

ORIGINAL

Decision No. 72503

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 cement and related products (commodities for which rates are provided in Minimum Rate Tariff No. 10).

Case No. 5440
Petition for Modification
No. 26
Filed May 21, 1965; Amended
July 27, 1965 and
October 11, 1965

(For Appearances see Appendix B)

O P I N I O N

In this proceeding California Trucking Association (CTA) seeks an investigation of Minimum Rate Tariff No. 10 (MRT 10). The petition alleges that minimum rates for the transportation of Portland cement and related commodities have not been adjusted, generally, since Decision No. 53514, dated July 31, 1956; that conditions in the transportation of cement have changed materially since the rates were last adjusted; that changes in MRT 10 are necessary to reflect current transportation conditions; and that the ability of cement carriers and shippers to conduct the prerequisite studies is limited. The petition requested that the Commission staff conduct the necessary cost and economic studies, and that pending completion of said studies, the Commission authorize an interim increase in cement rates in MRT 10. By Decision No. 70028, dated November 30, 1965, the Commission established, as an interim increase, a surcharge of one cent per 100 pounds in rates in MRT 10, and directed its

staff to conduct studies looking to the revision of rates and rules in MRT 10.¹

Upon completion of the Commission staff studies, the proceeding was scheduled for hearing. Hearing was held before Examiner Mallory on March 21 and 22, 1967, at San Francisco. The matter was submitted subject to the filing of a late-filed exhibit by the Commission staff; and subject to the filing of a request on or before April 17, 1967, by Monolith Portland Cement Co. (Monolith) to reopen the proceeding to present evidence on behalf of that company or to cross-examine on the staff's late-filed exhibit. A document entitled "Response to Examiner's Direction to Advise by April 17, 1967, Whether an Interested Party Desired to Submit Additional Evidence" was filed by Monolith on April 13, 1967. This document sets forth a discussion of the evidence adduced and argument thereon, and concludes with the following: "There is no need for further hearings ..." The matter was submitted with the filing of such advice.

Evidence was presented by two witnesses from the Commission staff, and by CTA's director of its division of transportation economics. The latter witness presented what he characterized as an industry proposal, made on behalf of carriers represented by CTA and of seven of the ten cement producers marketing Portland cement in California.²

1 Said interim surcharge was extended by Decision No. 71216, dated August 30, 1966, Decision No. 71639, dated November 29, 1966, and Decision No. 72362, dated May 2, 1967. The interim surcharge is scheduled to expire July 1, 1967.

2 The industry proposal was made on behalf of CTA and the following cement producers: Calaveras Cement Company, California Portland Company, Ideal Cement Company, Kaiser Cement and Gypsum Corporation, Pacific Cement and Aggregates, Pacific Western Industries, and Riverside Cement Division of American Cement Corp. Monolith Portland Cement Co., Nevada Cement Co., and Southwestern Portland Cement Co. did not join in the industry proposal.

A transportation engineer of the Commission's Transportation Division-Engineering Economics Branch presented in evidence a study containing estimated costs of transporting cement in truck-load quantities. Separate costs were developed for movements in Southern Territory and in Northern Territory.³ Within each territory separate costs were developed for movement of bulk cement in gravity hopper equipment and in pneumatic hopper equipment; separate costs were also developed for the movement of sacked cement on flat-bed equipment when hand-loaded and unloaded and when power-loaded and unloaded. The estimated additional costs, on a state-wide basis, of handling split-delivery shipments and returning shipments of empty pallets were also furnished. The witness testified that field studies were made during the fall of 1965 and spring of 1966. Financial information gathered from carriers' records reflected results of operations for the year 1965. Carrier wage costs used in the study are those which became effective July 1, 1966, pursuant to labor contracts between carriers and teamsters unions.

A transportation rate expert of the Commission's Transportation Division-Rate Branch presented in evidence a study concerning conditions and practices prevailing in the transportation of cement. He recommended scales of rates and other tariff revisions based upon the results of his study and that of the staff transportation engineer. The witness testified concerning the uses

³ Northern Territory includes all points north of the following Boundary line: Beginning at a point on the shoreline of the Pacific Ocean due south of Gaviota, thence northeasterly along an imaginary straight line to the junction point of Santa Barbara, Ventura and Kern County boundaries, northerly and westerly along the westerly boundary of Kern County to the junction point of Kern, San Luis Obispo and Kings Counties, thence easterly along the northerly boundary lines of Kern and San Bernardino Counties to the California-Nevada boundary line. Southern Territory includes all points south of the southern boundary line of northern territory.

of various kinds of carrier's equipment; the methods used to load and unload cement; the usage of pallets; and to certain traffic flow information. The testimony indicated the following: Beginning in 1961, carriers have largely replaced gravity trailer equipment for the handling of bulk cement with pneumatic trailer equipment. The study shows that during the period January 1, 1961 through June 1966, a total of 298 trailers were added to carriers' fleets, of which 52 were gravity trailers and 246 were pneumatic trailers. The staff studies show that pneumatic trailers initially are more expensive to purchase and cost more to operate than gravity trailers. These additional costs are offset, at least in part, by the greater use factor of the pneumatic equipment. The bulk cement rates proposed by this witness cover movements in both types of equipment.

Analysis of traffic flow information contained in more than 2,000 shipping documents indicated the following: The great majority of cement shipments were transported for distances of 200 constructive miles or less; the greatest distance for sacked and bulk cement in Southern Territory was 300 miles, and the greatest distance for sacked and bulk cement in Northern Territory was 375 miles.

The rate expert testified that the several cement companies who market their products in California produce essentially the same types of cement and compete at many common market points. Price is an important consideration in the selection of a supplier by cement buyers. Cement is a relatively low value commodity which moves in a great volume. Transportation costs represent a large portion of the costs of marketing cement. The witness stated that the difference in rates between competing mills and consumption

points directly affect the ability of the mills to market their products. The witness testified that substantial changes in rate differentials from those in the present tariff could cause the mills located at the greatest distance from major markets to incur a considerable rate disadvantage which may encourage such mills to expand or initiate proprietary trucking.

The staff rate expert proposed rate levels which were closely related to the estimated costs of transportation and which he asserted would tend to preserve the rate differentials which are contained in MRT 10 at the present time. The rate expert explained that the rate levels proposed by him are intended to provide carriers with sufficient overall revenues to adequately perform the services and to minimize, to the extent possible, departures from the existing marketing relationships of the mills.

The rate expert proposed the following changes in rates: For bulk cement in Southern Territory, no increase in rates other than incorporation of the one-cent surcharge into the rate scale. For bulk cement in Northern Territory, the rates for distances up to 80 miles would be less than the present rates including the one-cent surcharge; for distances between 80 and 170 miles, the rates are on the same level as the present rate levels including the surcharge; and for distances between 170 and 300 miles, the proposed rates are increased by 1/4 to 2 cents over present rates including the surcharge.

