

Decision No. 60623**ORIGINAL**

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 car-)
 riers 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
 Petition for Modification No. 59
 (As Amended)

Arlo D. Poe and J. C. Kaspar, and James Quintrall,
 for California Trucking Associations, Inc.,
 petitioner.
Les Calkins, for Les Calkins Trucking; Edwin S. Acker,
 for Miles & Sons Trucking Service; respondents.
Eugene R. Booker, for Rock, Sand and Gravel Producers
 Association of Northern California, and California
 Ready Mixed Concrete Materials Association, protes-
 tants.
E. O. Blackman, for California Dump Truck Owners
 Association; Roy F. Querio, for Granzotto Trucking
 Co., Inc.; Johnson & Stanton, by Thomas E.
Stanton, Jr., and Marshall A. Staunton, for
 Northern and Central California Chapter, The
 Associated General Contractors of America, Inc.;
George D. Moe and Warren P. Marsden, for State
 Department of Public Works; G. G. McGinniss, for
 California Division of Highways; W. G. Higgins
 and R. J. Puppo, for Pacific Cement and
 Aggregates, Inc.; Eugene A. Feise, for Calaveras
 Cement Company; interested parties.
M. J. Gagnon and John B. Nance, for the Commission
 staff.

O P I N I O N

By petition filed November 18, 1959, as amended February 19,
 1960, California Trucking Associations, Inc., requests the Commission
 to increase the minimum rates in Minimum Rate Tariff No. 7 applicable
 to the transportation of commodities by dump truck in northern
 territory. The increases sought are: Material Distance Rates (Item
 130) 21 percent, Interplant Distance Rates (Item 148) 12 percent,
 Zones Rates (Item 294) 12 percent, Hourly Rates - Bay District and
 El Dorado District (Item 360) 25 cents per hour basic, and, Hourly
 Rates - Kern and San Luis Obispo Districts (Item 361) 28 cents per
 hour basic.

Public hearing was held at San Francisco before Examiner J. E. Thompson on March 14, 1960, and April 26, 1960.

The minimum hourly rates set forth in Items 360 and 361 were adjusted on June 8, 1960, by Decision No. 59989, dated April 19, 1960. That adjustment reflected an increase of 20 cents per hour in the basic rates as compared to the 25-cent and 28-cent increases sought herein. The hourly rates were adjusted prior to the aforementioned 20-cent increase on November 23, 1959, by Decision No. 59209. The distance rates, interplant rates and zone rates involved in this proceeding were last adjusted on May 15, 1956, by Decision No. 52952.

In 1956, Congress enacted the Federal Highway Tax Law providing for certain taxes on fuel, tires and motor vehicle equipment. In 1959 the Legislature of the State of California amended the Transportation Rate Fund Act by increasing the fees payable by for-hire carriers from 1/4 of 1 percent to 1/3 of 1 percent of gross operating revenue. It reduced the highway transportation tax, so-called B. E. Tax, from 3 percent to 1-1/2 percent of gross operating revenue. Since 1956 there have been increases in the wages paid to drivers under terms of wage agreements entered into between teamsters and carriers. There are two basic contracts or scales; the so-called A.G.C. scale, which reflects the results of negotiations between the construction teamsters locals and the Associated General Contractors of America, and the so-called line drivers agreement which reflects the results of negotiations between the Brotherhood of Teamsters and the petitioner herein. The A.G.C. scale is the prevailing scale used by carriers engaged by contractors on construction projects. The rates ordinarily applicable and assessed by carriers engaged in such work are the hourly rates or the distance rates. Carriers engaged in the hauling of aggregates and other materials for commercial producers assess zone rates or interplant rates. The drivers of such vehicles ordinarily are paid according to the line drivers agreement.

Petitioner's director of research recalculated the cost studies used as a basis for the establishment of the distance, inter-plant and zone rates in Decision No. 52952 to reflect current labor costs, payroll taxes and the other taxes mentioned above. The basic cost studies were developed by the Commission's staff and were received in evidence in that prior proceeding as Exhibits C-1 and C-3. Petitioner did not revise any of the cost factors other than those stated above. A comparison of the full costs shown in the prior studies with those developed by the witness herein discloses increases corresponding generally to the percentage increases in rates sought herein. In connection with the hourly rates, the witness expanded the dollar amount of increase to reflect compensation insurance, payroll taxes and an indirect expense ratio of 15 percent.

