

ORIGINALDecision No. 73257

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation
 into the rates, rules, regulations,
 charges, allowances and practices
 of all common carriers, highway
 carriers and city carriers relating to
 the transportation of sand, rock,
 gravel and related items (commodities
 for which rates are provided in
 Minimum Rate Tariff No. 7).

Case No. 5437
 Petition for Modification
 No. 145
 (Filed March 27, 1967,
 Amended April 11, 1967
 and July 7, 1967)

R. W. Smith, H. F. Kollmyer, and Arlo D. Poe,
 for California Trucking Association, petitioner.
G. Ralph Grago, for Associated Independent
 Owner-Operators, Inc.; E. O. Blackman, for
 California Dump Truck Owners Association;
Harry C. Phelan, Jr., for California Asphalt
 Plant Association; E. J. Bertana, for Pacific
 Cement Aggregates; James H. Rogers, for Upper
 California Dump Truck Owners Association;
 interested parties.
Billy Atkins, Don D. Tobey, Joseph G. Nauyokas;
Vernice Smith, Betty Campbell, Wilma Lacy,
Lelio Giorgi, Clifford T. Burnitt, Luther F.
Prawl, Chet C. Smith, Robert Skinner,
Audrey S. Duncan, Elizabeth Gilbreath,
Albert Giorgi and Ralph A. Rogers, for various
 dump truck carriers, respondents.
Robert E. Walker, Robert J. Carberry and Robert
W. Stich, for the Commission staff.

O P I N I O N

Petition No. 145, as amended, was heard before Examiner
 Mallory on May 18, June 21, 22 and July 18, 1967, and was submitted
 on the latter date. ^{1/}

^{1/} The petition, as originally filed, sought offset increases in
 the minimum hourly rates to reflect wage changes effective
 May 1, 1967. It was heard on a consolidated record with Petition
 No. 144, on May 9 and 17, and that phase was decided by Decision
 No. 72733, dated July 11, 1967. The first amendment to Petition
 No. 145 was continued on the calendar and hearings were held as
 indicated above.

The unit of measurement for computation of hourly rates set forth in Minimum Rate Tariff No. 7 from its inception was based upon the capacity of the equipment in cubic yards. Rates were provided in increments of one cubic yard. Decision No. 72223, dated March 28, 1967 (in Case No. 5437, Order Setting Hearing dated March 22, 1966) revised the method of computing hourly rates for dump truck transportation from a cubic-yard basis to a tonnage basis.^{2/} Hourly rates established pursuant to Decision No. 72223 are based upon the legal payload capacity of the unit of equipment in tons. Said rates are provided in two-ton increments. The evidence presented in support of the changed method of computing hourly rates showed that the weight carrying capacity of the vehicle, rather than cubical capacity of the vehicle, would provide a more reasonable and nondiscriminatory manner of determining rates. Decision No. 72223 indicated that the rates established therein were developed by converting the existing rates on a cubic-yard basis to rates based on the legal payload capacity of the vehicle without material change in the level of rates for any equipment unit.

First Amendment to Petition

The first amendment to Petition No. 145 seeks adjustment of the rate levels established by Decision No. 72223, to reflect changes in the manner in which the conversion of hourly rates was accomplished.

^{2/} Except for light weight materials which remained on a cubic-yard basis. Light weight materials include volcanic ash; pumice; burnt clay, sand and shale; expanded slag; debris; and chopped green fodder.

Evidence to support this proposal was presented by California Trucking Association (CTA).

The record shows that the types of equipment used by for-hire carriers in the transportation of materials subject to Minimum Rate Tariff No. 7 are the following:

1. Two-axle end-dump truck.
2. Three-axle end-dump truck (10-wheeler).
3. Two-axle tractor and 2-axle end-dump semi-trailer.
4. Three-axle tractor and 2-axle end-dump semi-trailer.
5. Three-axle end-dump truck and short 2-axle (pup) end-dump trailer (truck and pup trailer).
6. Three-axle end-dump truck and 2-axle end-dump transfer-trailer (truck and transfer trailer).
7. Two-axle tractor, single-axle bottom-dump semi-trailer and 2-axle bottom-dump full-trailer (hopper bottom equipment).