Based on a rerating of the shipping documents contained in his traffic flow sample, the rate expert testified that, compared with present rates including the interim surcharge, there would be no increase or reduction in bulk cement rates in Southern Territory, and there would be an overall increase of one percent

in bulk cement rates in Northern Territory. The principal movement of cement in truckload quantities is in bulk.

The rate expert also proposed that a definition of "palletized shipment" be added to MRT 10; that the mixed shipment rule be revised to limit the amount of other commodities, such as lime, that can be transported in mixed shipments with cement at cement rates; to amend the "alternative application of combinations with common carrier rates" provisions to clarify the application of that rule; and to provide that pallets may be returned free in both territories, by canceling the charge for the transportation of returning pallets in Southern Territory.

The witness for CTA and the cement producers presented a rate proposal which he stated was reached after careful consideration of the staff's cost estimates and rate proposals.⁴ The witness stated that carriers and shippers had requested various changes from the staff proposal which the proponents believed would better serve the industry than the staff proposals. The principal differences between the staff proposal and the industry proposal are the

⁴ The witness explained that the joint carrier-shipper consideration of the proposals presented herein was developed through the tariff docket procedures of the Western Motor Tariff. The witness stated that pursuant to amendments to the Public Utilities Code in 1963, separate operative authorities were established for carriers of cement; namely, "cement carrier", a common carrier regulated under Part 1 of the Public Utilities Code, and "cement contract carrier" regulated as a highway permit carrier under the Highway Carriers' Act. There were 210 cement carrier certificates and 85 cement contract carrier permits in force at the time of hearing. Western Motor Tariff Bureau (WMTB) represents approximately 80 percent of cement carriers, hauling approximately 90 percent of the traffic handled by such carriers. (WMTB does not represent cement contract carriers as they do not publish tariffs.) WMTB has a regular docket procedure to consider carrier and shipper proposals with respect to changes in the WMTB cement tariff. The witness testified that all carrier members of CTA (including cement contract carriers) and all cement shippers had opportunity to participate in the joint discussions leading to the so-called industry proposal.

following: (1) rates contained in the industry proposal are higher than in the staff proposal, (2) the industry proposal contains a revision of the current exceptions contained in MRT 10 to constructive mileages set forth in the governing distance table applicable from Southern Territory mills to the Los Angeles basin destinations, (3) mileage blocks in connection with Northern Territory rates are revised so that the mileage blocks are smaller in connection with rates for distances between 50 and 150 miles, and (4) the rates for distances over 300 miles are the same within both territories. The witness also proposed that the cancellation of charges for return of pallets in Southern Territory, as proposed by the staff witness, not be adopted at this time, as the carrier-shipper group desires to study this further.

The rate levels in the industry proposal are higher than the current bulk cement rates, including the surcharge, by the following amounts: Northern Territory, for distances over 5 miles but not over 80 miles, one cent; over 80 miles, but not over 150 miles, various amounts from 3/4 cent to 2 cents per 100 pounds; and over 150 miles by amounts ranging downward from 1-1/4 cents to 1/2 cent. Southern Territory, for distances up to 170 miles, 1-1/2 cents; over 170 miles, by 3/4 cent or 1 cent.

The witness presenting the industry proposal stated that he believed that the rates contained in that proposal were as low as possible to still permit carriers to earn a reasonable return, yet as high as practicable without exceeding the ability of shippers to pay freight charges or to cause shippers to resort to proprietary transportation. The witness stated that the industry proposal was based on what the proponents considered to be the future needs of carriers and shippers. The witness testified that the industry

proposals give effect to economic factors other than those measured in the cost study or reflected in the staff proposal. Specific examples of considerations which he stated were not reflected in the staff proposals are the following: In the period since the last general rate adjustment carriers did not seek upward adjustments in rates, although labor costs and other costs had risen, because most of the cost increases were offset by technological changes, such as increases in size and weight limits of equipment and more efficient methods of loading and unloading.⁵ The witness indicated that changes in statutes to permit increased vehicle size and weight limits do not appear likely in the foreseeable future, nor does it appear that any further efficiencies in loading and unloading can be made.

The witness stated that it has been the practice of the industry not to seek offset increases in minimum rates each time that labor costs increase pursuant to changes in labor contracts, but to maintain stability of rates for as long a period as possible. The witness stated that all teamster wage contracts are now being renegotiated. While the contract provisions had not been determined at the time of the hearing, the witness stated that it is reasonable to assume that wage rates will rise, based on experience since World War II. The new wage contracts should become effective about the same time that rate adjustments here under consideration would become effective. The witness testified that rate levels contained in the industry proposal are intended to remain in effect for a

⁵ The witness stated that in this period vehicle size and weight limitations were increased; with respect to bulk shipments, pneumatic trailers were brought into use and more efficient loading facilities were constructed by shippers; and with respect to sacked shipments, shippers and receivers initiated palletized loading and unloading by mechanical means.

reasonable period in the future without adjustment, even though wage costs should increase pursuant to current labor negotiations.

The witness testified that the character of cement transportation had changed in recent months because of the decline in the construction of single-family and multiple-family dwellings; that while the overall use of cement had not declined materially, the use of cement at the current time primarily is in connection with large construction projects; that on large construction projects cement requirements are intermittent, and large amounts are required over short periods of time; and that the changed character of the transportation adversely affects carriers' equipment use factor and labor costs.

The industry witness proposed that the adjustment of rate levels in MRT 10 be made effective concurrently with the effective date of the adoption of Distance Table 6 to govern MRT 10, in place of Distance Table No. 5. The witness also proposed revision of the constructive miles set forth in MRT 10 applicable from cement mills and shipping points in Southern Territory to Los Angeles basin points, to conform to the changes in mileages contained in Distance Table 6. The witness also explained that based on studies conducted by shippers and carriers and reported to CTA, he estimated that revenues of carriers of cement would be reduced by approximately three percent due to change in constructive mileages from Distance Table No. 5 to Distance Table 6. The witness stated that this change was an additional factor considered in the industry proposal and not reflected in the staff studies.

The industry witness stated that cost developments presented herein necessarily reflect the period of time during which the underlying data were gathered; but he felt that recent economic

developments not reflected in the study, as outlined above, should be given important weight in the setting of rates for a future period.

The witness also pointed out areas in the development of the cost study in which the exercise of the expert judgment of the witness was used but which the industry witness asserted do not represent actual costs developed from carriers' records. He cited, as an example, the development of drivers' wage costs. In Northern Territory, the figure used was the hourly wage rate set forth in the cement carrier supplemental agreement to the teamster master wage agreement. The industry witness indicated that wage costs actually paid by carriers are based on the alternative mileage wage rates in said agreement whenever the latter basis would provide higher wage rates than under the hourly wage rates set forth in the agreement. For Southern Territory, the basic hourly rate for Northern Territory was used; there is no master labor agreement in Southern Territory and carriers in that territory pay varying wage rates according to local agreements.

