

ORIGINAL

Decision No. 75718

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 No. 45
(Filed April 7, 1967;
amended May 29, 1967
and July 31, 1967)

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 any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 2).

Case No. 5432

Order Setting Hearing
(Decision No. 73587)

Wallace K. Downey, for California
Portland Cement Company, petitioner.
D. H. Marken and John G. Parlett, for
Pozzolan Products, protestant.
J. C. Kaspar, H. F. Kollmyer and
Arlo D. Poe, for California Trucking
Association, interested party.
S. A. Moore, John P. Rohrer and
David K. Graham, for Kaiser Cement
and Gypsum Corporation, interested
party.
Eugene R. Rhodes and J. T. Exright,
for Monolith Portland Cement Company,
interested party.
George B. Shannon, for Southwestern
Portland Cement Company, interested
party.
William Mitze, for Riverside Division,
American Cement Corporation, inter-
ested party.
Robert W. Stich, Theodore H. Peckner,
Robert E. Walker, and E. D. Stewart,
for the Commission staff.

OPINION ON FURTHER HEARING

Pursuant to petition of the California Portland Cement Company, minimum commodity rates for the transportation of pozzolan (also known as pozzolana) by highway carriers have been established by the Commission by Decision No. 73585 dated January 9, 1968. Said rates were prescribed on an interim basis pending further hearings to permit the development of a record upon which permanent minimum rates might be set.

On October 10, 1968, public hearing was held before Examiner Abernathy at Los Angeles for the receipt of further evidence on the petition of California Portland Cement Company, and for the receipt of evidence in Order Setting Hearing, Decision No. 73587, on the question whether rates which might be established on a permanent basis should be published in Minimum Rate Tariff No. 2.^{1/} Evidence was presented by witnesses called on behalf of the California Portland Cement Company and by representatives of the American Cement Corporation and of the Southwestern Portland Cement Company. A statement of position was presented on behalf of the Monolith Portland Cement Company. Representatives of the California Trucking Association, of various cement companies, and members of the Commission's staff participated in the development of the record. Briefs and reply briefs were filed on January 20

^{1/} California Portland Cement Company asks that the rates for the transportation of pozzolan be published in Minimum Rate Tariff No. 10, which tariff sets forth minimum rates and regulations for the transportation of cement and certain other commodities. However, the interim rates which were prescribed by Decision No. 73585 were published in Minimum Rate Tariff No. 2, which sets forth minimum rates and regulations for the transportation of commodities in general.

and January 30, 1969, respectively, whereupon the matters involved were taken under submission for decision.^{2/}

The record shows that pozzolan is a finely ground powder, made principally from siliceous or siliceous and aluminous materials, which is used as an admixture to portland cement concrete to reduce the porosity thereof. Concrete which is so treated is particularly suitable for use in the construction of hydraulic systems such as dams, tunnels, irrigation canals and water conduits.

A substantial quantity -- 800,000 to 900,000 tons -- of pozzolan assertedly will be needed in the various construction projects called for by the California Water Plan. Responding to said need, California Portland Cement Company has initiated the manufacture of pozzolan at its plant at Creal -- about eight miles west of Mojave. Other manufacturers or producers of pozzolan for the California market are Pozzolan Products, Inc. (formerly, the Airox Corporation), whose plant is near Santa Maria; the Basalt Rock Company in northern California; the American Cement Corporation at Crestmore, and two companies in Nevada.

Petitioner's purposes in this matter are the establishment of minimum commodity rates for the transportation of pozzolan which are reasonable in relation to the volume of pozzolan to be shipped in response to the needs of the California Water Plan. Prior to the establishment of the rates prescribed by Decision No. 73585, the rates which applied as minimum rates for the

^{2/} Briefs and reply briefs which were filed after the dates specified have not been considered herein.

transportation of pozzolan were class rates which are set forth in Minimum Rate Tariff No. 2. Petitioner alleges that the charges under the class rates are unreasonably high for the movement of a commodity which moves in substantial volume.

