste,</td> </tr> <tr> <td>Mix, Cold Road Oil (See Note),</td> <td>Stone, natural, not sawed or finished.</td> </tr> <tr> <td>Sand,</td> <td></td> </tr> </table> <p>Exception: Rates do not apply on the commodities described in Item No. 146.</p> <p>Note: Subject to paragraph (b) of Item No. 142.</p>		Gravel,	Stone, crushed, chips or waste,	Mix, Cold Road Oil (See Note),	Stone, natural, not sawed or finished.	Sand,			
Gravel,	Stone, crushed, chips or waste,									
Mix, Cold Road Oil (See Note),	Stone, natural, not sawed or finished.									
Sand,										
#146	<p style="text-align: center;">COMMODITIES</p> <p>When reference is made to this item rates apply for the transportation of the following commodities:</p> <p>Lightweight Aggregates, viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Ash, volcanic,</td> <td style="width: 50%;">Sand, burnt shale,</td> </tr> <tr> <td>Cinders,</td> <td>Scoria, volcanic,</td> </tr> <tr> <td>Clay, burnt or calcined,</td> <td>Shale, burnt or calcined,</td> </tr> <tr> <td>Pumice,</td> <td>Slag, expanded.</td> </tr> </table>		Ash, volcanic,	Sand, burnt shale,	Cinders,	Scoria, volcanic,	Clay, burnt or calcined,	Shale, burnt or calcined,	Pumice,	Slag, expanded.
Ash, volcanic,	Sand, burnt shale,									
Cinders,	Scoria, volcanic,									
Clay, burnt or calcined,	Shale, burnt or calcined,									
Pumice,	Slag, expanded.									
#Addition, Decision No. 52952										
EFFECTIVE MAY 15, 1956										
Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
Correction No. 471										

Item No.	SECTION NO. 2-DISTANCE RATES (Concluded) In Cents per Ton					
	NORTHERN TERRITORY INTERPLANT DISTANCE RATES					
Miles		RATES (1)				
		Commodities as described in:				
Over	But Not Over	Item No. 144		Item No. 146		
		(18)	(23)	(8)	(13)	(18)
0	1	25	19	39	31	27
1	2	26	22	45	36	31
2	3	29	25	50	40	35
3	4	32	28	56	45	39
4	5	34	30	61	49	42
5	6	33	33	67	54	46
6	7	41	36	72	58	50
7	8	43	39	78	63	54
8	9	43	41	83	67	58
9	10	51	44	89	72	62
10	11	52	47	94	76	66
11	12	56	50	100	81	70
12	13	60	52	105	85	73
13	14	61	55	110	89	77
14	15	67	57	114	92	80
15	16	70	59	119	96	83
16	17	73	61	123	99	86
17	18	75	64	128	103	89
18	19	77	66	132	107	92
19	20	80	68	137	110	95
20	21	81	71	141	114	98
21	22	83	73	146	118	102
22	23	89	75	151	122	105
23	24	91	77	155	125	108
24	25	94	79	160	129	111
25	26	97	82	165	133	115
26	27	100	84	169	137	118
27	28	102	86	174	141	121
28	29	105	88	179	144	124
29	30	108	91	183	147	127
30	31	111	93	188	151	130
31	32	114	96	193	155	134
32	33	116	98	197	159	137
33	34	118	100	202	163	140
34	35	120	102	206	166	143
35	37	125	106	214	172	148
37	39	130	110	222	179	154
39	41	135	114	230	186	160
41	43	139	118	238	192	165
43	45	144	122	246	199	171

#06148

45	50	156	132	266	215	185
50	55	168	142	286	231	199
55	60	180	152	306	247	213
60	65	192	162	327	264	227
65	70	204	172	347	280	241
70	75	216	182	367	296	255
75	80	227	192	387	312	269
80	85	238	202	407	329	283
85	90	249	212	427	345	297
90	95	260	222	447	361	311
95	100	271	232	467	377	325
(2)		11	10	20	16	14

(1) Rates are subject to Items Nos. 96 and 142. Except as otherwise provided in Item No. 96 and in the explanation of (8), the minimum weight must be transported in one unit of equipment at one time.

(2) For each additional 5 miles, add to the rate for 100 miles the amount shown opposite this reference

(8) Minimum weight, 8 tons per shipment.

(13) Minimum weight, 13 tons.

(18) Minimum weight, 18 tons.

(23) Minimum weight, 23 tons.

#Addition)
 Reduction) Decision No. 52052
 Increase)

EFFECTIVE MAY 15, 1956

Issued by the Public Utilities Commission of the state of California,
 San Francisco, California.
 Correction No. 472

SECTION NO. 3

RATES FROM PRODUCTION AREAS
TO DELIVERY ZONES

- *(a) (Applies only in Southern Territory) Rates in Section No. 2 will not apply to transportation of commodities from Production Areas to Delivery Zones for which rates are specifically provided in this Section. Rates in this Section will not apply where notice is given to the carrier of the shipper's intention to ship under the hourly rates shown in Section No. 4.

- *(b) (Applies only in Northern Territory) Rates in Section No. 2 or Section No. 4 will not apply to transportation for which the rates in this Section are applicable.

*Change)
) Decision No. 52952
#Addition)

EFFECTIVE MAY 15, 1956

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

Correction No. 473

Item No.	SECTION NO. 3-RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
	<p style="text-align: center;">RULES GOVERNING BOUNDARY DESCRIPTIONS</p> <p style="text-align: center;">Rules applicable to the descriptions of boundaries of Delivery Zones and Production Areas contained in this section</p> <p>Where streets, railway lines, rights of way of railway companies and water courses are used to define boundaries, the center line of such streets, railway lines, rights of way and water courses will constitute the definite boundary line. (See Item No. 205)</p> <p>Unless otherwise noted, where a street is named as a boundary line which has an offset at any intersecting street, and carries the same name at either side of the offset, such portion of the intersecting street encompassed in the offset will become a part of such boundary line.</p> <p>The term "street" as used above will be synonymous with "avenue", "boulevard", "drive", "lane", "terrace", "road", or other designations thereof.</p> <p>Where the term "shore line" is employed as a boundary line, such boundary line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p> <p>Where the terms "north", "west", "south" and "east" are used on a course in the following descriptions, they are referenced to the true meridian and indicative of a true direction.</p> <p>The term "parallel" as used herein denotes an equidistant course with relation to the line referred to whether said line is straight or curved.</p> <p>*Where section lines are employed in Southern Territory they are in each instance referenced to the San Bernardino Base and Meridian; in Northern Territory they are referenced to Mount Diablo Base and Meridian.</p> <p>#At the beginning of Northern Territory boundary descriptions a name is shown for convenience in referring to the zone or area. This name may also be the name of a city, community, street or other feature; but it is not to be construed as extending the boundaries beyond those which follow the name.</p>
200-A Cancels 200	<p style="text-align: center;">APPLICATION OF ZONE RATES</p> <p>(a) (Applies only in Southern Territory.) Zone rates contained in this section will apply to all points within the described boundaries of the respective zones, provided however, that deliveries may be made to the property lines of streets used as the boundaries of delivery zones.</p> <p>#(b) (Applies only in Northern Territory.) The rates in this section apply as follows:</p> <p>(1) From a commercial producing plant as defined in Items Nos. 10 and 11, located within a defined producing area, to a railhead, hot plant, batching plant, sewage disposal plant, concrete article factory or a distributing yard, as defined in Items Nos. 10 and 11, located</p>
*205-A Cancels 205	

within a defined delivery zone, subject to subparagraph (3), or

(2) (Applies only for the transportation of cold road oil mix (otherwise known as "Plant Mix").) From a hot plant, as defined in Items Nos. 10 and 11, located within a defined producing area to a distributing yard within a defined delivery zone, subject to subparagraph (3).