In connection with the establishment or revision of minimum rates for highway permit carriers, the Highway Carriers' Act (Section 3662) provides that the Commission shall give due consideration to the cost of all transportation services performed, including length of haul, any additional transportation service performed, or to be performed, to, from or beyond the regular termini of common carriers or of any accessorial service, the value of the commodity transported, and the value of the facility reasonably necessary to perform the transportation service.

The greater portion of the truck movement of Portland cement is performed by cement carriers who are regulated as common

carriers under Part 1 of the Public Utilities Code. Section 726 provides that in any rate proceeding where more than one type or class of carrier, as defined in Part 1 of the Code or in the Highway Carriers' Act is involved, the Commission shall consider all such types and classes of carriers, and, pursuant to the Highway Carriers' Act, fix as minimum rates applicable to all such types and classes of carriers the lowest of the lawful rates so determined for any such type or class of carrier. It is under these statutory provisions, as well as Sections 454, 728 and 731, of the Code, that the Commission establishes or approves minimum rates for highway permit and highway common carriers.

The Commission heretofore has stated that considerations other than those specifically set forth in Section 3662 may be given weight in the establishment or revision of minimum rates for highway carriers. In proceedings of this type, the Commission measures the value of the transportation service to the shipper and the adequacy of the proposed rates to return a reasonable compensation to the carriers for such transportation service. The industry proposal herein, developed through negotiation, should strike a balance between the shipper's ability to pay for the transportation services and the carriers' overall revenue needs. Therefore, the industry proposal should be given weight in reaching a determination concerning the aspects of the value of the transportation service to shippers and reasonable return to carriers. The industry proposal also takes into consideration recent changes in economic conditions. It reflects at least two considerations not brought to bear in the staff proposals: a reduction in carriers' revenues resulting from changes in constructive mileages through the supersedure of Distance

Table No. 5 by Distance Table 6, and an increase in costs brought about by higher wage costs agreed to in the new wage contracts. /

We find as follows:

1. The staff cost study presented in this proceeding contains, within acceptable limits of accuracy, the reasonable costs for the transportation of Portland cement in truckload lots between points in California for the period represented in the study. Said study reflects physical operations of carriers for a period ending in the spring of 1966, and labor costs as of July 1, 1966.

2. Cement carrier and cement contract carrier operations are conducted in a similar manner and the cost estimates developed for this proceeding reflect the operations of both such classes of carriers.

3. In establishing or approving scales of minimum rates in this proceeding, consideration must be given to the rate-making elements set out in Section 3662 of the Public Utilities Code and, in addition thereto, consideration should be given to the value of the transportation service to shippers, to the marketing practices of cement producers, and to the revenue needs of carriers.

4. The Commission has adopted, effective July 1, 1967, Distance Table 6 (DT6) to replace Distance Table No. 5 (DT 5) as the publication containing constructive mileages for use in connection with the determination of mileage rates in minimum rate tariffs issued by the Commission. Changes in DT 6 from DT 5 will result, overall, in reduction in revenues to carriers of cement.

5. Changes in the consumption of cement have occurred since early 1966 which affect the operations of carriers of cement.

6. From the standpoint of shippers, differences in rates between competing mills to common consumption points are equally as

important as the levels of rates because of the marketing practices of cement producers, and such differences in rates should be minimized to the extent possible to preserve the existing competitive marketing conditions in the sale of cement in California.

7. Rate proposals were submitted in this proceeding (a) by the Commission staff and (b) jointly on behalf of petitioner and seven cement producers (industry proposal).

8. The industry rate proposals take into consideration the rate-making factors set forth in findings 3 and 6 hereof and also reflect recent changes in conditions surrounding the transportation of cement described in findings 4 and 5 hereof.

9. The rate proposals submitted on behalf of petitioner and cement producers (industry proposal) will result in just, reasonable and nondiscriminatory minimum rates and charges for the services to which they apply, and should be adopted.

10. To the extent that increases in rates are involved in the adoption of the rate levels described in finding 9 hereof, such increases are justified.

11. To the extent that the rates, rules and charges set forth in Minimum Rate Tariff No. 10 have been found heretofore to constitute reasonable minimum rates and charges for common carriers as defined in the Public Utilities Act, said provisions as hereinafter adjusted, are, and will be, reasonable minimum rates for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges hereinbefore designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual

competitive rates of competing carriers or by the costs of other means of transportation.

The Commission concludes that Minimum Rate Tariff No. 10 should be amended as provided by the order which follows, and that said amendments should become effective concurrently with the July 1, 1967 effective date of Distance Table 6.

In connection with the establishment of the increased rates in conformity with the order herein, petitioner asks that common carriers be relieved of the so-called long- and short-haul prohibitions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code. Where common carriers heretofore have been authorized to depart from the long- and short-haul prohibitions, their outstanding authorities will be amended to the extent necessary to carry out the effect of the order herein.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 10 (Appendix A of Decision No. 44633, as amended) is further amended by incorporating therein to become effective July 1, 1967, the revised pages and supplement set forth in Appendix A, attached hereto and by this reference made a part hereof.

2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the fifth day after the effective date of this order on not less than five days' notice to the Commission and to the public and such tariff publications shall be made effective not later than July 1, 1967.

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

4. In all other respects Decision No. 44633, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 31st day of MAY, 1967.

[Signature]
President

[Signature]

[Signature]

[Signature]

Commissioners

Fred P. Morrissey

Commissioner _____
present but not voting.

APPENDIX B

LIST OF APPEARANCES

A. D. Poe, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association, petitioner. Frank R. Golzen, for Universal Transport System, Inc.; W. L. Manasco and Ray S. Bruton, for Miles & Sons Trucking Service; Dan Sisemor and Dick Sisemor, for Moore Truck Lines; and Joe S. Tedesco, for T.T.T. Inc. Cement Trucking, respondents.

Paul S. Barnett and Walter G. Herrigel, for Ideal Cement Company; E. J. Bertana, for Pacific Cement and Aggregates; Wallace K. Downey and Harold Roe, for California Portland Cement Co.; Eugene A. Feise, for Riverside Division of American Cement Corp.; S. A. Moore and Lynn M. Watwood, Jr., for Kaiser Cement & Gypsum Corp.; Eugene R. Rhodes, Waldo A. Gillette, and J. T. Enright, for Monolith Portland Cement Co.; George B. Shannon, for Southwestern Portland Cement Co.; and Gene Thornton, for Pacific Western Industries, interested parties.

Robert E. Walker and Robert Carberry, for the Commission staff.

APPENDIX A TO DECISION NO. 72503

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Authorized by Said Decision

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(END OF APPENDIX A LIST)

SUPPLEMENT NO. 8

(Cancels Supplements Nos. 1 and 7)

(Supplements Nos. 6 and 8 Contain All Changes)

TO

MINIMUM RATE TARIFF NO. 10

NAMING

DISTANCE MINIMUM RATES

ALSO

RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF CEMENT AND OTHER

COMMODITIES OVER THE

PUBLIC HIGHWAYS

WITHIN THE

STATE OF CALIFORNIA

BY

CITY CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

CEMENT CONTRACT CARRIERS

~~∅~~CANCELLATION OF SURCHARGE

The surcharge provided in Supplement No. 7 is hereby canceled. Tariff rates apply.