Petitioner asserts that the rates for pozzolan should approximate those which the Commission has prescribed as minimum for the transportation of cement. It alleges that pozzolan is transported in the same vehicles as are used for the transportation of cement, and that except for differences in loading and unloading times and in weights per load, pozzolan is transported in the same circumstances as those which apply to cement. More time is required for the loading and unloading of pozzolan than for cement, mainly because of air which is entrained in pozzolan in the loading process and which must be expelled to permit full loading. Due to a lesser density the weight per load of pozzolan is somewhat less than that per load of cement.

The rates which were prescribed by Decision No. 73585 for pozzolan were set at a level of 2 cents per 100 pounds higher than the minimum rates which apply for the transportation of cement in Southern Territory.^{3/} The differential of 2 cents per 100 pounds was adopted in order to compensate for the longer loading times and the lesser weights per load for pozzolan, and thereby to result in rates which would return to the carriers about the same revenues from the transportation of pozzolan that they would realize from the transportation of cement.

^{3/} In general, Southern Territory consists of that portion of southern California south of, and including, Santa Barbara, Kern and San Bernardino Counties.

The evidence which petitioner submitted at the further hearing on October 10, 1968, was presented mainly by a transportation engineer who had made a study of the costs of hauling pozzolan as compared to those for hauling cement. The engineer testified that in making this study he had undertaken to obtain information from the Airox Corporation and from the Basalt Rock Company relative to the factors affecting the costs of hauling pozzolan from the plants of those companies. However, he had not been able to obtain the desired information from said companies, and as a consequence he had had to confine his study to the transportation of pozzolan from petitioner's plant at Creal.

The engineer said that in his development of costs applicable to the transportation of pozzolan from petitioner's Creal plant, he had made observations of the loading processes at the plant and of the unloading processes at the various destinations to which petitioner has been shipping pozzolan. Also, he had analyzed the records of the carriers who haul pozzolan for petitioner. Comparing the data which he had thus gathered with data which had been developed by an engineer of the Commission's staff relative to the costs of transporting cement, he said that the loading and unloading of pozzolan requires one-half hour more per load than does the loading and unloading of cement and that a load of pozzolan weighs about 1,950 pounds less than a load of cement.^{4/} In other respects,

^{4/} The references of the engineer to cost data which had been developed by the Commission's staff stemmed from the fact that the engineer himself had formerly been a member of the Commission's staff, and in the capacity of supervising engineer had supervised the development of the cost data to which he referred.

he viewed the transportation of pozzolan as being subject to the same cost factors as those applicable to the transportation of cement. He said that the same carriers transport both commodities; the same equipment is used; the origins and destinations of pozzolan and of cement shipments are the same; the routes of travel are the same; and attendant costs such as drivers' pay and insurance are the same. Translating the differences in loading and unloading times and in weights per load into costs, the engineer calculated that the costs of transporting pozzolan exceeds those of transporting cement by amounts ranging from one cent per 100 pounds for a haul of 10 miles to 3.3 cents per 100 pounds for a haul of 500 miles.

Petitioner's traffic manager presented and explained the rates which petitioner is here seeking to have established as minimum rates for the transportation of pozzolan in Southern Territory. He said that said rates are primarily designed to return to the carriers the same revenues per load as are produced from the transportation of cement under the rates in Minimum Rate Tariff No. 10. In addition, they would return an amount of \$11.75 per load more than the revenues under the cement rates in order to compensate the carriers for one and one-quarter hours' excess time spent in the loading of pozzolan.^{5/} The traffic manager said that in the calculation of the proposed rates he had used load weights of 49,400 pounds and 50,000 pounds for pozzolan in

^{5/} The one and one-quarter hours' time represents the traffic manager's estimate of excess loading time for shipments of pozzolan at plants which do not have loading facilities corresponding to those of petitioner at Creal.

bulk and in sacks, respectively. The corresponding load weights which he used for cement are 52,000 and 50,000 pounds, respectively. The load weight of 49,400 pounds for pozzolan in bulk reflects the lesser density of pozzolan and corresponds to the net payload which the engineer had developed from his analysis of pozzolan shipments from Creal. The weight of 52,000 pounds assertedly is the average weight of loads of bulk cement which petitioner has transported in highway vehicles which are loaded and unloaded pneumatically.^{6/} Likewise, the weight of 50,000 pounds assertedly is a fair representation of the load weights both of cement in sacks and of pozzolan in sacks. The additional amount of \$11.75 for excess time was derived from a charge for stand-by time which various cement carriers assess pursuant to a tariff which they have published in their own behalf.^{7/}