Associated General Contractors of America were concerned principally with the hourly rates. They were not opposed to an increase in such rates to reflect increases in wages, payroll taxes and compensation insurance, but were opposed to the expansion of those increases to reflect an indirect expense ratio of 15 percent. The Division of Highways, Department of Public Works, took a similar position with respect to the hourly rates.

Indirect expenses are a cost of transportation that must be considered in the establishment of minimum rates. In the development of estimates of the cost of providing particular transportation services, indirect expense is included as a percentage of the so-called direct costs involved. The ratio is determined from a comparison of the total expenses as shown on carrier books of account of the type considered in the "direct" cost development with those not considered in such development. We have found that ordinarily the indirect ratio for the various types and classes of carriers, when considered over a period of time of a year, is relatively

constant. Inasmuch as the Commission is establishing minimum rates for the future, consideration of indirect expense as a ratio to direct expense is not unreasonable. In this instance, however, the 15 percent applied by petitioner was taken from the development of cost estimates for transportation performed under distance rates. As stated by the director of research, the development of cost estimates by the staff in the prior proceeding for transportation performed under hourly rates did not treat indirect expenses on a proportional basis. It has not been established on this record or on the prior record that 15 percent is a reasonable ratio for use in development of costs of performing dump truck transportation under hourly rates. Neither can we accept the contention of protestants that rate increases consider only wages, payroll taxes and compensation insurance. There are other charges, such as fees payable under the Transportation Rate Fund Act, which increase in proportion to increases in gross revenue. Petitioner has shown increases in other expenses such as fuel, tires and maintenance. The record does not indicate any changes in expenses and performance which would result in a reduction in the carriers' costs per hour of performing service. After consideration, we are of the opinion and find that increases of 4 cents per hour in the basic (Column M) rates for Bay and El Dorado Districts, hereinafter designated as "Upper Northern District", and increases of 6 cents per hour in the basic rates for Kern and San Luis Obispo Districts, hereinafter designated as "Lower Northern District", are justified. ✓

Concerning the distance, interplant and zone rates, the Rock, Sand and Gravel Producers Association of Northern California and the Northern California Ready Mixed Concrete and Materials Association, hereinafter called the gravel producers, protested ✓

increases at this time. Its executive secretary stated that on June 9, 1959, he received a letter from the Commission indicating that the Commission intended to make a study of the costs, rates, rules, zones and other matters pertaining to the transportation of property by dump truck in California and asking the cooperation of the gravel producers in assisting the Commission's staff in the completion of such studies. He stated that he replied to that letter on June 23, 1959, assuring the Commission that such cooperation would be given. He asserts that there is nothing in this record showing a need for emergency action by the Commission. It is his position that the increases in labor costs have been offset by improvements in performance, such as decreased running times resulting from improved highway conditions, greater loads because of larger equipment, and quicker loading because of improved loading devices. He offered evidence in support of that assertion. He had several members of the gravel producers association make time surveys of shipments moved by their own trucks. The reports on those surveys disclosed round-trip times and miles traversed substantially lower between several points than those reported in the aforementioned Exhibit No. C-1. The secretary also presented exhibits showing a calculation of the cost of transporting several shipments included in the survey. According to his estimates the total cost under the increased wage rates is presently lower than the costs reflected in Exhibit C-3 dated July 15, 1955.

The interplant and distance rates are prescribed for actual miles traversed; therefore, a reduction in miles between points because of highway improvements is reflected by a reduction in rates between the points. In the case of the zone rates, there is not an automatic rate adjustment whenever distances between points are increased or decreased.

Regarding the allegations concerning heavier pay loads, the tariff provides distance rates, interplant rates and zone rates for a minimum weight of 23 tons. The exhibits offered by the secretary covering three shipments show loads of 24½ tons which is 3,000 pounds greater than the minimum weight. That is not an unreasonable relationship. It should be kept in mind that rate reductions because of greater pay loads usually require higher minimum weights.