EFFECTIVE JULY 1, 1967

~~∅~~ Change, Decision No. **72503**

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:
 Section No. 1--Rules and Regulations
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 Section No. 3--Form of Shipping Document

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∅ Change)
* Addition) Decision No. **72503**

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 94

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DEFINITIONS (Items Nos. 10 and 11)</p> <p>CARRIER means a carrier, as defined in the City Carriers' Act, or a radial highway common carrier, a highway contract carrier or a cement contract carrier, as defined in the Highway Carriers' Act.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate rate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(8) of Part II of the Interstate Commerce Act.</p> <p>∅DISTANCE TABLE means Distance Table 6.</p> <p style="text-align: center;">**</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification A-9 (CAL) as governed by National Motor Freight Classification A-9.</p> <p>MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semi-trailer, dolly or other vehicle drawn thereby.</p> <p>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.</p>	∅10

*PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets.

ØPALLETS means (a)pallets, metal or wooden, shipping, including inside spacers or supports for palletized loads; (b)pallets, platforms or skids, for lift trucks, iron, steel or wood, separate or combined, with fixed bodies or enclosures or with standing ends, side, stakes or standards, loose or in packages; or without bodies, enclosures, standing ends, sides, stakes or standards, loose or in packages; or (c) pallets for lift trucks, paperboard, pulpboard or fibreboard.

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent; except that (a) all locations within a radius of 50 feet from a single point, and (b) all locations on the property of a single consignee within a radius of 300 feet from a single point will be considered as one point of destination.

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; except that (a) all locations within a radius of 50 feet from a single point, and (b) all locations on the property of a single consignor within a radius of 300 feet from a single point will be considered as one point of origin.

(Continued in Item No. 11)

Ø Change)
* Addition) Decision No. **72503**
** Eliminated)

EFFECTIVE JULY 1, 1967

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

Correction No. 95

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff apply for the transportation of shipments from point of origin to point of destination, and include the services of the driver only for loading into and unloading from carrier's motor vehicle. (See Note)</p> <p>NOTE.--Rates do not apply to the transportation of:</p> <p>(a) Property of the United States or property transported under an agreement whereby the United States contracted for the carrier's services.</p> <p>(b) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency.</p>	20
<p style="text-align: center;">APPLICATION OF TARIFF-CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act, and the Highway Carriers' Act. They apply for the transportation of property by carriers as defined in said City Carriers' Act, and radial highway common carriers, highway contract carriers and cement contract carriers, as defined in said Highway Carriers' Act.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p>	30
<p style="text-align: center;">APPLICATION OF TARIFF-COMMODITIES</p> <p>Rates in this tariff apply for the transportation of Cement, hydraulic, masonry, natural or Portland, in bulk or in packages. (Subject to Item No. 65.)</p> <p>∅Rates in this tariff also apply to the following commodities when shipped in mixed shipments with not less than fifty percent (50%), by weight, of cement in packages and when the shipments originate in Northern Territory as defined in Item No. 80:</p> <p>Lime, common, including magnesium lime, hydrated or hydraulic, quick or slaked, in packages; Cement flue dust, in packages; and/or Limestone, powdered, in packages.</p> <p>Except as otherwise provided in Item No. 220, rates in this tariff do not apply to shipments of empty pallets.</p>	640

COMPUTATION OF DISTANCES

Subject to the exceptions provided in Items Nos. 55, 56 and 58, distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route computed in accordance with the method provided in § the Distance Table.

§50

∅ Change)
* Addition) Decision No. **72503**
◇ Increase)

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 96

SECTION NO. 1 - RULES AND REGULATIONS (Continued)							Item No.
<p>COMPUTATION OF DISTANCES - EXCEPTIONS (Items Nos. 55 and 56)</p> <p>Between Cushenbury, Creal, Los Robles, Monolith, Oro Grande and Victorville, on the one hand, and Metropolitan Zones 201 to 262, inclusive, on the other hand, the mileages shown in this item and in Item No. 56 shall apply to the exclusion of those provided in the Distance Table. The mileages provided in Items Nos. 55 and 56 shall not apply at intermediate points nor shall they be used in combination with any other constructive mileage.</p>							
BETWEEN	Cushenbury	Creal	Los Robles	Monolith	Oro Grande	Victorville	
AND Metropolitan Zones Below							
201	136	99	82	105	107	102	
202	130	93	76	99	101	96	
203	126	89	72	95	97	92	
204	128	91	74	97	99	94	
205	134	97	80	103	105	100	
206	131	105	88	111	108	102	
207	120	115	98	121	97	91	(1)
208	112	121	104	127	89	83	55
209	104	129	112	135	81	75	
210	98	135	118	141	75	69	
211	94	136	124	143	71	65	
212	140	103	86	109	111	106	
213	135	98	81	104	106	101	
214	136	99	82	105	107	102	
215	137	100	83	106	108	103	
216	136	109	92	115	113	107	
217	130	103	86	109	107	101	
218	130	109	92	115	107	101	
219	121	117	100	123	98	92	
220	113	123	106	129	90	84	
221	109	127	110	133	86	80	
222	103	133	116	139	80	74	
223	149	118	101	124	126	120	
224	142	105	88	111	113	108	
225	143	112	95	118	120	114	
226	141	109	92	115	117	112	
227	136	112	95	118	113	107	
228	129	109	92	115	106	100	
229	126	112	95	118	103	97	
230	121	119	102	125	98	92	
231	141	110	93	116	118	112	

(Continued in Item No. 56)

(1) Mileage exceptions involving Metropolitan Zones 232 through 245 transferred to Item No. 56 appearing on Fifth Revised Page 5-B.

