

ORIGINALDecision No. 73544

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. 150
(Filed October 17, 1967)

OPINION AND ORDER

The joint petition of California Trucking Association; Sand & Gravel Division of Kaiser Industries Corporation; Basalt Rock Company, Inc.; and Port Costa Clay Products Company, seeks to revise the minimum rates on lightweight aggregates transported in dump trucks in Northern Territory, as set forth in Minimum Rate Tariff No. 7.^{1/} Specifically, the petition requests that a new scale of distance rates be established in Minimum Rate Tariff No. 7 at the level currently in effect in Item No. 148 therein for the transportation of lightweight aggregates as described in Item No. 146; that said rates be named to apply between all points within the Northern Territory; and that Distance Table No. 6 be made applicable thereto for the purpose of determining mileage between such points. The petition also requests that the hourly rates for transportation of lightweight aggregates within the Northern Territory be cancelled in their entirety and that the above proposed distance rates exclusively apply for such transportation.

^{1/} Petitioners, other than CTA, engage in the production, sale and distribution of lightweight aggregates.

In support of the sought relief, the petition alleges as follows:

Shippers and carriers have conferred for the purpose of developing a rate structure, responsive to current conditions, for the transportation of lightweight aggregates within the Northern Territory of California as defined in Minimum Rate Tariff No. 7. Said shippers and carriers have agreed that the current rates for transportation of lightweight aggregates as set forth in Items Nos. 148 and 367 of Minimum Rate Tariff No. 7 are not responsive to the needs of shippers or carriers. Petitioners furnished tariff revisions which they believe reflect the application of reasonable minimum rates. Such revisions are set forth in Exhibit A to the petition.

Petitioners assert that any increases or reductions in the level of charges for transportation of lightweight aggregates within the Northern Territory as a result of changes proposed herein will be minimal and will result primarily from the use of constructive mileages instead of actual mileages. Petitioners further believe that the use of constructive mileage is required in order to provide uniform application of such provisions of Minimum Rate Tariff No. 7 and to aid in the enforcement of the provisions thereof.

Petitioners further allege that the hourly rates set forth in Item No. 367, for transportation within the Northern Territory, are not responsive to actual needs of shippers and carriers, are not susceptible to definite and certain determination, and are a barrier to the free movement of these commodities by for-hire carriers. Accordingly, petitioners request cancellation of said rates with respect to lightweight aggregates in Northern Territory.

Petitioners maintain that, with the granting of the proposed changes in Minimum Rate Tariff No. 7, the rate structure will then be responsive to current needs of shippers and carriers of lightweight aggregates within the Northern Territory.

Copies of the petition were served upon known interested parties, and the petition was listed on the Commission's Daily Calendar of October 18, 1967. There are no protests. By letter to the Commission dated October 25, 1967, incorporated in the record herein, the California Dump Truck Owners Association informed the Commission that it has considered the relief sought and does not object to the granting of the petition by ex parte order. Associated Independent Owner Operators, Inc. also does not oppose the relief sought.

In the circumstances, it appears, and the Commission finds, that the proposals set forth in the petition will result in just, reasonable and non-discriminatory minimum rates for the transportation of lightweight aggregates in dump truck equipment in Northern Territory. The Commission concludes the petition should be granted. A public hearing is not necessary. Other minor changes not directly related to the subject matter of this petition will be made in some of the tariff pages revised by the order herein.

IT IS ORDERED that:

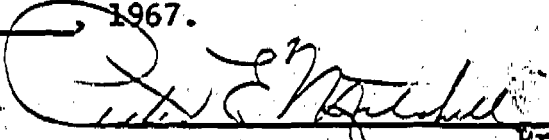
1. Minimum Rate Tariff No. 7 (Appendix "A" of Decision No. 32566, as amended) is hereby further amended by incorporating therein, to become effective January 27, 1968, the revised pages as listed in Appendix A also attached hereto and by this reference made a part hereof.

C. 5437, Pet. 150 HJH

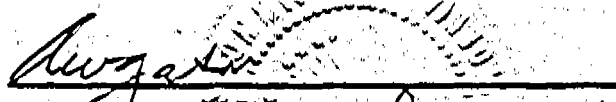
2. In all other respects said Decision No. 32566, as amended, shall remain in full force and effect.