The evidence offered by the gravel producers covered movements where there have been highway improvements within recent years. Zone rates are applicable on those movements as well as between points where there have been no significant improvements.

As stated by the secretary, the Commission's staff is engaged in developing data for an analysis of the cost of performing dump truck transportation. The Commission is informed that those studies will not be completed regarding transportation performed under zone rates until after 1961. Upon consideration of all of the circumstances we find that increases of 20 percent in the distance rates and 10 percent in the interplant and zone rates have been justified and are necessary to bring those rates to reasonable levels.

The Commission is of the opinion and finds that the rates which will be established in the order which follows are, and for the future will be, the just, reasonable and nondiscriminatory minimum rates for the transportation of commodities by highway carriers and city carriers in dump truck equipment in northern territory.

O R D E R

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

IT IS ORDERED:

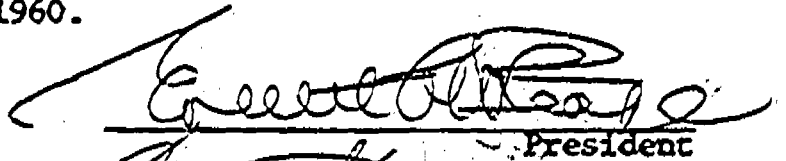
1. That Minimum Rate Tariff No. 7 (Appendix "A" of Decision No. 32566, as amended) is further amended by incorporating

therein, to become effective October 12, 1960, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

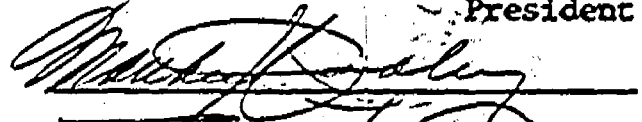
2. That in all other respects said Decision No. 32566, as amended, shall remain in full force and effect.


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

Dated at San Francisco, California, this 23rd day of August, 1960.



President





Commissioners

Theodore H. Jenner
Commissioner, 5 Peter E. Mitchell, being
necessarily absent, did not participate
in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. _____

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

Tenth Revised Page 8

Fifth Revised Page 9-A

Fourth Revised Page 38-S

Seventh Revised Page 40

Fifteenth Revised Page 42

Seventh Revised Page 42-A

Second Revised Page 42-B

(END OF APPENDIX "A")

| Item No. | SECTION NO. 2 | DISTANCE RATES (Continued) In Cents per Ton | | |
|----------|---------------------------------------------------------------------------|------------------------------------------------|------------------------------------|----------------------------------|
| | MATERIAL, viz.: (1) | | | |
| | Granite, decomposed, | | Cement clinker, | |
| | Gravel, | | Clay, | |
| | Sand, | | Cullet (glass, broken or crushed), | |
| | Stone, crushed, chips, waste, | | Earth, | |
| | Stone, natural, blocks, pieces | | Loam, | |
| | or slabs, rough quarried, | | Mud, dry, oilwell drilling, | |
| | Stone, natural, sawed, not | | Shale, | |
| | further finished, | | Slag. | |
| | Barium, clay or silicate mud | | | |
| | compounds, dry, oilwell | | | |
| | drilling, | | | |
| | 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 23(A) |
| | | 0 1 | 22 | 30 26 |
| | | 1 2 | 27 | 35 30 |
| | | 2 3 | 34 | 38 34 |
| | | 3 4 | 39 | 43 37 |
| | | 4 5 | 44 | 47 42 |
| | | 5 6 | 49 | 52 44 |
| | | 6 7 | 56 | 55 48 |
| | | 7 8 | 61 | 60 52 |
| | | 8 9 | 66 | 64 54 |
| | | 9 10 | 71 | 67 58 |
| | | 10 11 | 80 | 72 61 |
| | | 11 12 | 80 | 76 65 |
| | | 12 13 | 87 | 79 68 |
| | | 13 14 | 87 | 83 71 |
| | | 14 15 | 95 | 86 74 |
| | | 15 16 | 95 | 91 78 |
| | | 16 17 | 103 | 95 82 |
| | | 17 18 | 103 | 98 84 |
| | | 18 19 | 110 | 102 88 |
| | | 19 20 | 110 | 106 91 |
| | | 20 21 | 119 | 110 95 |
| | | 21 22 | 119 | 114 97 |
| | | 22 23 | 119 | 118 101 |
| | | 23 24 | 128 | 121 104 |
| | | 24 25 | 128 | 125 108 |
| | | 25 26 | 128 | 128 110 |
| | | 26 27 | 138 | 132 114 |
| | | 27 28 | 138 | 137 118 |
| | | 28 29 | 138 | 140 121 |
| | | 29 30 | 138 | 144 124 |