- ∅ Change)
- ◇ Increase)
- ◊ Reduction)
- No Change)

Decision No. **72503**

EFFECTIVE JULY 1, 1967

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

Correction No. 97

SECTION NO. 1 - RULES AND REGULATIONS (Continued)							Item No.
◊◊◊COMPUTATION OF DISTANCES - EXCEPTIONS (Concluded) (Items Nos. 55 and 56)							
◊Between Cushenbury, Creal, Los Robles, Monolith, Oro Grande and Victorville, on the one hand, and Metropolitan Zones 201 to 262, inclusive, on the other hand, the mileages shown in this item and in Item No. 55 shall apply to the exclusion of those provided in the Distance Table. The mileages provided in Items Nos. 55 and 56 shall not apply at intermediate points nor shall they be used in combination with any other constructive mileage.							
BETWEEN	Cushenbury	Creal	Los Robles	Monolith	Oro Grande	Victorville	
AND Metropolitan Zones Below							
232	146	118	101	124	123	117	
233	140	115	98	121	117	111	
234	134	117	100	123	111	105	
235	130	120	103	126	107	101	
236	122	119	102	125	99	93	
237	120	125	108	131	97	91	
238	110	131	114	137	87	81	
239	104	138	121	144	81	75	
240	149	125	108	131	126	120	
241	141	121	104	127	118	112	
242	133	124	107	130	110	104	
243	125	125	108	131	102	96	
244	123	128	111	134	100	94	
245	113	134	117	140	90	84	(1)
246	119	135	118	141	96	90	56
247	145	125	108	131	122	116	
248	137	129	112	135	114	108	
249	130	130	113	136	107	101	
250	151	133	116	139	128	122	
251	141	133	116	139	118	112	
252	138	135	118	141	115	109	
253	135	136	119	142	112	106	
254	128	139	122	145	105	99	
255	120	143	126	149	97	91	
256	127	148	131	154	104	98	
257	136	144	127	150	113	107	
258	133	151	134	157	110	104	
259	133	154	137	160	110	104	
260	129	150	133	156	106	100	
261	122	147	130	153	99	93	
262	115	140	123	146	92	86	

- (1) Mileage exceptions involving Metropolitan Zones 232 through 245 transferred from Item No. 55 on First Revised Page 5-A.
- (2) Item No. 58 transferred to First Revised Page 5-C.

∅ Change)
◇ Increase)
◊ Reduction) Decision No. **72503**
○ No Change)

EFFECTIVE JULY 1, 1967

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

Correction No. 98

SECTION NO. 1 - RULES AND REGULATIONS (Continued)				Item No.
<p>∅COMPUTATION OF DISTANCES - EXCEPTIONS</p> <p>Between Davenport and Metropolitan Zones 101 to 135 inclusive, the mileages shown in this item shall apply to the exclusion of those provided in the Distance Table. The mileages shall not apply at intermediate points nor shall they be used in combination with any other constructive mileage.</p> <p>BETWEEN: Davenport</p>				
AND: Metropolitan Zones Below	Constructive Mileage	AND: Metropolitan Zones Below	Constructive Mileage	(1) ∅58
101	∅ 80	118	75	
102	85	119	75	
103	75	120	75	
104	65			
105	∅ 70	121	60	
		122	65	
106	65	123	65	
107	65	124	55	
108	115	125	55	
109	105			
110	100	126	55	
		127	55	
111	100	128	55	
112	∅ 80	129	55	
113	85	130	55	
114	85			
115	85	131	55	
		132	55	
116	85	133	65	
117	75	134	55	
		135	65	
<p>(1) Item No. 58 transferred from Fourth Revised Page 5-B.</p> <p>(2) Item No. 60 transferred to Original Page 5-D.</p> <p>∅ Change) ∅ Reduction) Decision No. 72503</p>				
EFFECTIVE JULY 1, 1967				
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 99 San Francisco, California.</p>				

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.																												
<p>COMPUTATION OF CHARGES - WEIGHTS</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of the containers. (See Exceptions)</p> <p>EXCEPTIONS-</p> <p>(1) On shipments packed in cloth or 3, 4, 5 or 6-ply paper bags or sacks the following applies:</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <thead> <tr> <th style="text-align: left; padding: 5px;">Commodity</th> <th style="text-align: center; padding: 5px;">When the Packed Net Weight Per Package Is:</th> <th style="text-align: center; padding: 5px;">Charges Will be Assessed on Gross Weight Per Package of:</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Cement, hydraulic, natural or Portland</td> <td style="text-align: center; padding: 5px;">94 pounds</td> <td style="text-align: center; padding: 5px;">95 pounds</td> </tr> <tr> <td style="padding: 5px;">Cement, masonry or mortar</td> <td style="text-align: center; padding: 5px;">70 pounds</td> <td style="text-align: center; padding: 5px;">71 pounds</td> </tr> <tr> <td style="padding: 5px;">Cement flue dust</td> <td style="text-align: center; padding: 5px;">84 pounds</td> <td style="text-align: center; padding: 5px;">85 pounds</td> </tr> <tr> <td style="padding: 5px;">Cement, plastic, gun</td> <td style="text-align: center; padding: 5px;">96 pounds</td> <td style="text-align: center; padding: 5px;">97 pounds</td> </tr> <tr> <td style="padding: 5px;">Lime</td> <td style="text-align: center; padding: 5px;">50 pounds</td> <td style="text-align: center; padding: 5px;">50½ pounds</td> </tr> <tr> <td style="padding: 5px;">Lime</td> <td style="text-align: center; padding: 5px;">60 pounds</td> <td style="text-align: center; padding: 5px;">60½ pounds</td> </tr> <tr> <td style="padding: 5px;">Lime</td> <td style="text-align: center; padding: 5px;">100 pounds</td> <td style="text-align: center; padding: 5px;">101 pounds</td> </tr> <tr> <td style="padding: 5px;">Limestone, powdered</td> <td style="text-align: center; padding: 5px;">100 pounds</td> <td style="text-align: center; padding: 5px;">101 pounds</td> </tr> </tbody> </table> <p>(2) When palletized shipments are loaded or unloaded by power equipment (Power loading includes loading of pallets in place on motor vehicle from conveyor-type loading equipment when loading is done by shipper), the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. When palletized shipments are loaded or unloaded by other than power equipment, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall be used in determining the gross weight of the shipment and the charges thereon. This exception applies only in connection with the rates contained in this tariff and is not applicable to shipments of empty pallets. When rail rates are used under the provisions of Items Nos. 150 through 170 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p>		Commodity	When the Packed Net Weight Per Package Is:	Charges Will be Assessed on Gross Weight Per Package of:	Cement, hydraulic, natural or Portland	94 pounds	95 pounds	Cement, masonry or mortar	70 pounds	71 pounds	Cement flue dust	84 pounds	85 pounds	Cement, plastic, gun	96 pounds	97 pounds	Lime	50 pounds	50½ pounds	Lime	60 pounds	60½ pounds	Lime	100 pounds	101 pounds	Limestone, powdered	100 pounds	101 pounds	<p>(1) Δ60</p>
Commodity	When the Packed Net Weight Per Package Is:	Charges Will be Assessed on Gross Weight Per Package of:																											
Cement, hydraulic, natural or Portland	94 pounds	95 pounds																											
Cement, masonry or mortar	70 pounds	71 pounds																											
Cement flue dust	84 pounds	85 pounds																											
Cement, plastic, gun	96 pounds	97 pounds																											
Lime	50 pounds	50½ pounds																											
Lime	60 pounds	60½ pounds																											
Lime	100 pounds	101 pounds																											
Limestone, powdered	100 pounds	101 pounds																											
<p>(1) Item No. 60 transferred from Original Page 5-C.</p> <p>Δ Change, neither increase nor reduction, Decision No. 72503</p>																													
<p>EFFECTIVE JULY 1, 1967</p>																													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																													
<p>Correction No. 100</p>																													