The record also shows that predominant types of equipment in use are the three-axle end-dump truck (10-wheeler), the tractor and semi-trailer end-dump unit, the truck-and-transfer-trailer unit, and the hopper-bottom tractor-trailer unit. This equipment is used throughout the state for hauling of all types of commodities subject to the tariff. Other types of equipment are used under more or less specialized hauling conditions. Within each equipment group described in the numbered subparagraphs above, there is a range of capacities, either on a cubic-yard basis, or on a legal payload tonnage basis. The range of capacities overlaps for equipment units of various types. Equipment units within each numbered category are extremely competitive with other equipment units of the same type, even though the capacities of similar units may be different. There is a degree of competition between all types of equipment units with the same number of axles.

Evidence was also presented by several dump truck operators to the effect that the rates related to the legal payload capacity of the equipment in tons presented several unforeseen problems to truckers who operate types of dump truck equipment designed to provide service under unusually difficult operating conditions or within local jurisdictions where highway weight restrictions set forth in the Vehicle Code are not enforced. The evidence also showed that the rate scales on a legal payload capacity basis effectively prohibit the use of equipment units whose legal carrying capacity exceeds by only a slight amount the break-point in the tonnage rate scale. (For example, where the rate break-point is 12 tons, and the legal carrying capacity of the equipment is 12.1 tons.) This results from the fact that the larger equipment units in the same rate scale (12-14 tons, in the example) are employed in preference to the smaller units.^{3/} The establishment of arbitrary rate-breaks on a cubic-yard or tonnage basis which provide different rates for the same type of equipment unit forecloses the employment of those units which shippers believe are the least efficient.

^{3/} The record shows that such inequities did not occur in connection with rates on a cubic-yard basis because the size or capacity of the equipment unit in cubic yards was difficult to determine with accuracy, and that carriers assigned, within limits, a cubic capacity to their equipment which would maximize their employment under varying conditions. This practice resulted, in part, from the use of side-boards which can vary the capacity of a truck or trailer, depending upon the height of the side-boards used. Once the transportation service is completed it cannot be determined from carrier records whether side-boards were used or the height of the side-boards used. Because of the more precise manner in which the legal payload capacity rates are stated as compared with rates on a cubic-yard basis, carriers are required to closely conform to the tariff in assessing rates on a payload-capacity basis.

It appearing that changes other than those sought in its first amended petition were necessary, CTA requested and was granted leave to further amend its petition to revise the method for computing the hourly rates in Minimum Rate Tariff No. 7 to an "axle" basis.

Second Amendment to Petition

The second amendment to Petition No. 145 was filed on July 7, 1967 and was served on all appearances and other parties known to be interested. This amendment seeks to change the basis on which the hourly rates are determined to the number of axles of the equipment unit, as well as to adjust rate levels so that the rates on the axle basis more nearly approximate the rate levels which would have obtained under cubic-yard basis of rates.^{4/}

Discussion

Evidence concerning this proposal was presented by CTA's Assistant Director of its Division of Transportation Economics. This witness testified as to the background and development of the proposed rates. The witness stated that the proposals were discussed with the standing rate committee of CTA's dump truck conference, with individual members of CTA, and with representatives of other carrier organizations and their members. The discussions were for the purpose of determining the relative amounts of different kinds of dump truck equipment in operation by for-hire carriers and the capacities of such equipment in cubic yards and in tons. Subsequent to the development of petitioner's present proposal (Exhibit 145-9), and its approval by CTA's rate committee, it was furnished to representatives of other carrier organizations for consideration by those organizations.

^{4/} The proposal also is to convert the present cubic-yard rates on light-weight materials to an axle basis.

The CTA witness stated that the proposal to establish hourly rates based on the number of axles was developed in consideration of the economic factors described on page 3 hereof, and that his association believes that this proposal is responsive to the needs of the carriers engaged in dump transportation under hourly rates.