*130-J
 Cancels
 130-I

| | | | | |
|----------------------------------------------------------------------|------------|-----|-----|-----|
| 30 | 31 | 155 | 148 | 127 |
| 31 | 32 | 155 | 151 | 131 |
| 32 | 33 | 155 | 155 | 133 |
| 33 | 34 | 155 | 158 | 137 |
| 34 | 35 | 155 | 162 | 139 |
| 35 | 37 | 173 | 168 | 145 |
| 37 | 39 | 173 | 174 | 150 |
| 39 | 40 | 173 | 180 | 155 |
| 40 | 41 | 191 | 180 | 155 |
| 41 | 43 | 191 | 186 | 161 |
| 43 | 45 | 191 | 192 | 167 |
| 45 | 50 | 208 | 206 | 180 |
| 50 | 55 | 228 | 221 | 192 |
| 55 | 60 | 244 | 235 | 204 |
| 60 | 65 | 261 | 250 | 216 |
| 65 | 70 | 279 | 264 | 228 |
| 70 | 75 | 296 | 278 | 240 |
| 75 | 80 | 314 | 293 | 252 |
| 80 | 85 | 332 | 306 | 264 |
| 85 | 90 | 350 | 319 | 276 |
| 90 | 95 | 368 | 332 | 288 |
| 95 | 100 | 384 | 346 | 300 |
| 100 | (See Note) | | | |
| NOTE: Add to rate for 100 miles for each 5 miles or fraction thereof | | 18 | 13 | 12 |

- (1) Rates do not apply on commodities described in Item No. 146.
- (2) Rates apply only as follows:
 - (a) From a commercial producing plant, a railhead, or a distributing yard (See Items Nos. 10 and 11); or
 - (b) 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)
 ♦ Increase) Decision No.

EFFECTIVE OCTOBER 12, 1960

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

Correction No. 820

Cancel

| Item No. | SECTION NO. 2 - DISTANCE RATES (Continued) In Cents per Ton | | | | | |
|----------|----------------------------------------------------------------|------------------------------|------|--------------|------|------|
| | NORTHERN TERRITORY INTERPLANT DISTANCE RATES | | | | | |
| Miles | | RATES (1) | | | | |
| | | Commodities as described in: | | | | |
| Over | But Not Over | Item No. 114 | | Item No. 146 | | |
| | | (18) | (23) | (8) | (13) | (18) |
| 0 | 1 | 25 | 21 | 43 | 34 | 30 |
| 1 | 2 | 29 | 24 | 50 | 40 | 34 |
| 2 | 3 | 32 | 28 | 55 | 44 | 39 |
| 3 | 4 | 35 | 31 | 62 | 50 | 43 |
| 4 | 5 | 37 | 33 | 67 | 54 | 46 |
| 5 | 6 | 42 | 36 | 74 | 59 | 51 |
| 6 | 7 | 45 | 40 | 79 | 64 | 55 |
| 7 | 8 | 50 | 43 | 86 | 69 | 59 |
| 8 | 9 | 53 | 45 | 91 | 74 | 64 |
| 9 | 10 | 56 | 48 | 98 | 79 | 68 |
| 10 | 11 | 58 | 52 | 103 | 84 | 73 |
| 11 | 12 | 62 | 55 | 110 | 89 | 77 |
| 12 | 13 | 66 | 57 | 116 | 94 | 80 |
| 13 | 14 | 70 | 61 | 121 | 98 | 85 |
| 14 | 15 | 74 | 63 | 125 | 101 | 88 |
| 15 | 16 | 77 | 65 | 131 | 106 | 91 |
| 16 | 17 | 80 | 67 | 135 | 109 | 95 |
| 17 | 18 | 83 | 70 | 141 | 113 | 98 |
| 18 | 19 | 85 | 73 | 145 | 118 | 101 |
| 19 | 20 | 88 | 75 | 151 | 121 | 105 |
| 20 | 21 | 91 | 78 | 155 | 125 | 108 |
| 21 | 22 | 95 | 80 | 161 | 130 | 112 |
| 22 | 23 | 98 | 83 | 166 | 134 | 116 |
| 23 | 24 | 100 | 85 | 172 | 138 | 119 |
| 24 | 25 | 103 | 87 | 176 | 142 | 122 |
| 25 | 26 | 107 | 90 | 182 | 146 | 127 |
| 26 | 27 | 110 | 92 | 186 | 151 | 130 |
| 27 | 28 | 112 | 95 | 191 | 155 | 133 |
| 28 | 29 | 116 | 97 | 197 | 158 | 136 |
| 29 | 30 | 119 | 100 | 201 | 162 | 140 |
| 30 | 31 | 122 | 102 | 207 | 166 | 143 |
| 31 | 32 | 125 | 106 | 212 | 171 | 147 |
| 32 | 33 | 128 | 108 | 217 | 175 | 151 |
| 33 | 34 | 130 | 110 | 222 | 179 | 154 |
| 34 | 35 | 132 | 112 | 227 | 183 | 157 |
| 35 | 37 | 138 | 117 | 235 | 189 | 163 |
| 37 | 39 | 143 | 121 | 244 | 197 | 169 |
| 39 | 41 | 149 | 125 | 253 | 205 | 176 |
| 41 | 43 | 153 | 130 | 262 | 211 | 182 |
| 43 | 45 | 158 | 134 | 271 | 219 | 188 |