(3) Unloading shall be effected by dumping into a stock pile, a fixed receiving hopper or a railroad car.

(4) The rates do not apply to any location at which grading, excavating, paving or construction activity is in progress.

COMMODITIES

When reference is made to this item rates apply (subject to Item No. 205) for the transportation of the following commodities: (See Exception)

#207

Concrete Aggregates and other Articles, viz.:
Gravel, Stone, natural
Mix, Cold Road Oil Chips or waste,
Sand, Stone, natural,
not sawed or finished.

Exception: Rates subject to this item will not apply on the commodities described in Item No. 146.

#208

ALTERNATIVE APPLICATION OF DISTANCE RATES
IN SECTION NO. 2 WITH COMBINATION RATES BASED UPON
ZONE RATES

For applicable provisions, see Item No. 125.

*Change)
#Addition) Decision No. 52952

EFFECTIVE MAY 15, 1956

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 474

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
	<p>APPLICATION OF TARIFF-TERRITORIAL #ALAMEDA COUNTY-DELIVERY ZONES</p>
1	<p>PERALTA: Beginning at the point where U. S. Highway 50 crosses Wood Street, easterly along U. S. Highway 50 and West MacArthur Boulevard to Peralta Street, southerly along Peralta Street in Oakland to Thirty-fourth Street, easterly along Thirty-fourth Street to San Pablo Avenue, southeasterly along San Pablo Avenue to Market Street, along Market Street to Third Street, westerly along Third Street to Campbell Street, northerly along Campbell Street to Atlantic Street, westerly along Atlantic Street to Wood Street, and return northerly along Wood Street to the point of beginning.</p>
2	<p>BROADWAY: Beginning at the point where Market Street meets the Oakland Inner Harbor, northerly along Market Street to Twelfth Street, easterly along Twelfth Street to its intersection with Fallon Street, along Fallon Street and its prolongation to its meeting with Oakland Inner Harbor and return along the Oakland shore line of Oakland Inner Harbor to point of beginning, all in the City of Oakland.</p>
3	<p>FIFTH AVENUE: Beginning at the point at which the extension of Fallon Street meets Oakland Inner Harbor, along said extension and Fallon Street to Twelfth Street, along Twelfth Street to First Avenue, along First Avenue to East 15th Street, along East 15th Street to Fifth Avenue, along Fifth Avenue to East 21st Street, along East 21st Street to 19th Avenue, along 19th Avenue and its prolongation to Brooklyn Basin and return along Oakland shore line of Brooklyn Basin and Oakland Inner Harbor to point of beginning, all being in the City of Oakland.</p>
4	<p>23RD AVENUE: Beginning at the point where the prolongation of 19th Avenue meets Oakland Inner Harbor, along said extension and 19th Avenue to East 21st Street, along East 21st Street to Foothill Boulevard, along Foothill Boulevard to 35th Avenue, along 35th Avenue and its extension to Tidal Canal, and return along the Oakland shore line of Tidal Canal and Brooklyn Basin to the point of beginning, all being in the City of Oakland.</p>
5	<p>PEARL: Beginning at the point where the extension of Oak Street meets the shore line of San Francisco Bay, along said extension and Oak Street and its further extension to the shore line of Tidal Canal, southerly, easterly and northerly along the Alameda shore of Tidal Canal, San Leandro Bay and San Francisco Bay to the point of beginning, all being in the City of Alameda.</p>
6	<p>HIGH: Beginning at the point at which the prolongation of 35th Avenue meets the Oakland shore line of Tidal Canal, easterly along said extension and 35th Avenue to Foothill Boulevard, southerly along Foothill Boulevard to 51st Avenue, along 51st Avenue to Wentworth Avenue, along Wentworth Avenue and Edgerley Street to 57th Avenue, westerly along 57th Avenue and its prolongation to the shore line of San Leandro Bay, and return northerly along the Oakland shore line of San Leandro Bay and Tidal Canal to point of beginning, all being in the City of Oakland.</p>

- 7 66TH AVENUE: Beginning at the point where the prolongation of 57th Avenue meets Oakport Street, easterly along said prolongation and 57th Avenue to East 17th Street, southerly along East 17th Street to 64th Avenue, westerly along 64th Avenue to East 14th Street, southerly along East 14th Street to 82nd Avenue, westerly along 82nd Avenue and its prolongation to Oakport Street, and return northerly along Oakport Street to point of beginning, all being in the City of Oakland.
- 8 92ND AVENUE: Beginning at the point where the prolongation of 82nd Avenue intersects Oakport Street, easterly along said extension and 82nd Avenue to East 14th Street, southerly along East 14th Street to 105th Avenue, westerly along 105th Avenue to East Shore Freeway, northerly along East Shore Freeway to Hegenberger Road, westerly along Hegenberger Road to Oakport Street, and return northerly along Oakport Street to point of beginning, all being in the City of Oakland.
- 9 SAN LEANDRO: Beginning at the point at which 105th Avenue in Oakland meets East Shore Freeway, easterly along 105th Avenue to East 14th Street, southerly along East 14th Street to San Leandro Creek, easterly along San Leandro Creek to Foothill Boulevard, southerly along Foothill Boulevard to Sybil Avenue, westerly along Sybil Avenue to East 14th Street, northerly along East 14th Street to Castro Street, westerly along Castro Street and its prolongation to East Shore Freeway and return northerly along East Shore Freeway to the point of beginning.
- 10 SAN LORENZO: Beginning at the intersection of the prolongation of Castro Street and East Shore Freeway in San Leandro, easterly along said prolongation and Castro Street to East 14th Street, southerly along East 14th Street to Sybil Avenue, easterly along Sybil Avenue to Foothill Boulevard, southerly along Foothill Boulevard to Bridge Street, westerly along Bridge Street and Grove Way to Meekland Avenue, northerly along Meekland Avenue to Blossom Way, westerly along Blossom Way to Hathaway Avenue, southerly along Hathaway Avenue to Bartlett Avenue, westerly along Bartlett Avenue to Hesperian Boulevard, northerly along Hesperian Boulevard to East Shore Freeway, and return northerly along East Shore Freeway to the point of beginning.
- 11 HAYWARD: Beginning at the intersection of Bartlett Avenue and Hesperian Boulevard, easterly along Bartlett Avenue to Hathaway Avenue, northerly along Hathaway Avenue to Blossom Way, along Blossom Way to Meekland Avenue, southerly along Meekland Avenue to Grove Way, easterly along Grove Way and Bridge Street to Foothill Boulevard, southerly along Foothill Boulevard and Bear Route 9 to Harder Road, westerly along Harder Road to Jackson Street, southwesterly along Jackson Street to Hesperian Boulevard, and return northerly along Hesperian Boulevard to the point of beginning.