A transportation rate expert of the Commission's Transportation Division Rate Branch testified concerning a method that should be employed in converting hourly rates to an axle basis with a minimum of change in rate levels from the existing hourly rates if it should be determined to change to an axle basis. The method so described is similar to that followed in the conversion of rates from a cubic-yard basis to a legal payload tonnage found reasonable in Decision No. 72223, supra.

The CTA witness adopted the method described by the staff witness with the exception of rates for a two-axle end-dump unit, and for a five-axle unit which, because of wheel base distance, has an allowed load less than the maximum legal gross weight permitted on the highways under the weight limits established in the Vehicle Code. This witness stated that an investigation conducted by CTA with the assistance of the California Dump Truck Owners Association (CDTOA) and Associated Independent Operators, Inc. (AIOI) developed additional information concerning the equipment units of these sizes.

According to the witness, the number of two-axle units operated by for-hire carriers is small in relation to the total units operated. This investigation showed that such units owned by for-hire carriers have a higher capacity than that reflected in the staff evidence, although there are many two-axle trucks of smaller capacities used in proprietary service. He concluded, therefore, that

higher rates than recommended by the staff witness, reflecting the large capacity of the units operated by for-hire carriers should be adopted.

The proposed rate levels for the shorter five-axle equipment units recommended by the staff witness were developed by using the arithmetical mean of the rates for a four-axle unit and for a five-axle unit which can carry the full legal gross weight permitted on the highways. The CTA witness stated that his study developed that the shorter five-axle equipment has a capacity greater than that indicated in the rate development of the staff witness. He recommended higher rates related to such capacity.

The Secretary-Manager of CDTOA, speaking on behalf of that organization and on behalf of AIOI, supported the proposals of CTA, except with respect to rates for debris and green fodder. Debris and fodder are currently subject to the cubic-yard hourly rates for light-weight materials. The CTA proposal is to cancel rates for these commodities on a cubic-yard basis and in lieu thereof to subject such commodities to the proposed axle basis of rates. CDTOA opposed this change because it would reduce rates for such transportation. The CDTOA representative argued that no specific study was made which indicated that such a reduction would be appropriate and that the proposed substantial reduction in rates on debris was contrary to the stated intention that the conversion should be accomplished with a minimum change in rate levels.

Representatives of individual carriers and the representative of the Upper Northern California Dump Truck Association, who testified in opposition to the continuation of rates on a legal payload capacity basis, also supported the axle method of determining hourly rates.

The Commission staff took no position concerning the axle method of determining hourly rates, as no studies had been conducted by the staff which would serve as a basis for evaluating the proposal. Language changes suggested by the staff to clarify the application of proposed tariff provisions were adopted by the CTA witness.

Findings and Conclusion

1. The current basis for determining hourly dump truck rates adopted by Decision No. 72223, effective May 6, 1967, has resulted in inequities in rates for certain types of dump truck operations, which require adjustment.

2. The proposal to assess hourly dump truck rates for debris from demolition of building and structures on an axle basis will result in reductions in rates for said transportation, and no showing was made that such reductions are justified.

3. Transportation of debris from street or highway maintenance is performed with the same equipment as, and often in connection with, the movement of earth and fill on street maintenance projects; and rates for both such types of transportation should be determined on the same basis.

4. The transportation of fodder should be determined on the same basis as the general transportation under hourly rates.

5. The proposed method of determining minimum hourly dump truck rates on an axle basis will result in a just, reasonable and nondiscriminatory basis for determining the minimum rates for transportation of commodities subject to hourly rates, with the exception of debris from demolition of buildings and structures, and should be adopted. The transportation under hourly rates of debris from demolition of buildings and structures should be continued on a cubic-yard basis.

6. The specific rate levels proposed by CTA to apply in connection with rates expressed on axle bases are reasonably related to existing hourly rates and will provide a conversion from the existing basis to the proposed axle basis of rates with a minimum of change in rate levels. Said proposed rates will result in just, reasonable and nondiscriminatory rates for the transportation services to which they are to apply, and should be adopted.

The Commission concludes that Minimum Rate Tariff No. 7 should be amended as provided in the order which follows.