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.												
<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as follows:</p> <p style="text-align: center;">◇Charges in Cents</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;">For First 30 Minutes or Fraction Thereof</th> <th style="text-align: center;">For Each Additional 15 Minutes or Fraction Thereof</th> <th></th> </tr> </thead> <tbody> <tr> <td>(a) For Driver, Helper, or Other Employee per Man....</td> <td style="text-align: center;">276</td> <td style="text-align: center;">138</td> <td style="text-align: center;">◇ 100</td> </tr> <tr> <td>(b) For Unit of Equipment</td> <td style="text-align: center;">83</td> <td style="text-align: center;">42</td> <td></td> </tr> </tbody> </table> <p>The charge for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>		For First 30 Minutes or Fraction Thereof	For Each Additional 15 Minutes or Fraction Thereof		(a) For Driver, Helper, or Other Employee per Man....	276	138	◇ 100	(b) For Unit of Equipment	83	42		
	For First 30 Minutes or Fraction Thereof	For Each Additional 15 Minutes or Fraction Thereof											
(a) For Driver, Helper, or Other Employee per Man....	276	138	◇ 100										
(b) For Unit of Equipment	83	42											
<p style="text-align: center;">DIVERTED SHIPMENTS</p> <p>Charges upon shipments diverted at request of consignor or consignee shall be assessed upon the basis of the charge established for the constructive mileage applicable via the point or points where diversion occurs, subject to Items Nos. 50 and 100.</p>	△ 110												
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</p> <p>(a) When a carrier is unable to pick up an entire shipment at one time, or when more than one vehicle, or connected train of vehicles, are used to pick up the entire shipment, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol style="list-style-type: none"> 1. The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup. 2. A single shipping document for the entire shipment tendered shall be issued prior to or at the time of the first pickup. 3. An additional shipping document shall be issued for each pickup and shall give reference to the single shipping document and shall be attached thereto and become a part thereof. 	115												

4. The entire shipment shall be picked up by the carrier within a period of two calendar days computed from 12:01 a.m. of the date on which the first pickup commences, excluding Saturdays, Sundays and legal holidays.

5. The separate pickups made in accordance with the foregoing provisions shall constitute a composite shipment which shall be subject to the rates named or provided for in this tariff.

(b) Any property separately picked up without complying with the foregoing provisions shall constitute a separate shipment and shall be subject to the rates, rules and regulations applicable thereto.

∅ Change	}	Decision No. 72503
△ Change, neither increase nor reduction		
◇ Increase		

EFFECTIVE JULY 1, 1967

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

Correction No. 101

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT DELIVERY</p> <p>Shipments may consist of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, subject to the following conditions and additional charges:</p> <ol style="list-style-type: none">1. The composite shipment shall consist of not to exceed three component parts.2. *Except as provided in Item No. 180, charges shall be paid by the consignor when there is more than one consignee.3. At the time of or prior to the tender of the composite shipment, the carrier shall have been furnished with written instructions showing the name of each consignee, the point or points of destination, and the kind and quantity of property in each component part.4. The charge for the transportation of the composite shipment shall be the charge applicable for transportation of a single shipment of like kind and quantity of property, computed by applying the applicable mileage rate from point of origin to point of final destination via each individual destination. (See Exceptions 1 and 2) <p>EXCEPTION 1.--In the event that a shipment has origin and destination points within and without a mileage territory and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <ol style="list-style-type: none">(a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups.(b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones. <p>EXCEPTION 2.--In the event that a carrier is instructed by the consignor to effect delivery to a destination or destinations in a manner which results in a distance greater than the distance determined under the provisions of Paragraph 4, the applicable through rate shall be based on the distance computed from origin to final destination via each individual destination in the order of delivery designated by the consignor. Instructions from the consignor must be in writing and shall be issued at or prior to the time of shipment.</p>	§130

5. In addition to the charge applicable for transportation of a single shipment of like kind and quantity of property, computed as set forth in Paragraph 4, an additional charge of \$6.00 shall be made for each of the component parts comprising the composite shipment.

∅ Change)
* Addition) Decision No. 72503

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 102

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">Δ(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(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 shippers, for a period of 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where a 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 shipper, 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.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the shippers within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) Shippers 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.</p> <p>(f) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper 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.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>	<p style="text-align: center;">Δ 145</p>

Δ Change, neither increase nor reduction, Decision No. **72503**

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 103

-8-C-

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates, except rates of coastwise common carriers by vessel, 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 between the same points of origin and destination, and for the same accessorial services, than results from the application of the rates herein provided. (See Notes 1, 2 and 3.)</p> <p>NOTE 1.--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 weight provisions may be used in applying the basis provided in this item. When a rail carload rate is subject to a minimum weight based solely upon the marked capacity of the car ordered or used, a minimum weight of 100,000 pounds shall be used.</p> <p>NOTE 2.--Common carrier rates may be applied for the transportation of bulk cement only when bulk cement facilities for loading and unloading motor vehicles are available at the points to which and from which the common carrier rates apply.</p> <p>NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>	<p>0150</p>
<p>(1) Item No. 160 transferred to First Revised Page 9-A.</p> <p>o No Change, Decision No. 72503</p>	
<p>EFFECTIVE JULY 1, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 104</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates, except rates of coastwise common carriers by vessel, 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 railhead to point of destination the rate provided in this tariff for the distance from point of origin to the railhead from which the common carrier rate applies. (See Notes 1, 2, 3 and 4.)</p> <p>Ø(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 railhead the rate provided in this tariff *(applicable to the weight of the entire shipment) for the distance from the railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p>Ø(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 railhead from which the common carrier rate used applies, plus the rate provided in this tariff *(applicable to the weight of the entire shipment) for the distance from the railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p>*(d) When both point of origin and point of destination are located at railhead and a combination of common carrier rates and rates provided in this tariff results in lower aggregate charges, 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 railhead from which the common carrier rate used applies, plus the rate provided in this tariff (applicable to the weight of the entire shipment) for the distance from the railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p>NOTE 1.--If the route from point of origin to the railhead, or from the railhead to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less shall apply from point of origin to the railhead or from the railhead to point of destination as the case may be. *(See Exception)</p> <p>ØEXCEPTION.--If the route is between Metropolitan Zones, as described in the Distance Table, the provisions of Note 1 do not apply.</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. When a rail carload rate is subject to a minimum weight based solely upon the marked capacity of the car ordered or used, a minimum weight of 100,000 pounds shall be used.</p>	<p style="text-align: right;">(1) Ø160</p>

NOTE 3.--Common carrier rates may be applied for the transportation of bulk cement in combination with rates provided in this tariff only when bulk cement transfer facilities are available in operating condition for public use, or within the control of consignor or consignee, and are available for transfer of cement from or to motor vehicles, as the circumstances require, at the transfer point from which or to which the common carrier rates apply.