The traffic manager urged that the rates for pozzolan be included in Minimum Rate Tariff No. 10 for the reason that the transportation of pozzolan and of cement are "as similar as two peas in a pod" and the transportation of pozzolan should be subject to the same rules and restrictions as those which apply to cement. The traffic manager said that if, on the other hand, the Commission concludes that the rates should be published in Minimum Rate Tariff No. 2, said tariff should be augmented by the inclusion therein of

^{6/} According to the engineer, a load weight of 51,350 pounds was used by the Commission's staff in its development of the costs of transporting cement.

^{7/} Western Motor Tariff Bureau Local Freight Tariff No. 17, Cal. P.U.C. No. 21, Item No. 2000.

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rules from Minimum Rate Tariff No. 10 which are appropriate to the transportation of pozzolan.

In urging the inclusion of the rates for pozzolan in Minimum Rate Tariff No. 10, petitioner's traffic manager also urged that the rates be published by the prescription of amounts to be added to the cement rates to produce the rates for pozzolan. The additives which the traffic manager thus proposed are set forth in Tables Nos. 1 and 2 below:

Table No. 1

Additives to Bulk Cement Rates
to Produce Proposed Rates for Pozzolan, in Bulk

<u>Distance</u> <u>(in constructive miles)</u>		<u>Additive</u> <u>(in cents per 100 pounds)</u>
<u>More</u> <u>than</u>	<u>But not</u> <u>more than</u>	
0	40	2-3/4
40	80	3
80	120	3-1/4
120	160	3-1/2
160	200	3-3/4
200	240	4
240	280	4-1/4
280	340	4-1/2
340	380	4-3/4
380	440	5
440	480	5-1/4
480	-	5-1/2

Table No. 2

Additives to Rates for Cement in Sacks
to Produce Proposed Rate for Pozzolan in Sacks

<u>Distance</u> <u>(in constructive miles)</u>		<u>Additive</u> <u>(in cents per 100 pounds)</u>
<u>More</u> <u>than</u>	<u>But not</u> <u>more than</u>	
0	90	2-1/4
90	110	2-1/2
110	130	2-3/4
130	160	3
160	200	3-1/4
200	240	4
240	280	4-1/4
280	340	4-1/2
340	380	4-3/4
380	440	5
440	480	5-1/4
480	-	5-1/2

The traffic manager also submitted specific scales of rates (Exhibit No. 45-10, Case No. 5440) for inclusion in Minimum Rate Tariff No. 2 in the event the Commission concludes that the rates for pozzolan should be published in that tariff instead of in Minimum Rate Tariff No. 10.

Petitioner's proposal that the rates for pozzolan be included in Minimum Rate Tariff No. 10 was supported by representatives of the Monolith Portland Cement Company and of the American Cement Corporation. It was opposed by representatives of the Southwestern Portland Cement Company, the Kaiser Cement and Gypsum Corporation, the Calaveras Cement Company and the Lone Star Cement Company.^{8/} In general the inclusion of the

^{8/} The opposition of the Calaveras Cement Company and of the Lone Star Cement Company was registered in the earlier hearing in this matter.

rates for pozzolan in Minimum Rate Tariff No. 10 was supported for the reasons that pozzolan (with certain exceptions) is manufactured by producers of cement; is used with and at times in competition with cement, and is transported by the carriers of cement. The opposition to petitioner's proposal was mainly on the grounds that by design Minimum Rate Tariff No. 10 is a specialized tariff dealing almost wholly with cement, and its specialized nature should not be changed by the inclusion of rates for other commodities.

The establishment of commodity rates for pozzolan as petitioner requests was opposed by the California Trucking Association (CTA). In the briefs which it filed subsequent to the further hearing on October 10, 1968, the CTA argues that there is insufficient evidence of volume of traffic, special transportation conditions or other circumstances to justify the establishment of commodity rates for pozzolan; that the evidence of costs is not adequate as a basis for minimum rates, and that the proposed rates have not been shown to be reasonable. It asserts that rates for pozzolan should not be constructed on the basis of rates for cement, because the cement rates have been developed on the peculiar and special conditions applicable to the movement of cement, and the cement rate structure is proper for the transportation of cement and nothing else.