*148-A
Cancel
148

| | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|
| 45 | 50 | 172 | 145 | 293 | 237 | 204 |
| 50 | 55 | 185 | 156 | 315 | 254 | 219 |
| 55 | 60 | 198 | 167 | 337 | 272 | 234 |
| 60 | 65 | 211 | 178 | 360 | 290 | 250 |
| 65 | 70 | 224 | 189 | 382 | 308 | 265 |
| 70 | 75 | 238 | 200 | 404 | 326 | 281 |
| 75 | 80 | 250 | 211 | 426 | 343 | 296 |
| 80 | 85 | 262 | 222 | 448 | 362 | 311 |
| 85 | 90 | 274 | 233 | 470 | 380 | 327 |
| 90 | 95 | 286 | 244 | 492 | 397 | 342 |
| 95 | 100 | 298 | 255 | 514 | 415 | 358 |
| (2) | | 12 | 11 | 22 | 17½ | 15½ |

(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.

* Change }
 ◊ Increase } Decision No.

EFFECTIVE OCTOBER 12, 1960

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 821

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

Fourth Revised Page 38-S

Cancel#

Third Revised Page 38-S

MINIMUM RATE TARIFF NO. 7

| Item No. | SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued) | | | |
|----------------------------------------------|--------------------------------------------------------------------------------------------|---------|----------------|---------|
| | COMMODITIES as described in Item No. 207 (See Notes 1 and 2). | | | |
| TO (1) Alameda County Delivery Zones | RATES | | | |
| | FROM (1) Alameda County Production Areas | | | |
| | A | | B | |
| | Minimum Weight | | Minimum Weight | |
| | 18 Tons | 23 Tons | 16 Tons | 23 Tons |
| 1 | 107 | 94 | 117 | 102 |
| 2 | 101 | 88 | 111 | 97 |
| 3 | 71 | 80 | 101 | 87 |
| 4 | 85 | 74 | 96 | 84 |
| 5 | 85 | 74 | 96 | 84 |
| 6 | 84 | 73 | 25 | 83 |
| 7 | 84 | 73 | 25 | 83 |
| 8 | 81 | 70 | 72 | 81 |
| 9 | 73 | 63 | 87 | 75 |
| 10 | 63 | 55 | 80 | 70 |
| 11 | 53 | 44 | 78 | 66 |
| 12 | - | - | - | 61 |
| TO (2) Contra Costa County Delivery Zones | | | | |
| 1 | - | - | 83 | 77 |
| 2 | - | - | 105 | 71 |
| TO (3) San Mateo County Delivery Zones | | | | |
| 1 | 76 | 67 | - | - |
| 2 | 87 | 76 | - | - |
| 3 | 90 | 78 | - | - |
| 4 | 75 | 83 | - | - |
| 5 | - | 97 | - | - |