NOTE 4.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is higher) applicable in connection with the common carrier rate shall be used.

- (1) Item No. 160 transferred from Third Revised Page 9.
- (2) Item No. 163 transferred to First Revised Page 9-B.

∅ Change)
* Addition) Decision No. **72503**

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 105

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="520 450 1082 484" style="text-align: center;">PAYMENTS TO UNDERLYING CARRIERS</p> <p data-bbox="206 515 1329 741">Charges paid by any overlying carrier to an underlying carrier and collected by the latter from the former for services of said underlying carrier shall be 100 percent of the charges applicable under minimum rates prescribed in this tariff, less the gross revenue taxes applicable and required to be paid by the overlying carrier. (Subject to Notes 1 and 2 below.)</p> <p data-bbox="206 772 1329 940">NOTE 1.--As used in this item, the term "gross revenue taxes" means the California transportation taxes payable to the California Board of Equalization and the tax payable to the California Public Utilities Commission under the Transportation Rate Fund Act.</p> <p data-bbox="206 966 1329 1429">NOTE 2.--Nothing herein contained shall prevent an overlying carrier in paying such charges in deducting therefrom such legitimate liquidated amounts as may be due from the underlying carrier to the overlying carrier (except amounts for bookkeeping, administration or sales services provided by the overlying carrier in connection with the transportation involved), providing such deductions have been authorized in writing by the underlying carrier. Any overlying carrier electing to employ this procedure shall itemize such amounts and maintain for the Commission's inspection all documents involved in the transaction. Upon demand by the Commission, the overlying carrier shall substantiate that there has been full, fair and adequate consideration for each item so deducted.</p>	<p data-bbox="1379 798 1462 875" style="text-align: center;">(1) Δ163</p>
<p data-bbox="520 1481 1098 1519" style="text-align: center;">REGULATION OF LEASING PRACTICES</p> <p data-bbox="214 1545 1362 1841">1. No lease of trailer equipment shall provide for the payment of rental in excess of 9 percent of the charges applicable under minimum rates prescribed in this tariff to the transportation performed in said trailer equipment, except in special cases upon application by a carrier to the Commission and a showing by the carrier and a finding by the Commission that such higher rental is reasonable. Authorization to charge rental higher than 9 percent must be secured from the Commission before the parties enter into a lease arrangement.</p> <p data-bbox="214 1867 1362 2009">As used in this item, the term "trailer equipment" includes a semitrailer, full trailer or any combination thereof which lawfully may be pulled over public highways of the State of California by one power unit.</p> <p data-bbox="214 2035 1362 2266">2. Each freight bill or other shipping document issued by the carrier with respect to transportation performed in whole or in part by leased trailer equipment shall identify thereon the leased trailer equipment so utilized. In addition, the carrier shall maintain for the Commission's inspection records reflecting all payments made to lessors of trailer equipment including substantiating documents therefor.</p>	<p data-bbox="1412 1893 1478 1944" style="text-align: center;">165</p>

3. No lease of trailer equipment shall be for a term of less than thirty (30) days.

4. No carrier shall lease any power equipment, or combination of power and trailer equipment, for a period of less than thirty (30) days.

5. No power or combination of power and trailer equipment shall be leased on the basis of percentage of gross revenue applicable to transportation provided by such leased equipment and all persons engaged in operating such motor vehicle equipment for the carrier shall be employees of the carrier.

6. Every carrier leasing equipment as provided in paragraphs 3 and 4 hereof shall retain and preserve for the Commission's inspection an executed copy of each such equipment lease for a period of not less than three years from the date of execution of the document. A true copy of each such equipment lease shall also be carried with the leased equipment at all times during the term of the lease.

(1) Item No. 163 transferred from Original Page 9-A.

Δ Change, neither increase)
nor reduction) Decision No. 72503

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 106

SECTION NO. 1--RULES AND REGULATIONS (Concluded)	Item No.
<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>When a common carrier rate is applied in lieu of or in combination with rates provided in this tariff, and the common carrier rate does not include accessorial services as performed by carrier, the following charges shall be made for such services:</p> <ol style="list-style-type: none"> 1. For unloading of shipments, in packages, at a point of destination to which the common carrier rate applies, 1½ cents per 100 pounds. 2. For accessorial services for which charges are provided in this tariff, the additional charge or charges so provided. 3. For other accessorial services for which charges are not otherwise provided in this tariff, the charges set forth in Item No. 100. 	170
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENTS</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. Except as hereinafter provided, only one shipping document shall be issued for each shipment transported, and the carrier shall not apportion, prorate, or otherwise divide the freight charges between or among the consignor, consignee(s), or any other parties. For any accessorial service not included in the rate for actual transportation, the carrier shall furnish a shipping document to the consignor or consignee who requested or ordered such accessorial service. The shipping document shall show the following information:</p> <ol style="list-style-type: none"> (a) Name of shipper. (b) Name of consignee. (c) Point of origin. (d) Point of destination. ø(e) Description of the shipment (in terms of the Governing Classification, ** or as provided in this tariff). (f) Weight of the shipment (or other factor or unit of measurement upon which charges are based). (g) Rate and charge assessed. (h) Whether point of origin and/or point of destination is located at railhead and such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>The form of shipping document in Section No. 3 will be suitable and proper.</p> <p>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.</p>	ø180

UNITS OF MEASUREMENT TO BE OBSERVED

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.

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ACCESSORIAL CHARGES NOT TO BE OFFSET BY
TRANSPORTATION CHARGES

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

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∅ Change)
** Eliminated) Decision No. **72503**

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 107

SECTION NO. 2--RATES IN CENTS PER 100 POUNDS				Item No.
∅TERRITORIAL APPLICATION OF RATES				
FROM	TO	APPLY RATES FOR AREA SHOWN BELOW:		
		For Distances Of 300 Miles or Less	For Distances Exceeding 300 Miles	
NORTHERN TERRITORY (being that territory which includes all points north of the following boundary line: Beginning at a point on the shoreline of the Pacific Ocean due south of Gaviota; thence northeasterly along an imaginary straight line to the junction point of Santa Barbara, Ventura and Kern County boundaries; thence northerly and westerly along the westerly boundary of Kern County to the junction point of Kern, San Luis Obispo and Kings Counties; thence easterly along the northerly boundary lines of Kern and San Bernardino Counties to the California-Nevada boundary line).	Southern Territory	Northern Territory (See Item No. 205)	Statewide (See Item No. 215)	(1) ∅200
	Northern Territory			
SOUTHERN TERRITORY (being that territory which includes all points south of the southern boundary line of Northern Territory).	Southern Territory	Southern Territory (See Item No. 210)	Statewide (See Item No. 215)	
	Northern Territory			
<p>(1) Rates transferred to Items Nos. 205, 210 and 215 appearing on Original Pages 12-A, 12-B and 12-C, respectively.</p> <p>(2) Item No. 220 transferred to Original Page 12-C.</p> <p>∅ Change, Decision No. 72503</p>				
EFFECTIVE JULY 1, 1967				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 108				