#Addition, Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 475

Area No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) #ALAMEDA COUNTY-PRODUCTION AREAS</p> <p>A NILES-CENTERVILLE: Beginning at the Fremont station of Southern Pacific Company at the intersection of State Highway Route 17 (South Main Street in Centerville) and Fremont Avenue, easterly along Fremont Avenue to its intersection with State Highway Route 9, northerly along State Highway Route 9 to its intersection with Alvarado-Niles Road, northwesterly along Alvarado-Niles Road to Decoto Road, southwesterly along Decoto Road to its intersection with State Highway Route 17, and return southerly along State Highway Route 17 to the point of beginning.</p> <p>B RADUM-ELIOT: Beginning at the intersection of Ray and Main Streets in Pleasanton, easterly along Main Street and its continuation as Pleasanton-Livermore Road to the intersection of Isabel Avenue, southerly along Isabel Avenue to Vineyard Avenue, westerly along Vineyard Avenue to Ray Street and return northerly along Ray Street to the point of beginning. Also the plant of Henry J. Kaiser Company located north of the Pleasanton-Livermore Road at Radum.</p>
	#Addition, Decision No. 52952
	EFFECTIVE MAY 15, 1956
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 476</p>

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) #CONTRA COSTA COUNTY-DELIVERY ZONES</p> <p>1 WALNUT: Beginning at the intersection of Orchard Lane and State Highway No. 21, thence northwesterly along State Highway No. 21 to Walker Avenue, easterly along Walker Avenue to San Miguel Drive, southeasterly along San Miguel Drive and Blackwood Drive to Muirwood Drive, southwesterly along Muirwood Drive to State Highway No. 21 and return to point of beginning.</p> <p>2 CONCORD: Beginning at the bridge on Pacheco Road over Walnut Creek, easterly along Pacheco Road to State Highway No. 24 in Concord, northerly along State Highway No. 24 to Seal Bluff Road, easterly along Seal Bluff Road to Port Chicago Highway, southerly along Port Chicago Highway to Salvio Street, northeasterly along Salvio Street to Sixth Street, southeasterly along Sixth Street to Willow Pass Road, northeasterly along Willow Pass Road to Farm Bureau Road, southeasterly along Farm Bureau Road to Clayton Road, easterly along Clayton Road to Treat Lane, southwesterly along Treat Lane to Oak Grove Road, northwesterly along Oak Grove Road and Meadow Lane and its prolongation to Walnut Creek, and return northerly along Walnut Creek to the point of beginning.</p>
	#Addition, Decision No. 52952
	EFFECTIVE MAY 15, 1956
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 477</p>

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
1	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) #FRESNO COUNTY-DELIVERY ZONES</p> <p>THORNE: Beginning at the intersection of West White's Bridge Avenue and Teilman Avenue, northerly along Teilman Avenue to Belmont Avenue, easterly along Belmont Avenue to Weber Avenue (U.S. Highway 99) in Fresno, northwesterly along Weber Avenue to West Thomas Avenue, along West and East Thomas Avenue to North Broadway, southerly along North Broadway and Broadway to El Dorado Street, southwesterly along El Dorado Street to Trinity Street, southerly along Trinity Street to White's Bridge Avenue, and return along White's Bridge Avenue and West White's Bridge Avenue to the point of beginning, all being in the City of Fresno.</p>
Area No.	# FRESNO COUNTY-PRODUCTION AREAS
A	<p>ROCKFIELD: A radius of one mile from Southern Pacific Company Rockfield Station.</p>
#Addition, Decision No. 52952	
EFFECTIVE MAY 15, 1956	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 478</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) #SACRAMENTO COUNTY-DELIVERY ZONES</p> <p>1 A STREET: Beginning at the East Bank of the Sacramento River where it is crossed by U.S. Highway 40, along Capitol Avenue in Sacramento to 10th Street, northeasterly along 10th Street to I Street, southeasterly along I Street to The Western Pacific Railroad Company right-of-way, northeasterly along said right-of-way to the American River, along the south bank of the American River to the Sacramento River, and return along the east bank of the Sacramento River to the point of beginning.</p> <p>2 BRIGHTON: Beginning at 39th Street and M Street in Sacramento, southeasterly along M Street and its extension to the Southern Pacific Company right-of-way, southeasterly along the Southern Pacific Company right-of-way to the Central California Traction Company right-of-way, along Central California Traction Company right-of-way to Stockton Boulevard, northwesterly along Stockton Boulevard to 39th Street, and return northerly along 39th Street to the point of beginning.</p>
Area No.	#SACRAMENTO COUNTY-PRODUCTION AREAS
A	<p>FAIR OAKS: All the area on the south bank of the American River within a one-half mile radius of the intersection of Bridge Street and Citrus Road.</p>
#Addition, Decision No. 32952	
EFFECTIVE MAY 15, 1956	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 479</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) #SAN JOAQUIN COUNTY-DELIVERY ZONES</p> <p>1 FLORA: Beginning at the intersection of East Sonora and South California Streets in Stockton, northerly along South and North California Streets to Harding Way, easterly along Harding Way to Waterloo Road, northeasterly along Waterloo Road to E Street, southerly along E Street to East Sonora Street, and return westerly along East Sonora Street to the point of beginning.</p> <p>2 TAYLOR: Beginning at the intersection of West Sonora and South Lincoln Streets in Stockton, easterly along West and East Sonora Streets to South Wilson Way, southerly along South Wilson Way to East Charter Street, westerly along East Charter Street to Sharps Lane, southerly along Sharps Lane to East 12th Street, westerly along East 12th Street, westerly along an imaginary line from the western end of East 12th Street to the intersection of Horton Avenue and State Highway 50, northerly along State Highway 50 to Mosswood Street, westerly along Mosswood Street to Lincoln Street, and return northerly along Lincoln Street and South Lincoln Street to the point of beginning.</p>
Area No.	#SAN JOAQUIN COUNTY-PRODUCTION AREAS
A	<p>KERLINCER: Beginning at MacArthur Boulevard and Linne Road, south along MacArthur Boulevard to the south line of Section 16, Township 3 South Range 5 East, west along said section line to Jefferson Road, north along Jefferson Road to Linne Road and return along Linne Road to point of beginning.</p>
#Addition, Decision No. 52952	
EFFECTIVE MAY 15, 1956	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 480</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) #SAN MATEO COUNTY-DELIVERY ZONES</p> <p>1 RAVENSWOOD: A strip of land one mile wide, lying one-half mile on each side of the following described center line: Beginning at the point where the Southern Pacific Company Dumbarton line crosses Willow Road, northeasterly along Willow Road and Dumbarton Highway to the western end of Dumbarton Bridge.</p> <p>2 MIDDLEFIELD: Beginning at El Camino Real (U.S. Highway 101) and Watkins Avenue (in Atherton), northeasterly along Watkins Avenue to Middlefield Road, northwesterly along Middlefield Road to Marsh Road, northeasterly along Marsh Road to Bayshore Highway (Bypass U.S. 101), southeasterly along Bayshore Highway to the underpass of Southern Pacific Company Dumbarton Line, easterly along said Southern Pacific Company Dumbarton Line to the crossing at Willow Road in Menlo Park, southwesterly along Willow Road to Alberini Street, southeasterly along Alberini Street to Ralmar Avenue, southerly along Ralmar Avenue to Bay Road, easterly along Bay Road to Pulgas Avenue, southerly along Pulgas Avenue to San Francisquito Creek, westerly along San Francisquito Creek to El Camino Real, and return northwesterly along El Camino Real to the point of beginning.</p> <p>3 REDWOOD: Beginning at El Camino Real and Watkins Avenue (in Atherton), northwesterly along El Camino Real to Whipple Avenue in Redwood City, northeasterly along Whipple Avenue to the Bayshore Highway (Bypass U.S. Highway 101), southeasterly along said Bayshore Highway to the east bank of Redwood Creek, along the south bank of Redwood Creek to the north line of Section 17, Township 5, South, Range 3 West; east along said north line of Section 17 and 16 to the east line of Section 16, south along said east line of Section 16 and its prolongation to a point on Haven Avenue, southeasterly along Haven Avenue to Marsh Road, southwesterly along Marsh Road to Middlefield Road, southeasterly along Middlefield Road to Watkins Avenue, and return southwesterly along Watkins Avenue to the point of beginning.</p> <p>4 SAN CARLOS: Beginning at Whipple Avenue and El Camino Real in Redwood City, northwesterly along El Camino Real to Holly Street in San Carlos, northeasterly along Holly Street to Bayshore Highway (Bypass U.S. Highway 101), southeasterly along said Bayshore Highway to Whipple Avenue, and southwesterly along Whipple Avenue to the point of beginning.</p>
	# Addition, Decision No. 52952
	EFFECTIVE MAY 15, 1956
	<p>Issued by the Public Utilities Commission of the State of California, Correction No. 481</p> <p style="text-align: right;">San Francisco, California.</p>