Decision No. 73258 in Case No. 5437, Petitions Nos. 136 and 138, issued on this date, concerns revision of shipping document requirements. In order to avoid dual amendments to Items Nos. 93.1 and 375 the tariff amendments required to be made by this order are included in Decision No. 73258.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 7 (Appendix "A" of Decision No. 32566, as amended) is hereby further amended by incorporating therein, to become effective December 10, 1967, the revised pages as listed in Appendix A also attached hereto and by this reference made a part hereof.

2. 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 27th day of OCTOBER, 1967.

Arthur E. Mitchell
President

William L. Bennett

Augusta

And P. Monsey
Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 73257

List of Revised Pages to Minimum Rate Tariff No. 7

Authorized by said Decision

Ninth Revised Page 3-A

Sixth Revised Page 3-B

Second Revised Page 3-C

Fifteenth Revised Page 41

First Revised Page 41-A

Twenty-fifth Revised Page 42

Nineteenth Revised Page 42-A

Nineteenth Revised Page 42-C

(END OF APPENDIX A LIST)

Item
No.

SECTION NO. 1--RULES AND REGULATIONS

DEFINITION OF TECHNICAL TERMS
(Items Nos. 10, 11 and 12)

**

BATCHING PLANT means an installation (structure and appurtenant storage area) at which the ingredients for the production of concrete are received, stored, weighed, batched and subsequently transported therefrom.

CARRIER means a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act, or a carrier, as defined in the City Carriers' Act.

COMMERCIAL PRODUCING PLANT means an installation (structure and appurtenant storage area) at which rock, sand, and/or gravel are processed as to size and/or grade and placed in stockpiles or bunkers.

COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(8) of Part II of the Interstate Commerce Act.

CONCRETE ARTICLE FACTORY means an installation (structure and appurtenant storage area) at which the ingredients of concrete are received, stored, weighed and batched, and concrete articles are manufactured therefrom on the premises.

CONSIGNEE means the person, firm or corporation to whom the property is to be physically delivered by the carrier.

CONSIGNOR means the person, firm or corporation from whom the property was physically received by the carrier for transportation.

DEBTOR means the person assuming responsibility for payment of transportation charges. It also includes an overlying carrier when he utilizes the services of an underlying carrier.

DISTRIBUTING YARD means an area for storage of rock, sand, gravel, or cold road oil mixture (commonly called "plant mix") in piles, bins, silos or bunkers.

(Continued in Item No. 11)

∅ Change)
** Definition of Allowed Load) Decision No. 73257
in Pounds eliminated)

EFFECTIVE DECEMBER 10, 1967

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

Correction No. 1238

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS
	<p data-bbox="594 497 1368 567" style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Continued) (Items Nos. 10, 11 and 12)</p> <p data-bbox="389 632 1453 861">DRY MIXTURES OF SAND, AND/OR GRAVEL AND/OR CRUSHED STONE (WITH OR WITHOUT CEMENT) IN BATCHES means a shipment of said mixture transported in dump truck equipment provided with one or more batch gates permitting the loading and unloading of a portion or portions of the shipment separately from the other portion or portions of the shipment.</p> <p data-bbox="389 893 1453 1213">DUMP TRUCK EQUIPMENT means any motor vehicle (including component trailing equipment) as defined in the Highway Carriers' Act and City Carriers' Act, which discharges its load by gravity either (a) in conjunction with mechanical means that are an integral part of the vehicle, or (b) by opening all or a portion of the bottom, sides or end, or (c) by combination of (a) and (b). It does not include a motor vehicle engaged in the transportation of concrete mechanically mixed in transit.</p> <p data-bbox="278 1244 1402 1413">Ø11 HOT PLANT means a fixed installation for the heating of road oil or asphalt and the mixing of such heated oil or asphalt with rock, sand and any other ingredients to produce cold road oil mixture ("plant mix") or asphaltic concrete ("hot stuff").</p> <p data-bbox="491 1473 531 1499" style="text-align: center;">**</p> <p data-bbox="394 1570 1402 1734">*MAXIMUM ALLOWED LOAD means the maximum total gross weight with load in pounds permitted under the provisions of Section 35551 of the California Vehicle Code, based on a distance between the first and last axles of 56 feet or over.</p> <p data-bbox="394 1765 1362 1960">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 sub-hauler), to perform that service. (See Note.)</p> <p data-bbox="394 1986 1436 2091">NOTE.--The term Overlying Carrier also includes an underlying carrier which employs another carrier to perform transportation service.</p> <p data-bbox="394 2117 1419 2286">POINT OF DESTINATION means the precise location at which a shipment is tendered for physical delivery into the custody of the consignee or his agent. It includes all locations within 300 feet of the point at which physical delivery of said shipment is initiated.</p>

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

RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.