SECTION NO. 2--RATES IN CENTS PER 100 POUNDS		Item No.	
NORTHERN TERRITORY RATES			
M I L E S		R A T E S	
Over	But Not Over	(1) Bulk	(2) Sack
0	3	6	7½
3	5	6½	8½
5	10	7½	9
10	15	8	9½
15	20	8½	10
20	25	9	10½
25	30	9½	11
30	35	10	11½
35	40	10½	12
40	45	11	12½
45	50	11½	13
50	55	12½	13½
55	60	12½	14½
60	65	13½	14½
65	70	14	15½
70	75	14½	16
75	80	15	16½
80	85	15½	17½
85	90	16½	17½
90	95	17	18½
95	100	17½	19
100	105	18½	19½
105	110	19	20½
110	115	19½	21
115	120	20	21½
120	125	20½	22
125	130	21	22½
130	135	21½	23
135	140	22½	23½
140	145	22½	24½
145	150	23½	24½
150	160	24½	25½
160	170	25½	26½
170	180	26½	27½
180	190	27½	28½
190	200	28½	29½
200	210	29½	30½
210	220	30½	31½
220	230	31½	32½
230	240	32½	33½

(3)
*205

240	250	33½	34½
250	260	34½	35½
260	270	35½	36½
270	280	36½	37½
280	290	37½	38½
290	300	38½	39½
300	-		

(Rates for distances exceeding 300 miles are contained in Item No. 215.)

- (1) Rates apply on shipments in bulk.
(2) Rates apply on shipments in packages.

- (3) Rates shown in this item formerly appeared in Item No. 200 on Seventh Revised Page 12.

∅ Change)
* Addition) Decision No. **72503**
◊ Increase)

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 109

SECTION NO. 2 - RATES IN CENTS PER 100 POUNDS		Item No.	
SOUTHERN TERRITORY RATES			
M I L E S		R A T E S	
Over	But Not Over	(1) Bulk	(2) Sack
0	3	5 $\frac{1}{2}$	7
3	5	6	7 $\frac{1}{2}$
5	10	6 $\frac{1}{2}$	7 $\frac{1}{2}$
10	15	6 $\frac{1}{2}$	8
15	20	7 $\frac{1}{2}$	8 $\frac{1}{2}$
20	25	7 $\frac{1}{2}$	9
25	30	8 $\frac{1}{2}$	9 $\frac{1}{2}$
30	35	8 $\frac{1}{2}$	10
35	40	9 $\frac{1}{2}$	11
40	45	10	11 $\frac{1}{2}$
45	50	10 $\frac{1}{2}$	12
50	60	11 $\frac{1}{2}$	13
60	70	13	14 $\frac{1}{2}$
70	80	14	15 $\frac{1}{2}$
80	90	15 $\frac{1}{2}$	16 $\frac{1}{2}$
90	100	16 $\frac{1}{2}$	17 $\frac{1}{2}$
100	110	17 $\frac{1}{2}$	18 $\frac{1}{2}$
110	120	18 $\frac{1}{2}$	19 $\frac{1}{2}$
120	130	20	20 $\frac{1}{2}$
130	140	21 $\frac{1}{2}$	21 $\frac{1}{2}$
140	150	22 $\frac{1}{2}$	22 $\frac{1}{2}$
150	160	23 $\frac{1}{2}$	23 $\frac{1}{2}$
160	170	25	25
170	180	26	26
180	190	27	27
190	200	28	28
200	220	30	30
220	240	32	32
240	260	34	34
260	280	36	36
280	300	38	38
300	-	(Rates for distances exceeding 300 miles are contained in Item No. 215.)	

(3)
*210

(1) Rates apply on shipments in bulk
 (2) Rates apply on shipments in packages.

(3) Rates shown in this item formerly appeared in
Item No. 200 on Seventh Revised Page 12.

∂ Change)
* Addition)
◇ Increase)

Decision No. **72503**

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 110

SECTION NO. 2--RATES IN CENTS PER UNIT SHOWN			Item No.
*STATEWIDE RATES			
MILES		RATES (In Cents Per 100 Pounds)	*215
Over	But Not Over		
0	300	(Rates for distances of 300 miles or less are provided in Items Nos. 205 and 210.)	
300	320	40	
320	340	42	
340	360	44	
360	380	46	
380	400	48	
400	420	50	
420	440	52	
440	460	54	
460	480	56	
480	500	58	
500	-	(Add to the rate for 500 miles, $0.2\frac{1}{2}$ cents per 100 pounds for each 25 miles or fraction thereof.)	
(1) Rates apply on shipments in bulk or in packages.			
Empty Pallets, Second Hand (Used), viz.: (Subject to Notes 1 and 2)		RATE (In Cents Per Pallet)	
(a) Returning after being used in the transportation of a palletized cement shipment, or returning in exchange for pallets used in the transportation of a palletized cement shipment, to the consignor of the cement shipment, or			
(b) Shipped for use, or in exchange for pallets to be used, to the consignor of a palletized cement shipment.		20	(2) Δ220
NOTE 1.--The provisions of this item apply only in connection with pallets used in the transportation of cement subject to rates in Southern Territory.			
NOTE 2.--The provisions of this item apply only when the empty pallets are transported by the same carrier utilized in the transportation of the cement shipment.			

(2) Item No. 220 transferred from Seventh Revised Page 12.

Δ Change, neither increase)
nor reduction)
* Addition)
◊ Increase, except as noted)
⊖ Reduction, except as noted)
○ No change)

Decision No. **72503**

EFFECTIVE JULY 1, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 111

SECTION NO. 3

Δ(1)Item No. 310

FORM OF SHIPPING DOCUMENT

SHIPPING ORDER AND FREIGHT BILL

Bill No. - - - - -

Permit No. - - - - -

Date - - - - - , 19- -

Name of Carrier - - - - -

(Name of carrier must be same as shown on permit)

Point of Origin - - - - - Point of Destination - - - - -

Shipper - - - - - Consignee - - - - -

Street Address - - - - - Street Address - - - - -

City - - - - - City - - - - -

No. of Packages	Sacked or In Bulk	Description of Commodities	Weight	Rate	Charges

Shipper- - - - - By - - - - - (Show name in full)	Check here				C.O.D.
	Origin		Destination		
Received by Carrier in good condition except as noted	At	Off	At	Off	C.O.D. Fee
	Railhead	Railhead	Railhead	Railhead	
By- - - - - (Driver (Show name in full))					Advances
					Other Charges
Received by Consignee in good condition except as noted					Prepaid
By- - - - - (Show name in full)					Total to Collect
Show each charge separately and what it represents					

END OF TARIFF

(1) Formerly shown as Item No. 210 (Section No. 3).

- Δ Change, neither increase nor reduction
- o No Change

} Decision No. **72503**

EFFECTIVE JULY 1, 1967

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 Correction No. 112