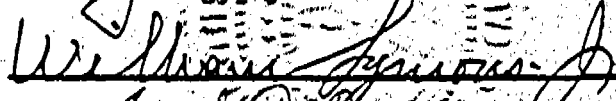
The effective date of this order shall be twenty-five days after the date hereof.

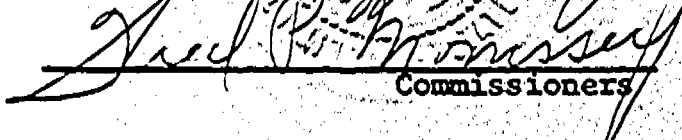
Dated at San Francisco, California, this 27 day of DECEMBER, 1967.



President






Commissioners

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

APPENDIX A TO DECISION NO. 73544

List of Original and Revised Pages to Minimum Rate Tariff No. 7

Authorized by said Decision

Tenth Revised Page 3-A

Sixteenth Revised Page 4

Tenth Revised Page 5

Sixth Revised Page 5-A

Sixth Revised Page 6

Ninth Revised Page 7

Original Page 8-B

Eighth Revised Page 9-A

Fourth Revised Page 10

Ninth Revised Page 39

Seventeenth Revised Page 41

Second Revised Page 41-A

Twentieth 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 §10 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.

*DIRECTORY means Southern California Production Area and Delivery Zone Directory 1.

*DISTANCE TABLE means Distance Table 6.

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)
* Addition) Decision No. 73544

EFFECTIVE JANUARY 27, 1968

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

Correction No. 1254

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
20	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act, and the City Carriers' Act. They apply for transportation of property by radial highway common carriers and highway contract carriers, as defined in said Highway Carriers' Act, and by carriers as defined in said City Carriers' Act, in bulk in dump truck equipment.</p> <p>The rates and rules contained in this tariff shall apply to transportation by underlying carriers (independent-contractor subhaulers) when such transportation is performed for other carriers, as provided in Item No. 94.</p>
25	<p style="text-align: center;">APPLICATION OF TARIFF - GENERAL</p> <p>Rates in this tariff 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> <p>(c) Property for which rates are provided in Minimum Rate Tariff 17, when said property is transported under the provisions of such tariff.</p> <p>For rates for the transportation of commodities in dump truck equipment, other than as provided in this tariff, see City Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 1-B, 2, 5, 9-B or 17, as the case may be.</p>
30	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply for transportation between all points within the State of California.</p>

REFERENCES TO ITEMS AND OTHER TARIFFS

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Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.

COMPUTATION OF DISTANCES

Distances to be used in connection with distance rates named herein shall be:

ø+0

- ø(a) For all shipments other than those described in paragraph (b) of this item: the actual mileages traversed, including any detour to and from scales to obtain weight of shipment.
- *(b) For shipments of lightweight aggregates when moving within the Northern Territory under rates named in Item No. 138: the shortest resulting mileage, computed in accordance with the method provided in the Distance Table.

ø Change)
* Addition) Decision No. **73544**

EFFECTIVE JANUARY 27, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1255

Item No.	SECTION NO. 1--RULES AND REGULATIONS (Continued)
50	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, the minimum charge per shipment shall be the charge for 8 tons at the applicable rate. (See Note.)</p> <p>NOTE.--Between points in San Diego County the minimum charge per shipment shall be the charge for 6 tons at the applicable rate.</p>
60	<p style="text-align: center;">METHOD OF DETERMINING WEIGHT OF SHIPMENT</p> <p>Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense.</p> <p>Otherwise charges shall be computed upon the basis of the following estimated weights per cubic yard when loaded in the dump truck equipment:</p> <p>(a) In Southern Territory, 2800 pounds; (b) In Northern Territory: Sand, other than burnt shale sand, 2800 pounds; Commodities described in Item No. 146, 1200 pounds; Other commodities, 3000 pounds.</p>
70	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation, from the same point of origin to the same point of destination, than results from the application of the rates herein provided. (See Note 1.) For charges for loading and unloading in connection with shipments originating in Southern Territory, see Note 1, Item No. 90; in connection with shipments originating in Northern Territory, see Note 1, Item No. 85. (See Notes 2 and 3.)</p> <p>NOTE 1.--(Applies only in Northern Territory.) When the point of origin is on an industrial railroad connecting with a common carrier railroad, the common carrier rate shall be deemed to apply from the point of origin.</p> <p>NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <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>
80	<p style="text-align: center;">BRIDGE AND FERRY TOLLS</p> <p>Except as provided in Item No. 294, *and except on shipments transported under distance rates determined by use of the Distance Table, the actual bridge or ferry tolls shall be added to the transportation charge when such facilities are used by the carrier.</p>

ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON
CARRIER RATES (APPLICABLE ONLY WITHIN NORTHERN
TERRITORY OR FROM NORTHERN TERRITORY
TO SOUTHERN TERRITORY)

When lower aggregate charges result, tonnage rates provided in this tariff may be used in combination with the published rates of common carriers by land filed with the Commission for the transportation of shipments of the same kind of property between the same points, subject to the following conditions:

(a) When the point of origin is located beyond a railhead and the point of destination is located at a railhead, add to the common carrier rate applying from any team track to point of destination the tonnage rate provided in this tariff applicable to a shipment from the point of origin to the team track from which the common carrier rate used applies. (See Notes 1, 2 and 3.)

(b) When the point of origin is located at a railhead and the point of destination is located beyond a railhead, add to the common carrier rate applying from point of origin to any team track, the tonnage rate provided in this tariff applicable to a shipment from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)

(c) When both the point of origin and the point of destination are located beyond railhead, add to the common carrier rate applying between any railheads, the tonnage rate provided in this tariff applicable to a shipment from point of origin to the team track from which the common carrier rate used applies, plus the tonnage rate provided in this tariff applicable to a shipment from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)

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

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

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

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

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.

Change)
* Addition) Decision No. 73544

EFFECTIVE JANUARY 27, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1256

Item No.	SECTION NO. 1-RULES AND REGULATIONS (Continued)
90	<p data-bbox="381 372 1372 468" style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (APPLICABLE ONLY WITHIN SOUTHERN TERRITORY OR FROM SOUTHERN TERRITORY TO NORTHERN TERRITORY)</p> <p data-bbox="337 504 1417 596">When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p data-bbox="337 614 1405 800">(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any team track to point of destination the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="337 817 1405 1003">(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any team track, the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 3 and 4.)</p> <p data-bbox="337 1021 1433 1243">(c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate applying between any railheads the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="337 1268 1372 1429">NOTE 1.—In the event, under the provisions of Items Nos. 70 and 90 series, a rate of a common carrier is used in constructing a rate for highway transportation and such common carrier rate does not include accessorial services performed by the highway carrier, the following charge for such accessorial services shall be added:</p> <p data-bbox="409 1447 1083 1480" style="padding-left: 40px;">For loading and unloading, 12 cents per ton.</p> <p data-bbox="337 1513 1405 1768">NOTE 2.—When the point of origin located beyond railhead is a commercial producing plant located within any of the production areas described in Section No. 3, in which a team track is located and the point of destination is outside such production area, the combination rate may be constructed by adding to the common carrier rate specified in this item series, the rate of 6 cents per ton in lieu of the rate provided in this tariff for the distance from the point of origin to the team track from which said common carrier rate applies.</p> <p data-bbox="337 1793 1394 1921">NOTE 3.—When the rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>

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 the higher) applicable in connection with the common carrier rate shall be used.

ISSUANCE OF SHIPPING DOCUMENT
(Items Nos. 93, 93.1 and 93.2)

(a) A Distance Rate Notice shall be issued by the shipper to the carrier prior to any transportation under Section No. 2 rates, *except transportation performed under the provisions of Item No. 138. This notice shall show the following information:

1. Date of notice and identifying number.
2. Name of carrier.
3. Name of shipper.
4. Point of origin.
5. Point of destination.
6. Date and time notice begins.
7. Date and time notice ends.
8. Signature of shipper (or agent).
9. Signature of carrier (or agent).