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

(Continued in Item No. 12)

∅ Change)	
* Addition)	
** Definition of Legal Payload)	Decision No. 73257
Capacity eliminated)	

EFFECTIVE DECEMBER 10, 1967

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

Correction No. 1239

Item No.	SECTION NO. 1--RULES AND REGULATIONS
ø12	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10, 11 and 12)</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily transported in an identical type of equipment.</p> <p>SEWAGE DISPOSAL PLANT means a fixed installation in which filtering rock is used for getting rid of sewage.</p> <p>SHIPMENT means a quantity of freight tendered by one consignor on one shipping document at one point of origin for one consignee at one point of destination to be transported at one time in one unit of equipment.</p> <p>SHIPPER means the person, firm or corporation (other than a carrier) who arranges with the carrier for the transportation of the property.</p> <p>TEAM TRACK means a point at which property may be loaded into or upon, or unloaded from rail cars by the public generally; it also includes wharves, docks and landings at which the public generally may receive or tender shipments of property from and to common carriers by vessel.</p> <p>TON means 2,000 pounds.</p> <p>UNDERLYING CARRIER (independent-contractor subhauler) means any carrier who renders service for an overlying carrier (principal carrier), for a specified recompense, for a specified result, under the control of the overlying carrier as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>UNIT OF EQUIPMENT means a truck, a tractor, a trailer, a semitrailer, or any combination of the foregoing operated in a train.</p> <p style="text-align: center;">**</p>
	<p style="text-align: right;">ø Change) ** Definition of Unladen) Decision No. 73257 Weight Eliminated)</p>
	EFFECTIVE DECEMBER 10, 1967
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1240</p>