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) #SANTA CLARA COUNTY-DELIVERY ZONES</p>
1	<p>UNIVERSITY AVENUE: Beginning at the bridge over San Francisquito Creek (Santa Clara-San Mateo County line) on El Camino Real (U.S. Highway 101), easterly along San Francisquito Creek to Bayshore Highway (Bypass U.S. Highway 101), southeasterly along Bayshore Highway to Embarcadero Road; southwesterly along Embarcadero Road to El Camino Real and return northwesterly along El Camino Real to the points of beginning, being all in Palo Alto.</p>
2	<p>ALMA STREET: Beginning at the intersection of Embarcadero Road and El Camino Real, northeasterly along Embarcadero Road to Bayshore Highway (Bypass U.S. Highway 101), southwesterly along Bayshore Highway to San Antonio Avenue, northeasterly along San Antonio Avenue to El Camino Real (U.S. Highway 101) and return along El Camino Real to the point of beginning.</p>
3	<p>MOUNTAIN VIEW: Beginning at the intersection of San Antonio Avenue and El Camino Real (U.S. Highway 101) along San Antonio Avenue to Bayshore Highway (Bypass U.S. Highway 101), along Bayshore Highway to Alviso-Mountain View Road, along Alviso-Mountain View Road to El Camino Real and return along El Camino Real to point of beginning. Includes all of Mountain View east of El Camino Real.</p>
4	<p>SUNNYVALE: Beginning at the intersection of Alviso-Mountain View Road and El Camino Real (U.S. Highway 101), along Alviso-Mountain View Road to Bayshore Highway (Bypass U.S. Highway 101), along Bayshore Highway to Laurence Station Road, along Laurence Station Road to El Camino Real and return along El Camino Real to point of beginning.</p>
5	<p>NORTH TENTH STREET: Beginning at the intersection of Bayshore Highway (Bypass U.S. Highway 101) and Brokaw Road, along Brokaw Road and its continuation as Schallenberger Avenue to the Coyote River, along Coyote River to East Taylor Street in San Jose, along East Taylor Street to North Fourth Street, along North Fourth Street to Bayshore Highway and return along Bayshore Highway to point of beginning.</p>
6	<p>ALUM ROCK AVENUE: Beginning at the point at which Mabury Road meets the east bank of Coyote River, northeasterly along Mabury Road to King Road, southeasterly along King Road to Story Road, southwesterly along Story Road and its extension as Keyes Street to South 12th Street, northwesterly along South 12th Street to East Taylor Street, northeasterly along East Taylor Street to the Coyote River, and return northwesterly along Coyote River to point of beginning.</p>
7	<p>STOCKTON AVENUE: Beginning at the intersection of Brokaw Road and Southern Pacific Company right-of-way, northeasterly along Brokaw Road to Bayshore Highway (Bypass U.S. Highway 101), easterly along Bayshore Highway to North Fourth Street, southeasterly along North Fourth Street to East Taylor Street in San Jose, southwesterly along East and West Taylor Streets and Polhemus Street to Stockton Avenue, northwesterly along Stockton Avenue to the Southern Pacific Company right-of-way and return northwesterly along said right-of-way to the point of beginning.</p>

8

PHELAN AVENUE: Beginning at Almaden Avenue and Goodyear Street in San Jose, northeasterly along Goodyear Street and Keyes Street to Senter Road, southeasterly along Senter Road to Tully Road, southwesterly along Tully Road to Monterey Road, (U.S. Highway 101), northwesterly along Monterey Road to Stone Avenue, southwesterly and northwesterly along Stone Avenue to San Jose Avenue, southwesterly along San Jose Avenue to Almaden Road, and return northeasterly along Almaden Road and Avenue to point of beginning.

9

CUPERTINO: Beginning at the intersection of the Saratoga-Sunnyvale Road (State Highway 9) and Stevens Creek Road, easterly along Stevens Creek Road to the Saratoga-Santa Clara Road, southerly along Saratoga-Santa Clara Road to Prospect Road, westerly along Prospect Road to the Saratoga-Sunnyvale Road to the point of beginning.

#Addition, Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 482

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
1	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL(Continued) #YOLO COUNTY-DELIVERY ZONES</p> <p>BRYTE: Beginning at the intersection of Sycamore Avenue and U.S. Highway 40, northerly along Sycamore Avenue and its extension to the west levee of the Sacramento River, easterly and southward along said levee to where it is met by U.S. Highway 40, and return along said highway to the point of beginning.</p>
Area No.	<p style="text-align: center;">#YOLO COUNTY-PRODUCTION AREAS</p> <p>A EAST CACHE: Beginning at the intersection of Roads 20 and 96, west along Road 20 to Cache Creek, north along an imaginary line across Cache Creek to a point on Road 18A, east along Road 18A and its prolongation to Cache Creek, southwesterly along Cache Creek to Road 96, and return south along Road 96 to the point of beginning.</p>
#Addition, Decision No.	
EFFECTIVE MAY 15, 1956	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 483</p>	