294-3
Cancels
294-A

| | | | | |
|------------------------------------------------|---------------------------------------------|---------|-----------------------|---------|
| TO (4) Santa Clara County Delivery Zones | | | | |
| 1 | 87 | 76 | - | - |
| 2 | 91 | 80 | - | - |
| 3 | 89 | 78 | - | - |
| 4 | 87 | 76 | - | - |
| 5 | 80 | 69 | 111 | 97 |
| 6 | 83 | 72 | 113 | 99 |
| 7 | 83 | 72 | 113 | 99 |
| 8 | 89 | 77 | 127 | 110 |
| 9 | 95 | 83 | - | - |
| FROM (5) Fresno County Production Area | TO (5) Fresno County Delivery Zone | | | |
| A | 1 | | | |
| | <u>Minimum Weight</u> | | | |
| | 18 Tons | 23 Tons | | |
| | 73 | 63 | | |
| FROM (6) San Joaquin County Production Area | TO (6) San Joaquin County Delivery Zones | | | |
| A | 1 | | 2 | |
| | <u>Minimum Weight</u> | | <u>Minimum Weight</u> | |
| | 16 Tons | 23 Tons | 18 Tons | 23 Tons |
| | 94 | 87 | 94 | 80 |
| FROM (7) Sacramento County Production Area | TO (7) Sacramento County Delivery Zone | | | |
| A | 1 | | | |
| | <u>Minimum Weight</u> | | | |
| | 18 Tons | 23 Tons | | |
| | 76 | 66 | | |

| FROM (8) Yolo County Production Area | TO (7) Sacramento County Delivery Zones | | | | TO (8) Yolo County Delivery Zone | |
|-----------------------------------------------|-----------------------------------------------|---------|-------------------|---------|----------------------------------------|---------|
| | 1 | | 2 | | 1 | |
| A | Minimum Weight | | Minimum Weight | | Minimum Weight | |
| | 18 Tons | 23 Tons | 18 Tons | 23 Tons | 18 Tons | 23 Tons |
| | 114 | 101 | 124 | 108 | 90 | 78 |

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 Alameda County Production Areas and Delivery Zones see Pages 33-M, 33-MI and 33-N.
- (2) For descriptions of Contra Costa County Delivery Zones see Page 33-O.
- (3) For descriptions of San Mateo County Delivery Zones see Page 33-S.
- (4) For descriptions of Santa Clara County Delivery Zones see Page 33-T.
- (5) For descriptions of Fresno County Production Areas and Delivery Zones see Page 33-P.
- (6) For descriptions of San Joaquin County Production Areas and Delivery Zones see Page 33-R.
- (7) For descriptions of Sacramento County Production Areas and Delivery Zones see Page 33-Q.
- (8) For descriptions of Yolo County Production Areas and Delivery Zones see Page 33-U.

*Change }
Increase } Decision No.

EFFECTIVE OCTOBER 12, 1960

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

Correction No. 822

| Item No. | SECTION NO. 4 - HOURLY RATES |
|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <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. NORTHERN TERRITORY:</p> <p>The hourly rates are shown in Items Nos. 360, 361 and 362. (Rates include Drivers' and Helpers' wages.)</p> <p>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. In the event a carrier is released by the shipper upon completion of service pursuant to shipper's order and is re-engaged by the same shipper at a point other than the point of such release within the same 24-hour period, hourly rates shall be assessed for the traveling time from the point of release to origin point named in the subsequent shipper's order. (See Notes 1 and 2.)</p> <p>2. SOUTHERN TERRITORY:</p> <p>The hourly rates are shown in Item No. 365. (Rates include Drivers' and Helpers' wages.)</p> <p>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 1.)</p> <p>NOTE 1.-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> <p>NOTE 2.-"24-hour period" shall be deemed to be a period of 24 hours computed from 12:01 a.m. on the date on which the carrier reports for service under the initial shipper's order. For service performed for the same shipper after the termination of the 24-hour period, a new shipper's order shall be issued and a new 24-hour period shall run.</p> |
| <p>300-C Cancels 300-B</p> | <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> |
| <p>310-B Cancels 310-A</p> | |

INTERDISTRICT MOVEMENTS

*1. Northern Territory is divided into two districts as follows:

(a) Upper Northern District consists of all of the counties which comprise Northern Territory (as defined in Item No. 110) except Kern and San Luis Obispo Counties.