Item No.	SECTION NO. 4 - HOURLY RATES (Continued)		
406 320	<p style="text-align: center;">COMMODITIES</p> <p>Rates in Items Nos. 360, 361 and 365 apply to the transportation of the following commodities:</p> <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top; width: 50%;"> <ul style="list-style-type: none"> Ash, volcanic; Barium, clay or silicate mud compounds, dry, oil-well drilling; Base, cement treated (moist mixture of sand, crushed rock and/or gravel and cement); Cinders; Clay, burnt or calcined; Clay, other than burnt or calcined; Clinker, cement; Concrete, asphaltic (commonly called "Hot Stuff"); Concrete, mortar or plaster; ingredients of, in batches, in nylon-corded rubberized bags; (2) Concrete, premixed, wet; Containers, empty, used, viz.: empty, used, nylon-corded rubberized bags being returned from an outbound trip in which they moved containing batches of the ingredients of concrete, mortar or plaster; (2) Cullet (glass, broken or crushed); Debris: <ul style="list-style-type: none"> From street or highway maintenance; Dolomite, dead-burned; Earth; Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves; Granite, decomposed; Gravel; Gypsum, rock, crude, not further processed than broken or crushed; </td> <td style="vertical-align: top; width: 50%;"> <ul style="list-style-type: none"> Loam; Mill scale; Mixture, cold road oil (commonly called "Plant Mix"); Mud, dry, oilwell drilling; Ore; Perlite, expanded; Perlite rock, crude, not further processed than broken, crushed or ground; Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried; Pumice; Salt cake (crude sulphate of soda); Sand, burnt shale; Sand, other than burnt shale; Sand, crushed stone and gravel, mixed dry; Scoria, volcanic; Shale, burnt, calcined or expanded; Shale, other than burnt, calcined or expanded; Slag, expanded; Slag, other than expanded; Slurry (mixed sand, dust, crushed stone and/or gravel, wet); (1) Soapstone, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides; Stone: Crushed, chips, waste; <ul style="list-style-type: none"> Natural, blocks, pieces or slabs, rough quarried, or sawed, not further finished; Talc, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides. </td> </tr> </table>	<ul style="list-style-type: none"> Ash, volcanic; Barium, clay or silicate mud compounds, dry, oil-well drilling; Base, cement treated (moist mixture of sand, crushed rock and/or gravel and cement); Cinders; Clay, burnt or calcined; Clay, other than burnt or calcined; Clinker, cement; Concrete, asphaltic (commonly called "Hot Stuff"); Concrete, mortar or plaster; ingredients of, in batches, in nylon-corded rubberized bags; (2) Concrete, premixed, wet; Containers, empty, used, viz.: empty, used, nylon-corded rubberized bags being returned from an outbound trip in which they moved containing batches of the ingredients of concrete, mortar or plaster; (2) Cullet (glass, broken or crushed); Debris: <ul style="list-style-type: none"> From street or highway maintenance; Dolomite, dead-burned; Earth; Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves; Granite, decomposed; Gravel; Gypsum, rock, crude, not further processed than broken or crushed; 	<ul style="list-style-type: none"> Loam; Mill scale; Mixture, cold road oil (commonly called "Plant Mix"); Mud, dry, oilwell drilling; Ore; Perlite, expanded; Perlite rock, crude, not further processed than broken, crushed or ground; Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried; Pumice; Salt cake (crude sulphate of soda); Sand, burnt shale; Sand, other than burnt shale; Sand, crushed stone and gravel, mixed dry; Scoria, volcanic; Shale, burnt, calcined or expanded; Shale, other than burnt, calcined or expanded; Slag, expanded; Slag, other than expanded; Slurry (mixed sand, dust, crushed stone and/or gravel, wet); (1) Soapstone, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides; Stone: Crushed, chips, waste; <ul style="list-style-type: none"> Natural, blocks, pieces or slabs, rough quarried, or sawed, not further finished; Talc, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides.
<ul style="list-style-type: none"> Ash, volcanic; Barium, clay or silicate mud compounds, dry, oil-well drilling; Base, cement treated (moist mixture of sand, crushed rock and/or gravel and cement); Cinders; Clay, burnt or calcined; Clay, other than burnt or calcined; Clinker, cement; Concrete, asphaltic (commonly called "Hot Stuff"); Concrete, mortar or plaster; ingredients of, in batches, in nylon-corded rubberized bags; (2) Concrete, premixed, wet; Containers, empty, used, viz.: empty, used, nylon-corded rubberized bags being returned from an outbound trip in which they moved containing batches of the ingredients of concrete, mortar or plaster; (2) Cullet (glass, broken or crushed); Debris: <ul style="list-style-type: none"> From street or highway maintenance; Dolomite, dead-burned; Earth; Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves; Granite, decomposed; Gravel; Gypsum, rock, crude, not further processed than broken or crushed; 	<ul style="list-style-type: none"> Loam; Mill scale; Mixture, cold road oil (commonly called "Plant Mix"); Mud, dry, oilwell drilling; Ore; Perlite, expanded; Perlite rock, crude, not further processed than broken, crushed or ground; Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried; Pumice; Salt cake (crude sulphate of soda); Sand, burnt shale; Sand, other than burnt shale; Sand, crushed stone and gravel, mixed dry; Scoria, volcanic; Shale, burnt, calcined or expanded; Shale, other than burnt, calcined or expanded; Slag, expanded; Slag, other than expanded; Slurry (mixed sand, dust, crushed stone and/or gravel, wet); (1) Soapstone, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides; Stone: Crushed, chips, waste; <ul style="list-style-type: none"> Natural, blocks, pieces or slabs, rough quarried, or sawed, not further finished; Talc, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides. 		

(1) Applies only in Northern Territory.

(2) Subject to Column "A" rates when transportation is performed within or from Northern Territory and to Column "C" rates when transportation is performed within or from Southern Territory.