RATES ON THIS PAGE ARE NOT SUBJECT TO PROVISIONS OF SUPPLEMENT NO. 11

First Revised Page 38-S

Original Page 38-S

MINIMUM RATE TARIFF NO. 7

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Concluded)														
293	MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff"), Cold Road Oil Mixture (commonly called "Plant Mix").														
	TO (1) San Diego County Delivery Zones			FROM (1) San Diego County Production Areas				TO (1) San Diego County Delivery Zones			FROM (1) San Diego County Production Areas				
				G		H					G		H		
	1			100		105		16			81		88		
	2			104		110		17			88		94		
	3			111		116		18			93		98		
	4			98		102		19			124		130		
	5			103		109		20			99		105		
	6			88		94		21			105		111		
	7			93		98		22			72		78		
	8			98		103		23			56		63		
	9			99		105		24			94		98		
	10			110		115		25			99		105		
	11			117		123		26			137		142		
	12			119		124		27			43		51		
	13			131		136		28			54		61		
	14			138		144									
15			143		147										
COMMODITIES, as described in Item No. 207 (See Notes 1 and 2).															
FROM (2) Alameda County Production Areas		TO (2) Alameda County Delivery Zones													
		1		2		3		4		5		6		7	
		(18)(23)		(18)(23)		(18)(23)		(18)(23)		(18)(23)		(18)(23)		(18)(23)	
A	97	85	92	80	83	73	77	67	77	67	76	66	76	66	
B	106	93	101	88	92	81	87	76	87	76	86	75	86	75	
TO (2) Alameda County Delivery Zones										TO (3) Contra Costa County Delivery Zones					
		8		9		10		11		1		2			
		(18)(23)		(18)(23)		(18)(23)		(18)(23)		(18)(23)		(18)(23)			
A	74	64	66	57	57	50	48	40	-	-	-	-			
B	84	74	79	68	73	64	71	60	80	70	95	83			
TO (4) San Mateo County Delivery Zones						TO (5) Santa Clara County Delivery Zones									
		1		2		3		4		1		2		3	
		(18)(23)		(18)(23)		(18)(23)		(18)(23)		(18)(23)		(18)(23)		(18)(23)	
A	69	61	79	69	82	71	86	75	79	69	83	73	81	71	

#8294

		TO (5) Santa Clara County Delivery Zones											
		1		5		6		7		8		9	
		(18)	(23)	(18)	(23)	(18)	(23)	(18)	(23)	(18)	(23)	(18)	(23)
A		79	69	73	63	75	65	75	65	81	70	86	75
B		-	-	101	88	103	90	103	90	115	100	-	-

FROM (6) Fresno County Production Area	TO (6) Fresno County Delivery Zone	FROM (7) San Joaquin County Production Area				TO (7) San Joaquin County Delivery Zones			
		1				1		2	
		(18)	(23)			(18)	(23)	(18)	(23)
A		66	57	A		85	73	85	73

FROM (8) Sacramento County Production Area	TO (8) Sacramento County Delivery Zone	FROM (9) Yolo County Production Area	TO (8) Sacramento County Delivery Zones	TO (9) Yolo County Delivery Zone	
		1		1	
		(18)	(23)	(18)	(23)
A		69	60	A	104 92 113 98 82 71

NOTE 1. Rates include bridge and ferry tolls.

NOTE 2. The minimum weight shall be transported in one unit of dump truck equipment at one time subject to Item No. 96.

- (1) For descriptions of San Diego County Production Areas and Delivery Zones see pages 33-B to 33-L series, inclusive.
- (2) For descriptions of Alameda County Production Areas and Delivery Zones see pages 33-M and 33-N series.
- (3) For descriptions of Contra Costa Delivery Zones see page 33-O series.
- (4) For descriptions of San Mateo County Delivery Zones see page 33-S series.
- (5) For descriptions of Santa Clara County Delivery Zones see page 33-T series.
- (6) For descriptions of Fresno County Production Areas and Delivery Zones see page 33-P series.
- (7) For descriptions of San Joaquin County Production Areas and Delivery Zones see page 33-R series.
- (8) For descriptions of Sacramento County Production Areas and Delivery Zones see page 33-Q series.
- (9) For descriptions of Yolo County Production Areas and Delivery Zones see page 33-U series.
- (18) Minimum weight, 18 tons.
- (23) Minimum weight, 23 tons.

Addition)
 & Reduction) Decision No. 52952

EFFECTIVE MAY 15, 1956

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 484

SECTION NO. 4

HOURLY RATES

Rates in this Section for transportation within Southern Territory will apply only when notice is given to the carrier, before the transportation commences, of the shippers' intention to ship under such rates. When such notice is given, rates in Sections Nos. 2 and 3 will not apply.

#Rates in this Section will apply in Northern Territory for all transportation for which rates in Section No. 3 are not applicable, except that when notice is given to the carrier, before the transportation commences, of the shippers' intention to ship under the rates in Section No. 2, the rates in this Section will not become applicable for the transportation for which the rates in Section No. 2 are applicable in Northern Territory.

#Addition, Decision No. 52952

EFFECTIVE MAY 15, 1956

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Correction No. 485

Item No.	SECTION NO. 4 - HOURLY RATES
*300-B Cancels 300-A	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates in this section are Hourly Rates and apply from, to and between points in California subject to the description of Southern Territory defined in Item No. 100 and Northern Territory defined in Item No. 110.</p> <p>(1) 1. NORTHERN TERRITORY:</p> <p style="padding-left: 40px;">The hourly rates are shown in Items Nos. 360, 361 and 362. (Rates include Drivers' and Helpers' wages.)</p> <p style="padding-left: 40px;">Hourly rates apply to property, as described in Item No. 320, transported for one shipper in one unit of dump truck equipment from the time the unit of equipment and driver report for service pursuant to the shipper's order to the time of completion of service under such order. For the purposes of this paragraph, each "shipper's order" shall be deemed to embrace service during not more than one 24-hour period and "completion of service" shall mean that the unit of carrier's equipment and driver are released by the shipper from further service during that same 24-hour period. (See Note)</p> <p>(1) 2. SOUTHERN TERRITORY:</p> <p style="padding-left: 40px;">The hourly rates are shown in Item No. 365. (Rates include Drivers' and Helpers' wages.)</p> <p style="padding-left: 40px;">Hourly rates apply to property, as described in Item No. 320, transported for one shipper in one unit of dump truck equipment from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. "Trip" for the purpose of this item shall be deemed to embrace movement in both directions, namely, loads from point of origin to destination and empty from point of destination to the same point of origin. (See Note)</p> <p>NOTE.-In computing time for assessing hourly rates, allowances may be made for delays occasioned due to failure of dump truck equipment or due to time taken out for meals.</p>
310-B Cancels 310-A	<p style="text-align: center;">INTERTERRITORIAL MOVEMENTS</p> <p>(a) Where the movement originates within the Southern Territory of the State and terminates within the Northern Territory of the State, the hourly rates applicable shall be those set forth in Item No. 365.</p> <p>(b) Where the movement originates within the Northern Territory of the State and terminates within the Southern Territory of the State, the hourly rates applicable shall be those set forth in Items Nos. 360, 361 and 362.</p>

INTERDISTRICT MOVEMENTS

1. Northern Territory is divided into districts as follows:

(a) Bay Area District consists of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma Counties.

(b) El Dorado District consists of Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, El Dorado, Fresno, Glenn, Humboldt, Kings, Lake, Lassen, Madera, Mariposa, Mendocino, Merced, Modoc, Monterey, Nevada, Placer, Plumas, Sacramento, San Benito, San Joaquin, Santa Cruz, Shasta, Siskiyou, Stanislaus, Sutter, Tehama, Trinity, Tuolumne, Tulare, Yolo and Yuba Counties.