(b) Lower Northern District consists of Kern and San Luis Obispo Counties.

Δ2. When dump truck equipment moves between the two districts named in this item 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-A
Cancels
315

| | | |
|----------------------------|---|--------------|
| * Change |) | Decision No. |
| Δ Change, neither increase |) | |
| nor reduction |) | |

EFFECTIVE OCTOBER 12, 1960

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

Correction No. 823

| 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) | | | | | | | | |
| | | | *Upper Northern District (See Item No. 315) | | | | | | | | |
| | Over | But Not Over | Col. A | | | Col. B | | | Col. C | | |
| | | | M | O | P | M | O | P | M | O | P |
| 360-0 Cancels 360-N | 0 | 2 | 568 | 866 | 717 | 495 | 793 | 644 | 543 | 841 | 692 |
| | 2 | 3 | 623 | 921 | 772 | 533 | 831 | 682 | 594 | 892 | 743 |
| | 3 | 4 | 681 | 979 | 830 | 572 | 870 | 721 | 646 | 944 | 795 |
| | 4 | 5 | 750 | 1062 | 906 | 623 | 935 | 779 | 708 | 1020 | 864 |
| | 5 | 6 | 804 | 1116 | 960 | 660 | 972 | 826 | 755 | 1067 | 911 |
| | 6 | 7 | 876 | 1209 | 1042 | 716 | 1049 | 882 | 821 | 1154 | 987 |
| | 7 | 8 | 919 | 1252 | 1085 | 748 | 1081 | 914 | 863 | 1196 | 1029 |
| | 8 | 9 | 995 | 1353 | 1174 | 804 | 1162 | 983 | 928 | 1286 | 1107 |
| | 9 | 10 | 1039 | 1397 | 1218 | 834 | 1192 | 1013 | 965 | 1323 | 1144 |
| | 10 | 11 | 1080 | 1438 | 1259 | 862 | 1220 | 1043 | 1000 | 1358 | 1179 |
| | 11 | 12 | 1119 | 1477 | 1298 | 888 | 1246 | 1067 | 1031 | 1389 | 1210 |
| | 12 | 13 | 1154 | 1512 | 1333 | 912 | 1270 | 1091 | 1061 | 1419 | 1240 |
| | 13 | 14 | 1185 | 1543 | 1364 | 933 | 1291 | 1112 | 1087 | 1445 | 1266 |
| | 14 | 15 | 1214 | 1572 | 1393 | 953 | 1311 | 1132 | 1112 | 1470 | 1291 |
| | 15 | 16 | 1240 | 1598 | 1419 | 970 | 1328 | 1149 | 1134 | 1492 | 1313 |
| | 16 | 17 | 1264 | 1622 | 1443 | 988 | 1344 | 1165 | 1154 | 1512 | 1333 |
| | 17 | 18 | 1294 | 1652 | 1473 | 1010 | 1368 | 1189 | 1181 | 1539 | 1360 |
| | 18 | 19 | 1313 | 1671 | 1492 | 1023 | 1381 | 1202 | 1196 | 1554 | 1375 |
| | 19 | 20 | 1330 | 1688 | 1509 | 1034 | 1392 | 1213 | 1211 | 1569 | 1390 |
| | 20 | (3) | 017 | 017 | 017 | 011 | 011 | 011 | 014 | 014 | 014 |

- (1) Minimum charge shall be the rate for one hour.
- (2) For application of Columns A, B and C and Subcolumns M, 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, except as noted) Decision No.
 ○ No change)