Discussion

The opposition of the California Trucking Association to the establishment or continuation of minimum commodity rates for pozzolan raises a fundamental issue whether the record which has been adduced in this matter is sufficient for the prescription of lawful minimum rates for the future for the transportation in question. Before considering various aspects of petitioner's proposals, we shall direct our attention to the issue raised by the California Trucking Association.

Petitioner's proposals are directed to a wide area, since they seek the establishment (or continuation) of minimum commodity rates for pozzolan (a) within Southern Territory and (b) elsewhere throughout the State if the Commission so sees fit. The arguments of the California Trucking Association have considerable force, particularly as they apply to whether the interim statewide commodity rates for pozzolan which were prescribed by Decision No. 73585 should be made permanent.^{9/}

In establishing or approving minimum rates, the Commission is required by Section 3662 of the Public Utilities Code to "give due consideration to the costs of all of the transportation services performed, including length of haul ... the value of the commodity transported, and the value of the facility reasonably necessary to perform the transportation service."

No evidence bearing on the costs of transporting pozzolan outside of Southern Territory was presented at the further hearing. Other evidence which was earlier received relative to the costs of

^{9/} The term "permanent" is here used relatively to distinguish such rates as may be hereinafter prescribed from the interim rates which were prescribed by Decision No. 73585. Since all rates are subject to change according to changes in transportation conditions, no rate is "permanent" in a strict sense.

service outside of Southern Territory is meager at the best. It must be concluded that for the approval or prescription of permanent minimum commodity rates outside of Southern Territory, the cost evidence of record is insufficient for the Commission to give the consideration to the cost of service, which is required by Section 3662 of the Public Utilities Code. Permanent minimum commodity rates for the transportation of pozzolan outside of Southern Territory should not be prescribed on this record. The interim rates for such transportation which were established by Decision No. 73585 should be cancelled.

A different situation prevails with respect to minimum commodity rates for the transportation of pozzolan in bulk within Southern Territory. It appears that rates which generally correspond to the interim rates prescribed by Decision No. 73585 may be reasonably continued as permanent rates for Southern Territory. The record as it has been developed at the further hearing confirms petitioner's earlier presentation relative to the similarity of the circumstances in which cement and pozzolan are transported from petitioner's plant at Creal. The same carriers transport both commodities; the same equipment is used in either case, and the destinations are, for the most part, the same, inasmuch as the pozzolan is being shipped mainly to projects of the California Water Plan to be used as an additive to the cement which is also being shipped to the same projects for construction purposes. The principal differences between the pozzolan and cement shipments are the lighter density and the

longer loading and unloading times of the pozzolan. However, if compensating allowances are made for these differences, the carriers would receive about the same revenues per load from the transportation of pozzolan as they do from the transportation of cement.

It appears that the showing of the engineer for petitioner provides a usable measure of the differences between the costs of transporting pozzolan and cement in bulk. The actual amounts of the differences appear to be something other than the amounts which the engineer developed, inasmuch as the differences were computed by the engineer in relation to costs of transporting bulk cement which had been developed by the Commission's staff. However, it is clear from the rates which the Commission prescribed for the transportation of cement that the Commission found that the rates should be set at a different level than that indicated by the staff's costs. If this circumstance is taken into account in conjunction with the cost differences developed by the engineer, it appears that rates for pozzolan which are constructed by adding the amounts in Table No. 3 below to the corresponding rates in Minimum Rate Tariff No. 10 for the transportation of bulk cement in Southern Territory will compensate the carriers for additional costs incurred in transporting pozzolan over those incurred in transporting cement, and will return to the carriers approximately

the same earnings per load from the transportation of pozzolan as from the transportation of cement:

Table No. 3

Amounts to be Added to Rates in
Minimum Rate Tariff No. 10 for the Transportation
of Bulk Cement within Southern Territory
to Produce Rates for the Transportation of
Bulk Pozzolan within Southern Territory

Distance (in constructive miles)		Additive (in cents per 100 pounds)
<u>More than</u>	<u>But not more than</u>	
0	200	2
200	300	2-1/2
300	---	3

The rates for pozzolan, thus constructed, should be continued as permanent minimum commodity rates for the transportation of pozzolan within Southern Territory.