(c) Kern District consists of Kern County.

(d) San Luis Obispo District consists of San Luis Obispo County.

2. When dump truck equipment moves in two or more districts during one day's engagement at hourly rates, the rate applicable shall be that for the district within which the unit of dump truck equipment and driver reported for service pursuant to the shipper's order.

#315

(1) Formerly contained in Item No. 330 on Third Revised Page 41.
For Item No. 320, formerly shown on this page, see Fourth Revised Page 41.

* Change,)
Addition) Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 486

Item No.	SECTION NO. 4	HOURLY RATES (Continued)		
<p>(2) *320-C Cancels 320-B</p>	<p>COMMODITIES</p> <p>Rates in this Section apply to the transportation of the following commodities:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p>#Ash, volcanic; (1) Barium, clay or silicate mud compounds, dry, oilwell drilling; #Cinders; (1) Clay Clinker, cement; Concrete: Asphaltic (commonly called "Hot Stuff"), Premixed, wet; Cullet (glass, broken or crushed); Debris: From street or highway maintenance; From demolition of buildings and structures; Earth; Fertilizer; Granite, decomposed; Gravel; Loam; Manure; Mixture, cold road oil (commonly called "Plant Mix"); Mud, dry, oilwell drilling;</p> </td> <td style="vertical-align: top; width: 50%;"> <p>Ore; #Pumice; (1) Salt cake, (crude sulphate of soda); Sand; Sand, crushed stone and gravel, mixed dry; #Scoria, volcanic; (1) Shale; Slag; #Slurry, (mixed sand, dust, crushed stone and/or gravel, wet); (1) Soapstone, crude, blocks, pieces or slabs rough quarried or not further finished than sawed or chipped on four sides; Stone: Crushed, chips, waste; Natural, blocks, pieces or slabs rough quarried, or sawed, not further finished; Talc, crude, blocks, pieces or slabs rough quarried or not further finished than sawed or chipped on four sides.</p> </td> </tr> </table> <p>(1) Applies only in Northern Territory.</p>		<p>#Ash, volcanic; (1) Barium, clay or silicate mud compounds, dry, oilwell drilling; #Cinders; (1) Clay Clinker, cement; Concrete: Asphaltic (commonly called "Hot Stuff"), Premixed, wet; Cullet (glass, broken or crushed); Debris: From street or highway maintenance; From demolition of buildings and structures; Earth; Fertilizer; Granite, decomposed; Gravel; Loam; Manure; Mixture, cold road oil (commonly called "Plant Mix"); Mud, dry, oilwell drilling;</p>	<p>Ore; #Pumice; (1) Salt cake, (crude sulphate of soda); Sand; Sand, crushed stone and gravel, mixed dry; #Scoria, volcanic; (1) Shale; Slag; #Slurry, (mixed sand, dust, crushed stone and/or gravel, wet); (1) Soapstone, crude, blocks, pieces or slabs rough quarried or not further finished than sawed or chipped on four sides; Stone: Crushed, chips, waste; Natural, blocks, pieces or slabs rough quarried, or sawed, not further finished; Talc, crude, blocks, pieces or slabs rough quarried or not further finished than sawed or chipped on four sides.</p>
	<p>#Ash, volcanic; (1) Barium, clay or silicate mud compounds, dry, oilwell drilling; #Cinders; (1) Clay Clinker, cement; Concrete: Asphaltic (commonly called "Hot Stuff"), Premixed, wet; Cullet (glass, broken or crushed); Debris: From street or highway maintenance; From demolition of buildings and structures; Earth; Fertilizer; Granite, decomposed; Gravel; Loam; Manure; Mixture, cold road oil (commonly called "Plant Mix"); Mud, dry, oilwell drilling;</p>	<p>Ore; #Pumice; (1) Salt cake, (crude sulphate of soda); Sand; Sand, crushed stone and gravel, mixed dry; #Scoria, volcanic; (1) Shale; Slag; #Slurry, (mixed sand, dust, crushed stone and/or gravel, wet); (1) Soapstone, crude, blocks, pieces or slabs rough quarried or not further finished than sawed or chipped on four sides; Stone: Crushed, chips, waste; Natural, blocks, pieces or slabs rough quarried, or sawed, not further finished; Talc, crude, blocks, pieces or slabs rough quarried or not further finished than sawed or chipped on four sides.</p>		
<p>*330-C Cancels 330-B</p>	<p>Item canceled. See Item No. 300.</p>			
<p>*340-A Cancels 340</p>	<p>Item canceled.</p>			
<p>(2) Formerly shown on Fourth Revised Page 40.</p>				
<p>* Change } # Addition } Decision No. 52952</p>				
<p>EFFECTIVE MAY 15, 1956</p>				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 487</p>				

Item No.	SECTION NO. 4		HOURLY RATES (Continued)					
	COMMODITIES, as described in Item No. 320. (Items Nos. 360, 361 and 362)							
	Level Capacity of Dump Truck Body in Cubic Yards. (See Note 1 in Item No. 362)		NORTHERN TERRITORY (See Item No. 110)					
			(1)(2) Rates in Cents per Hour (See Item No. 300)					
			Bay Area District (See Item No. 315)					
	But		Col. A		Col. B		Col. C	
	Over	Not Over	M	N	M	N	M	N
	0	2	459	570	386	497	434	545
	2	3	514	625	424	535	485	596
	3	4	572	683	463	574	537	648
	4	5	641	759	514	632	599	717
	5	6	695	813	551	669	646	764
	6	7	762	888	602	728	707	833
	7	8	810	936	634	760	749	875
	8	9	886	1027	695	836	819	960
	9	10	930	1071	725	866	856	997
	10	11	971	1112	753	894	891	1032
	11	12	1010	1151	779	920	922	1063
	12	13	1045	1186	803	944	952	1093
	13	14	1076	1217	824	965	978	1119
	14	15	1105	1246	844	985	1003	1144
	15	16	1131	1272	861	1002	1025	1166
	16	17	1155	1296	877	1018	1045	1186
	17	18	1185	1326	901	1042	1072	1193
	18	19	1204	1345	914	1055	1087	1208
	19	20	1221	1362	925	1066	1102	1223
	20	(3)	17	17	11	11	14	14
	El Dorado District (See Item No. 315)							
	0	2	459	570	386	497	434	542
	2	3	514	625	424	535	485	596
	3	4	572	683	463	574	537	648
	4	5	639	756	512	629	597	714
	5	6	693	810	549	666	644	761
	6	7	754	877	594	717	699	806
	7	8	802	925	626	749	741	848
	8	9	858	986	667	795	791	919
	9	10	902	1030	697	825	828	956
	10	11	943	1071	725	853	863	991
	11	12	982	1110	751	879	894	1022
	12	13	1037	1175	795	933	944	1082
	13	14	1068	1206	816	954	970	1108
	14	15	1097	1235	836	974	995	1133
	15	16	1123	1261	853	991	1017	1155

*360-J
Cancel
360-I

16	17	1147	1285	869	1007	1037	1175
17	18	1177	1315	893	1031	1064	1202
18	19	1196	1334	906	1044	1079	1217
19	20	1213	1351	917	1055	1094	1232
20	(3)	17	17	11	11	14	14

- (1) Minimum charge shall be the rate for one hour.
(2) For application of Columns A, B and C and Subcolumns M, N, O and P see Item No. 362.
(3) Add to the rate for 20 cubic yards capacity for each cubic yard or fraction thereof the amount shown opposite this reference mark.