§93

(Continued in Item No. 93.1)

§ Change)
* Addition) Decision No. **73544**

EFFECTIVE JANUARY 27, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1257

SECTION NO. 2

DISTANCE RATES

- Ø1. Rates in this Section will not apply to transportation for which rates are specifically provided in Section No. 3 of this tariff and Sections Nos. 2, 4, 5, 6, 7, 10, *12, 14, 15, 16, 17, 20 and 21 of Minimum Rate Tariff 17. *(Except as provided in Paragraph 3 hereof.)
- Ø2. Rates in this Section, *except for the rates provided in Item No. 138, will apply only when a distance rate notice as specified in Item No. 93 has been executed.
- *3. Rates in Sections Nos. 3 and 4 will not apply to transportation for which rates are specifically provided in Item No. 138.

Ø Change) Decision No. 73544
* Addition)

EFFECTIVE JANUARY 27, 1968

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

Correction No. 1258

Item No.	SECTION NO. 2--DISTANCE RATES
100	<p style="text-align: center;">DESCRIPTION OF SOUTHERN TERRITORY</p> <p>Southern Territory means the counties of Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Inyo and Mono.</p>
110	<p style="text-align: center;">DESCRIPTION OF NORTHERN TERRITORY</p> <p>Northern Territory means all of the other counties of the State not named in Item No. 100.</p>
120	<p style="text-align: center;">INTERTERRITORIAL MOVEMENTS</p> <p>Where the movement originates within Southern Territory and terminates within Northern Territory, the distance rates applicable shall be those set forth in Item No. 130 in the column headed "Southern Territory," or in Items Nos. 135, 140 and 150.</p> <p>Where the movement originates within Northern Territory and terminates within Southern Territory, the distance rates applicable shall be those set forth in Item No. 130 in the columns headed "Northern Territory," or the rates in Items Nos. *138 and 143.</p>
125	<p style="text-align: center;">ALTERNATIVE APPLICATION OF DISTANCE RATES WITH COMBINATION RATES BASED UPON ZONE RATES IN SECTION NO. 3</p> <p>When the point of origin of a shipment is within one of the Los Angeles County Production Areas or within San Diego County Production Area "I" defined in Section No. 3 of this tariff, and when the point of destination is outside of but the route of movement is through any of the Los Angeles County, Orange County, San Bernardino County or San Diego County Delivery Zones defined in said section, the zone rates in Section No. 3 may be used as a basis for computing charges as follows:</p> <p>Add to the rate applicable for the transportation of a like shipment from the same point of origin to the last delivery zone passed through on the route of movement a rate of 10 cents per ton per mile for each mile or fraction thereof actually traversed from the point of departure from the last delivery zone to the point of destination.</p> <p>If the charge accruing under the distance rates in Items Nos. 130, 135 and 140 is lower than the charge accruing under the provisions of this rule on the same shipment between the same points, the charge accruing under said distance rates shall apply.</p>
<p>∅ Change * Addition</p>	<p>) Decision No. 73544</p>
EFFECTIVE JANUARY 27, 1968	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1257</p>	

Item No.	SECTION NO. 2 - DISTANCE RATES (Continued) In Cents per Ton				
	Miles(1) Over	But Not Over	Rates(2) Minimum Weight (Per Unit of Carrier's Equipment)		
			8 Tons	13 Tons	18 Tons
MATERIAL:					
LIGHTWEIGHT AGGREGATES, viz.:					
Ash, Volcanic; Cinders; Clay, burnt or calcined; Perlite, expanded; Pumice;			Sand, burnt shale; Scoria, Volcanic; Shale, burnt or calcined; Shale, expanded; Slag, expanded.		
Between Points in Northern Territory (See Item No. 110)					
	0	1	43	34	30
	1	2	50	40	34
	2	3	55	44	39
	3	4	62	50	43
	4	5	67	54	46
	5	6	74	59	51
	6	7	79	64	55
	7	8	86	69	59
	8	9	91	74	64
	9	10	98	79	68
	10	11	103	84	73
	11	12	110	89	77
	12	13	116	94	80
	13	14	121	98	85
*138	14	15	125	101	88
	15	16	131	106	91
	16	17	135	109	95
	17	18	141	113	98
	18	19	145	118	101
	19	20	151	121	105
	20	21	155	125	108
	21	22	161	130	112
	22	23	166	134	116
	23	24	171	138	119
	24	25	176	142	122
	25	26	182	146	127
	26	27	186	151	130
	27	28	191	155	133
	28	29	197	158	136
	29	30	201	162	140