(3) Certain commodities shown on this page transferred from Original Page 41-A.

∅ Change)
◇ Increase) Decision No. 73257
∅ Reduction)

EFFECTIVE DECEMBER 10, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1241

Item No.	SECTION NO. 4 - HOURLY RATES (Continued)
<p>321</p>	<p style="text-align: center;">COMMODITIES</p> <p style="text-align: center;">Rates in Item No. 367 apply to the transportation of:</p> <p>Debris:</p> <p style="padding-left: 40px;">From demolition of buildings and structures.</p>
<p>(1) Certain commodities shown on this page transferred to Fifteenth Revised Page 41.</p> <p> ø Change) ø Increase) Decision No. 73257 ø Reduction) </p>	
<p>EFFECTIVE DECEMBER 10, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1242</p>	

Item No.	SECTION NO. 4--HOURLY RATES (Continued)						
COMMODITIES, as described in Item No. 320 (Items Nos. 360 and 361). (For Application of Rates see Item No. 362.)							
360	Number of Axles Per Unit of Equipment	NORTHERN TERRITORY (See Item No. 110) (1) Rates in Cents per Hour (See Item No. 300)					
		Upper Northern District (See Item No. 315)					
		COLUMN A			COLUMN C		
		M	O	P	M	O	P
	2	1166	1661	1413	1103	1598	1350
3	1296	1819	1557	1220	1744	1482	
4	1421	1928	1675	1321	1828	1575	
5(2)	1543	2073	1808	1430	1960	1695	
5 or more (3)	1596	2126	1861	1474	2004	1739	
(1) Minimum charge shall be the rate for one hour. (2) Applies to units of equipment not meeting with the legal requirements for the maximum allowed load. (3) Applies to units of equipment meeting with the legal requirements for the maximum allowed load.							
(Continued in Item No. 361)							
∅ Change) ∅ Increase) Decision No. 73257 ∅ Reduction)							
EFFECTIVE DECEMBER 10, 1967							
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1243							

Item No.	SECTION NO. 4--HOURLY RATES (Continued)						
361	COMMODITIES, as described in Item No. 320 (Items Nos. 360 and 361). (For Application of Rates see Item No. 362.)						
	Number of Axles Per Unit of Equipment	NORTHERN TERRITORY (See Item No. 110) (1) Rates in Cents per Hour (See Item No. 300)					
		Lower Northern District (See Item No. 315)					
		COLUMN A			COLUMN C		
		M	O	P	M	O	P
	2	1123	1598	1360	1054	1527	1291
	3	1233	1714	1473	1152	1634	1393
	4	1361	1832	1596	1252	1723	1488
	5(2)	1493	1995	1744	1363	1865	1614
	5 or more (3)	1544	2048	1797	1406	1908	1657
(1) Minimum charge shall be the rate for one hour. (2) Applies to units of equipment not meeting with the legal requirements for the maximum allowed load. (3) Applies to units of equipment meeting with the legal requirements for the maximum allowed load.							
⚡ Change) ⬆ Increase) Decision No. 73257 ⬇ Reduction)							
EFFECTIVE DECEMBER 10, 1967							
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1244							

Item No.	SECTION NO. 4--HOURLY RATES (Continued)		
COMMODITIES, as described in Item No. 320. (For Application of Rates see Item No. 366)			
Number of Axles Per Unit of Equipment		SOUTHERN TERRITORY (See Item No. 100) (1) Rates in Cents Per Hour (See Item No. 300) (See Note 1 in Item No. 366)	
		Column A	Column C
365	2	1043	1007
	3	1141	1091
	4	1274	1217
	5(2)	1393	1323
	5 or more (3)	1474	1404
<p>(1) Minimum charge shall be the rate for one hour.</p> <p>(2) Applies to units of equipment not complying with the legal requirements for the maximum allowed load.</p> <p>(3) Applies to units of equipment complying with the legal requirements for the maximum allowed load.</p>			
<p> ϕ Change) \diamond Increase) δ Reduction) </p> <p style="text-align: right;">Decision No. 73257</p>			
EFFECTIVE DECEMBER 10, 1967			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1245</p>			