(Continued in Items Nos. 361 and 362)

* Change)
◊ Increase)
◊ Reduction)

Decision No. 52952

EFFECTIVE MAY 15, 1956

Issued by the Public Utilities Commission of the State of California,
San Francisco, California
Correction No. 488

Item No.	SECTION NO. 4		HOURLY RATES (Continued)							
	COMMODITIES, as described in Item No. 320 (Items Nos. 360, 361 and 362).									
Level Capacity of Dump Truck Body in Cubic Yards. (See Note 1 in Item No. 362)	NORTHERN TERRITORY (See Item No. 110) (1) (2) Rates in Cents per Hour (See Item No. 300)									
	Kern District (See Item No. 315)									
But Over Not Over	Col. A			Col. B			Col. C			
	M	N		M	N		M	N		
0	2	460	573	387	500	424	537			
2	3	515	628	425	538	473	586			
3	4	573	686	464	577	525	638			
4	5	632	747	505	620	579	694			
5	6	686	801	542	657	627	742			
6	7	737	852	577	692	673	788			
7	8	785	900	609	724	717	832			
8	9	851	976	660	785	778	903			
9	10	895	1020	690	815	816	941			
10	11	936	1061	718	843	848	973			
11	12	975	1100	744	868	879	1004			
12	13	1010	1135	768	893	908	1033			
13	14	1041	1166	789	914	934	1059			
14	15	1077	1205	816	944	964	1092			
15	16	1103	1231	833	961	984	1112			
16	17	1127	1255	849	977	1002	1130			
17	18	1157	1285	873	1001	1027	1155			
18	19	1188	1322	898	1032	1054	1188			
19	20	1205	1339	909	1043	1068	1202			
20	(3)	17	17	11	11	14	14			
San Luis Obispo District (See Item No. 315)										
But Over Not Over	Col. A			Col. B			Col. C			
	M	O	P	M	O	P	M	O	P	
0	2	460	687	573	387	614	500	424	651	537
2	3	515	742	628	425	652	538	473	700	586
3	4	573	800	686	464	691	577	525	752	638
4	5	631	861	746	504	734	619	578	808	693
5	6	685	915	800	541	771	656	626	856	741
6	7	736	966	851	576	806	691	672	902	787
7	8	784	1014	899	608	838	723	723	946	831
8	9	835	1070	952	644	879	761	762	997	879
9	10	879	1114	996	674	909	791	800	1035	917
10	11	920	1155	1037	702	937	819	832	1067	949

#361

11	12	959	1194	1076	728	963	845	863	1098	980
12	13	1002	1245	1123	760	1003	881	900	1143	1021
13	14	1033	1276	1154	781	1024	902	926	1169	1047
14	15	1062	1305	1183	801	1044	922	949	1192	1070
15	16	1088	1331	1209	818	1061	939	969	1212	1090
16	17	1134	1399	1266	856	1121	988	1009	1274	1141
17	18	1164	1429	1287	880	1145	1003	1034	1299	1157
18	19	1183	1448	1306	893	1158	1016	1049	1314	1172
19	20	1200	1465	1323	904	1169	1027	1063	1328	1186
20	(3)	17	17	17	11	11	11	14	14	14

- (1) Minimum charge shall be the rate for one hour.
- (2) For application of Columns A, B and C and Subcolumns M, N, O and P, see Item No. 362.
- (3) Add to the rate for 20 cubic yards capacity for each cubic yard or fraction thereof the amount shown opposite this reference mark.

(Continued in Item No. 362)

For Item No. 365, formerly shown on this page, see Original Page 42-C.

# Addition)	
◊ Increase)	Decision No.
◊ Reduction)	

EFFECTIVE MAY 15, 1956

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

Correction No. 489

Item No.	SECTION NO. 4 - HOURLY RATES (Continued)
#362	<p style="text-align: center;">COMMODITIES AS DESCRIBED IN ITEM NO. 320 (Items Nos. 360, 361 and 362)</p> <p>COLUMN "A" rates apply where the loading is performed by power loading device, excepting processed sand, gravel or crushed stone in stockpiles at a commercial producing plant, at point of consumption or at intermediate point of transfer. A hopper chute or bunker shall not be deemed to be a power loading device.</p> <p>COLUMN "B" rates apply where the loading is performed by hand and where the average mileage of the vehicle does not exceed eight miles per hour for the period of time the vehicle is in use each day.</p> <p>COLUMN "C" rates apply where transportation or loading is under conditions other than described under application of Column "A" or Column "B" rates.</p> <p>SUBCOLUMN "M" rates apply on all days except the days on which the sub-column "N", "O" or "P" rates apply.</p> <p>SUBCOLUMN "N" rates apply on every Saturday and Sunday and on January 1, February 22, May 30, July 4, September 9, December 25, the day each year proclaimed by the President of the United States to be celebrated as Labor Day and the day so proclaimed as Thanksgiving Day.</p> <p>SUBCOLUMN "O" rates apply on every Sunday and on the holidays shown in Subcolumn "N" above.</p> <p>SUBCOLUMN "P" rates apply on every Saturday.</p> <p>NOTE 1.-Level capacity of Dump Truck body means the cubical content of the body (including the bodies of all trailers, or semitrailers in the unit of equipment) in cubic yards calculated by multiplying the inside length by the average inside width and the average inside height of the sides of the body, including temporary side boards and end boards, if such boards are used, with no allowance for the crown of the load or for low head board or low tail gate.</p> <p>In the case of a Dump Truck body not constructed for use of a tail gate (such as the so-called "rock body"), the inside length shall be deemed to mean the average of the measurement along the top of the sides from the inside of the head board to the point of the angle where the sides are diverted downward to meet the floor, and the measurement along the floor from the inside of the head board to the end of the body.</p>
#Addition, Decision No. 52952	
EFFECTIVE MAY 15, 1956	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 490	

Item No.	SECTION NO. 4	HOURLY RATES (Concluded)		
	<p>COMMODITIES, as described in Item No. 320.</p> <p>COLUMN "A" rates apply where the loading is performed by power loading device, excepting processed sand, gravel or crushed stone in stock piles at a commercial producing plant, at point of consumption or at intermediate point of transfer. A hopper chute or bunker shall not be deemed to be a power loading device.</p> <p>COLUMN "B" rates apply where the loading is performed by hand and where the average mileage of the vehicle does not exceed eight miles per hour for the period of time the vehicle is in use each day.</p> <p>COLUMN "C" rates apply where transportation or loading is under conditions other than described under application of Column "A" or Column "B" rates.</p>			
	Level Capacity of Dump Truck Body in Cubic Yards (See Note 1)	SOUTHERN TERRITORY (See Item No. 100) (1) Rates in Cents Per Hour (See Item No. 300) (See Note 2)		
		Column A	Column B	Column C
	Over But Not Over			
	0 3	485	369	480
	3 4	520	395	515
	4 5	560	414	545
	5 6	600	445	580
	6 7	640	480	615
	7 8	685	530	645
	8 9	725	565	680
	9 10	760	595	715
	10 11	795	624	750
	11 12	840	668	785
	12 13	880	690	825
	13 14	905	715	850
	14 15	930	735	875
	15 16	965	778	900
	16 17	990	808	925
	17 18	1015	838	950
	18 19	1040	868	975
	19 20	1065	898	1000
	20 Add to rate for 20 cubic yards capacity for each cubic yard or fraction thereof—	25	30	25

(2) 365-A
Cancels
365

(1) Minimum charge shall be the rate for one hour.