30	31	207	166	143
31	32	212	171	147
32	33	217	175	151
33	34	222	179	154
34	35	227	183	157
35	37	235	189	163
37	39	244	197	169
39	41	253	205	176
41	43	262	211	182
43	45	271	219	188
45	50	293	237	204
50	55	315	254	219
55	60	337	272	234
60	65	360	290	250
65	70	382	308	265
70	75	404	326	281
75	80	426	343	296
80	85	448	362	311
85	90	470	380	327
90	95	492	397	342
95	100	514	415	358
(3)		22	17½	15½

- (1) Miles are subject to Item No. 40(b).
(2) Rates are subject to Item No. 96.
(3) For each additional 5 miles, add to the rate for 100 miles the amount shown opposite this reference.

* Addition, Decision No. **73544**

EFFECTIVE JANUARY 27, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1260

Item No.	SECTION NO. 2 - DISTANCE RATES (Continued) In Cents Per Ton			
	NORTHERN TERRITORY INTERPLANT DISTANCE RATES			
MILES Over	But Not Over	RATES(1)		
		Commodities as described in:		
		Item No. 114 (18)	Item No. 116 (21)	
0	1	30	23	
1	2	35	26	
2	3	38	29	
3	4	43	33	
4	5	47	35	
5	6	51	39	
6	7	55	42	
7	8	59	46	
8	9	63	49	
9	10	67	53	
10	11	71	56	
11	12	74	60	
12	13	77	63	
13	14	80	67	
14	15	84	70	
15	16	88	74	
16	17	92	77	
17	18	95	81	
18	19	98	84	
19	20	101	87	
20	21	104	91	
21	22	107	94	
22	23	111	97	
23	24	115	100	
24	25	119	103	
25	26	123	106	
26	27	127	109	
27	28	131	112	
28	29	135	115	
29	30	139	118	
30	31	143	121	
31	32	147	124	
32	33	151	127	
33	34	155	130	
34	35	159	133	
35	37	165	138	
37	39	171	143	
39	41	176	149	
41	43	182	156	
43	45	188	162	

6118

**Rates canceled. For
Distance Rates on Light-
weight Aggregates for
Northern Territory see
Item No. 138.

45	50	204	176
50	55	220	189
55	60	235	203
60	65	250	216
65	70	264	228
70	75	278	240
75	80	293	252
80	85	306	264
85	90	319	276
90	95	332	288
95	100	346	300
(2)		13	12

- (1) Rates are subject to Items Nos. 96 and 142. Except as otherwise provided in Item No. 96 and in the explanation of (8), the minimum weight must be transported in one unit of equipment at one time.
- (2) For each additional 5 miles, add to the rate for 100 miles the amount shown opposite this reference.
- (8) Minimum weight, 8 tons per shipment.
- (18) Minimum weight, 18 tons.
- (24) Minimum weight, 24 tons.

φ Change)
 ** Eliminated) Decision No. **73544**

EFFECTIVE JANUARY 27, 1963

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 1261

SECTION NO. 3

RATES FROM PRODUCTION AREAS
TO DELIVERY ZONES

¶1. Rates in Sections Nos. 2 and 4 will not apply to transportation for which rates are provided in this Section. *(Except as provided in Paragraph 2 hereof.)

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*2. Rates in this Section will not apply to transportation for which rates are specifically provided in Item No. 138 of Section No. 2.

o Change)	Decision No. 73544
* Addition)	
** Eliminated)	

EFFECTIVE JANUARY 27, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1262

SECTION NO. 4

HOURLY RATES

ø1. Rates in this Section will not apply to transportation for which rates are specifically provided in Section No. 3 of this tariff and Sections Nos. 2, 4, 5, 6, 7, 10, *12, 14, 15, 16, 17, 20 and 21 of Minimum Rate Tariff 17.