EFFECTIVE OCTOBER 12, 1960

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

Correction No. 824

| 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) | | | | | | | | |
| | | | *Lower Northern District (See Item No. 315) | | | | | | | | |
| | | | Col. A | | | Col. B | | | Col. C | | |
| | But | | M | O | P | M | O | P | M | O | P |
| | Over | Not Over | | | | | | | | | |
| | 0 | 2 | 575 | 883 | 729 | 502 | 810 | 656 | 539 | 847 | 693 |
| | 2 | 3 | 632 | 940 | 786 | 540 | 848 | 694 | 588 | 896 | 742 |
| | 3 | 4 | 688 | 996 | 842 | 579 | 887 | 733 | 640 | 948 | 794 |
| | 4 | 5 | 746 | 1057 | 901 | 619 | 930 | 774 | 693 | 1004 | 848 |
| | 5 | 6 | 800 | 1111 | 955 | 656 | 967 | 811 | 741 | 1052 | 896 |
| | 6 | 7 | 851 | 1162 | 1006 | 691 | 1002 | 846 | 787 | 1098 | 942 |
| | 7 | 8 | 899 | 1210 | 1054 | 723 | 1034 | 878 | 838 | 1149 | 993 |
| | 8 | 9 | 950 | 1266 | 1108 | 759 | 1075 | 917 | 871 | 1187 | 1029 |
| | 9 | 10 | 994 | 1310 | 1152 | 789 | 1105 | 947 | 915 | 1231 | 1073 |
| o 361-E Cancel 361-D | 10 | 11 | 1035 | 1351 | 1193 | 817 | 1133 | 975 | 947 | 1263 | 1105 |
| | 11 | 12 | 1074 | 1390 | 1232 | 843 | 1159 | 1001 | 978 | 1294 | 1136 |
| | 12 | 13 | 1117 | 1441 | 1279 | 875 | 1199 | 1037 | 1015 | 1339 | 1177 |
| | 13 | 14 | 1148 | 1472 | 1320 | 896 | 1220 | 1058 | 1041 | 1365 | 1203 |
| | 14 | 15 | 1175 | 1499 | 1337 | 916 | 1240 | 1078 | 1064 | 1388 | 1226 |
| | 15 | 16 | 1203 | 1527 | 1365 | 933 | 1257 | 1095 | 1084 | 1408 | 1246 |
| | 16 | 17 | 1249 | 1595 | 1422 | 971 | 1317 | 1144 | 1124 | 1470 | 1297 |
| | 17 | 18 | 1279 | 1625 | 1452 | 995 | 1341 | 1168 | 1149 | 1495 | 1322 |
| | 18 | 19 | 1298 | 1644 | 1471 | 1008 | 1354 | 1181 | 1164 | 1510 | 1337 |
| | 19 | 20 | 1313 | 1661 | 1488 | 1019 | 1365 | 1192 | 1178 | 1524 | 1351 |
| | 20 | (3) | 017 | 017 | 017 | 011 | 011 | 011 | 014 | 014 | 014 |
| | (1) Minimum charge shall be the rate for one hour. (2) For application of Columns A, B and C and Subcolumns M, 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) | | | | | | | | | | |
| | * Change o Increase, except as noted o No change | | | | | | | | | | |
| | Decision No. | | | | | | | | | | |
| | EFFECTIVE OCTOBER 12, 1960 | | | | | | | | | | |
| | Issued by the Public Utilities Commission of the State of California, San Francisco, California. | | | | | | | | | | |
| | Correction No. 825 | | | | | | | | | | |

| Item No. | SECTION NO. 4 - HOURLY RATES (Continued) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <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 subcolumn "O" or "P" rates apply.</p> <p>*362-B Cancels 362-A *oSUBCOLUMN "O" rates apply on every Sunday and on January 1, February 22, May 30, July 4, *(1) September 9, #(2) November 11, 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>(1) Applies within Upper Northern District only. (See Item No. 315)</p> <p>(2) Applies within Lower Northern District only. (See Item No. 315)</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 tailgate (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> |
| | <p>* Change) # Addition) o Increase) o Reduction)</p> <p style="margin-left: 100px;">Decision No.</p> |
| EFFECTIVE OCTOBER 12, 1960 | |
| <p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 826</p> | |