NOTE 1.—Level capacity of Dump Truck body means the cubical content of the body in cubic yards calculated by multiplying the inside length by the average inside width and the average inside height of the sides of the body, including temporary side boards, if such boards are used, with no allowance for the crown of the load or for low head board or low tail gate.

In the case of a Dump Truck body not constructed for use of a tail gate (such as the so-called "rock body"), the inside length shall be deemed to mean the average of the measurement along the top of the sides from the inside of the head board to the point of the angle where the sides are diverted downward to meet the floor, and the measurement along the floor from the inside of the head board to the end of the body.

NOTE 2.-(a) For transportation service furnished under this item on Sundays and/or New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day,

(1) The applicable hourly rates, except for transportation originating in Inyo or Mono Counties, shall be \$2.50 an hour in excess of those set forth above.

(2) The applicable hourly rates for transportation originating in Inyo or Mono Counties shall be \$1.25 an hour in excess of those set forth above.

(b) Except as otherwise provided by paragraph (a) of this Note, the applicable hourly rates for transportation furnished on Saturdays or during periods in excess of 8 hours in any one shift shall be \$1.25 an hour in excess of those set forth above.

*(2) Formerly shown on First Revised Page 42-A.

* Change, Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 491

First Revised Page43
Cancels
Original Page43

MINIMUM RATE TARIFF NO. 7

SECTION NO. 5

*FORMS OF SHIPPING DOCUMENTS
TO WHICH REFERENCE IS MADE IN
ITEM NO. 93

*Change, Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 492

SECTION NO. 5 - FORMS OF SHIPPING DOCUMENTS

*Item No. 370-A Cancels 370

SHIPPING ORDER AND FREIGHT BILL

*(For use in connection with transportation not covered by Items Nos. 375, 380 and 385)

Date _____ Bill No. _____
 Truck No. _____ Permit No. _____
 Level Capacity of Body _____ cubic yards. Shipper's No. _____

Name of Carrier _____
 (Name of carrier must be the same as shown on permit)
 Name of Shipper _____
 Address of Shipper _____
 Name of Consignee _____
 Address of Consignee _____

For Use with Distance or Zone Rates
 Precise Point of Origin _____
 Production Area Letter _____ (Zone rates only.)
 Precise Point of Destination _____
 Delivery Zone No. _____ (Zone rates only.)
 Distance in Miles _____ (Distance rates only.)

Kind of Material	Weight of Shipment in Tons or Amount of Load in Cubic Yards	Rate in Cents Per Ton	Charges

FOR USE WITH HOURLY RATES

Service	Starting Time	Ending Time	Elapsed Time	Deductions (1)	Time for Computation of Charges	Rate	Charges
First Trip		xxx	xxx	xxx	xxx		
Last Trip Running				xxx	(2)		
Last Trip Unloading				xxx			
Total					(3)		

Driver's Signature _____
 Received by _____
 Consignee Receipt _____

Accessorial Charges _____
 Helpers' Charges _____
 Other Charges _____
 Prepaid _____
 Total to Collect _____

- (1) Show time not chargeable, such as time for meals, and failure of equipment. Any deduction must be fully explained.
- (2) Show double the running time of the last trip.
- (3) Show double the running time of the last trip plus the time from starting of first trip to starting of last trip plus unloading time of last load.

This record is to be retained for a period of not less than three years.

* Change, Decision No. 52952

EFFECTIVE MAY 15, 1956

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 493

SECTION NO. 5 - FORMS OF SHIPPING DOCUMENTS

Item No. 375

SHIPPING ORDER AND FREIGHT BILL
 (For use in connection with transportation subject
 to Northern Territory hourly rates)

Date _____ Bill No. _____
 Truck or Tractor No. _____ Trailer No. or Nos. _____ Permit No. _____
 Level Capacity of Body _____ cubic yards Shipper's No. _____
 Carrier _____
 (As shown on permit)
 Shipper _____ Billing Address _____
 Starting Point of Service: _____ Miles Traveled at Hand Loading Rates _____

Type of Loading	Service Start	Service End	Deductible Time	Net Time	Rate	Freight Charge

Total Freight Charges _____

Accessorial Charges: _____

Total Accessorial Charges _____

Total _____

Explanation of Deductible Time: _____ Propaid: _____
 _____ Total to Collect _____
 _____ Date Paid _____

Driver's Signature _____

This record is to be retained for a period of not less than three years.

Addition, Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 494

SECTION NO. 5 - FORMS OF SHIPPING DOCUMENTS

#Item No. 380

SHIPPING ORDER AND FREIGHT BILL
(For use by underlying carriers in connection with transportation subject to Northern Territory hourly rates)

Date _____ Bill No. _____

Truck or Tractor No. _____ Trailer No. or Nos. _____ Permit No. _____

Level Capacity of Body _____ cubic yards Overlying Carrier's No. _____

Issuing Carrier _____
(As shown on permit)

Overlying Carrier _____ Address _____

Shipper _____

Starting Point of Service _____ Miles Traveled at Hand Loading Rates _____

Type of Loading	Service Start	Service End	Deductible Time	Net Time	Rate	Freight Charge

Accessorial Charges: _____ Total Freight Charges _____

_____ Total Accessorial Charges _____

Service performed _____ Total Charges _____

was)entirely within the corporate
was not)limits of a single city

Explanation of deductible time:

Less:
(a) _____
(b) _____
(c) _____
Total Deductions _____

Driver's Signature _____ Total to Collect _____

Overlying Carrier's Signature _____ Date Paid _____

This record is to be retained for a period of not less than three years.

Addition, Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 495

SECTION NO. 5 - FORMS OF SHIPPING DOCUMENTS

#Item No. 385

SHIPPING ORDER AND FREIGHT BILL
(For use by underlying carriers in connection with transportation subject to Northern Territory tonnage rates.)

Date _____ Bill No. _____

Truck or Tractor No. _____ Trailer No. or Nos. _____ Permit No. _____

Overlying Carrier's No. _____

Issuing Carrier _____
(As shown on permit)

Overlying Carrier _____ Address _____

From _____ Shipper _____
(Plant and Production Area)

To _____ County _____
(Plant and Delivery Zone or other definition of point of destination)

Miles _____

Kind of Material	Weight in Tons	Rate in Cents Per Ton	Charges

Accessorial Charges _____

Total Charges _____

Less:
(a) _____
(b) _____
(c) _____

Driver's Signature _____

Total Deductions _____

Overlying Carrier's Signature _____

Total to Collect _____

Date Paid _____

This record is to be retained by the underlying carrier for a period of not less than three years.

END OF TARIFF

Addition, Decision No. 52952

EFFECTIVE MAY 15, 1956

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

Correction No. 496