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2. Rates in this Section will not apply when a distance rate notice as specified in Item No. 93 has been executed.

*3. Rates in this Section will not apply to transportation for which rates are specifically provided in Item No. 138 of Section No. 2.

ø Change)
* Addition) Decision No. 73544
** Eliminated)

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San Francisco, California.
Correction No. 1263

Item No.	SECTION NO. 4 - HOURLY RATES (Continued)
	COMMODITIES
	When reference is made to this item, rates apply to the transportation of the following commodities:
	<p>** Barium, clay or silicate mud compounds, dry, oilwell drilling; Base, cement treated (moist mixture of sand, crushed rock and/or gravel and cement); ** ** Clay, other than burnt or calcined; Clinker, cement; Cold Road Oil Mixture (Subject to Note 1); Concrete, asphaltic (commonly called "Hot Stuff") (Subject to Note 1); *Concrete, broken, asphaltic or hydraulic; 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: 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;</p>
6320	<p>Loam; Mill scale; Mixture, cold road oil (commonly called "Plant Mix"); Mud, dry, oilwell drilling; Ore; ** Perlite rock, crude, not further processed than broken, crushed or ground; Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried; ** Salt cake (crude sulphate of soda); ** Sand, other than burnt shale; Sand, crushed stone and gravel, mixed dry; ** ** Shale, other than burnt, calcined or 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; Natural, blocks, pieces or slabs, rough quarried, or sawed, not further finished; Talc, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides.</p>

*

NOTE 1.-Rates apply for the transportation of these commodities in truck with trailer and/or tractor and trailer equipment, and when transported from defined production areas to designated delivery zones and points in Southern California as described in the Directory (See Exception).

EXCEPTION: For rates on Asphaltic Concrete and Cold Road Oil Mixture, when transported in trucks without trailing equipment, from defined production areas to designated delivery zones and points in Southern California, see Minimum Rate Tariff 17.

- (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.

/ Change * Addition ** Eliminated, Commodities transferred to Item No. 322)) Decisions Nos. 73544 and
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Item No.	SECTION NO. 4 - HOURLY RATES (Continued)										
ø321	<p style="text-align: center;">COMMODITIES</p> <p>øWhen reference is made to this item, rates apply to the transportation of:</p> <p>Debris:</p> <p>From demolition of buildings and structures.</p>										
*322	<p style="text-align: center;">COMMODITIES</p> <p>When reference is made to this item, rates apply to the transportation of the following commodities:</p> <p style="text-align: center;">LIGHTWEIGHT AGGREGATES, viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Ash, Volcanic;</td> <td style="width: 50%;">Sand, burnt shale;</td> </tr> <tr> <td>Cinders;</td> <td>Scoria, Volcanic;</td> </tr> <tr> <td>Clay, burnt or calcined;</td> <td>Shale, burnt, calcined or expanded;</td> </tr> <tr> <td>Perlite, expanded;</td> <td>Slag, expanded.</td> </tr> <tr> <td>Pumice;</td> <td></td> </tr> </table>	Ash, Volcanic;	Sand, burnt shale;	Cinders;	Scoria, Volcanic;	Clay, burnt or calcined;	Shale, burnt, calcined or expanded;	Perlite, expanded;	Slag, expanded.	Pumice;	
Ash, Volcanic;	Sand, burnt shale;										
Cinders;	Scoria, Volcanic;										
Clay, burnt or calcined;	Shale, burnt, calcined or expanded;										
Perlite, expanded;	Slag, expanded.										
Pumice;											
<p>ø Change) Decision No. 73544 * Addition)</p>											
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Item No.	SECTION NO. 4--HOURLY RATES (Continued)		
ø 365	COMMODITIES, as described in Items Nos. 320 and *322. (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
	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>ø Change) * Addition) Decision No. 73544</p>			
<p>EFFECTIVE JANUARY 27, 1968</p>			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1266</p>			