The record in this matter supports the establishment of commodity rates for the transportation of bulk pozzolan within Southern Territory when the shipments are loaded and unloaded pneumatically and when the shipments are pneumatically compacted during the loading processes. It does not, however, support the adoption of the proposal of petitioner's traffic manager that the rates apply also to the transportation of shipments of pozzolan which are loaded by gravity. The traffic manager's proposal was made on the basis of cost and rate assumptions which were not shown to be valid. It may be that events will later disclose a need for commodity rates for pozzolan under gravity loading conditions. Action which is then taken to that end should be

on that basis of factual data which is shown to be reasonably representative of the conditions applicable to the transportation performed.

The record also does not support the establishment of permanent commodity rates for the transportation of pozzolan in sacks. A principal consideration for our conclusion that permanent commodity rates should be established for bulk pozzolan is the substantial volume of pozzolan which will be required in the construction of projects of the California Water Plan during the next several years. The record indicates that the movement of pozzolan to said projects will be mainly in bulk. It does not appear that the volume of the movement of pozzolan in sacks is, or will be, similar or of such volume otherwise as to justify commodity rates therefor.

The rates which are hereinafter provided should be published in Minimum Rate Tariff No. 10 despite the recommendations of several of the cement companies that the rates be published in Minimum Rate Tariff No. 2. Inasmuch as said rates are based largely on the cement rates, a close correlation should be maintained between the rates and the rules for pozzolan and those for cement. The publication of the rates for pozzolan in Minimum Rate Tariff No. 10 will facilitate such correlation. Furthermore, the inclusion of the rates for pozzolan in Minimum Rate Tariff No. 10 should prove a convenience for shippers and carriers of pozzolan alike, inasmuch as the record shows that for the transportation that is mainly involved the carriers of pozzolan

are also carriers of cement, and the shippers of pozzolan are also shippers of cement.

Also, the rates which are hereinafter provided will be made to expire one year after the date that they become effective unless extended, or modified and extended, by further order of the Commission. As previously indicated above, the original establishment of commodity rates for pozzolan, and the continuation of said rates on a permanent basis, are actions which have been, or are being, taken to accommodate the movement of the great amount of pozzolan which will be required in the construction of projects of the California Water Plan by 1973. We believe that the total need for commodity rates for said movement is still in the process of development. In order to keep abreast of said movement, to adjust the rates as changing conditions may warrant, and to cancel the rates when the construction projects of the California Water Plan have been completed and the need for the rates no longer prevails, the rates should be subject to periodic review. This result can be accomplished through subjecting the rates to expiration annually or sooner if necessary.

One further matter to be considered is the date that the rates should become effective. Said rates are more restrictive than the interim rates which now apply in that they are limited in application to pozzolan which is pneumatically loaded and unloaded and pneumatically compacted in the loading process. In order to enable the shippers of

pozzolan to adjust to these limitations if they so desire, the rates will be made effective 120 days after the effective date of this order.^{10/}

Findings

On the record as developed at the initial hearing on July 31, 1967, and at the further hearing on October 10, 1968, in this matter (Petition No. 45, Case No. 5440; also Order Setting Hearing, Decision No. 73587, Case No. 5432), and on the basis of the briefs and reply briefs which were timely filed, the Commission finds that:

1. Pozzolan is a material which, when added to cement in the making of concrete, imparts qualities to the concrete which are desired in the construction of dams, tunnels, canals and water conduits.
2. A large quantity of pozzolan will be required and used in the construction of projects of the California Water Plan.
3. Various cement companies and others are undertaking to manufacture pozzolan to meet the needs of the California Water Plan.
4. Interim commodity rates for the transportation of pozzolan in bulk and in sacks have been hitherto established by Decision No. 73585 dated January 9, 1968, in Case No. 5440.

^{10/} At the time of the further hearing in this matter American Cement Corporation at Crestmore was the only producer of pozzolan in Southern Territory other than petitioner. Said company had commenced the production of pozzolan only recently. No evidence was presented at the further hearing concerning the company's loading and unloading procedures.

5. Class rates which apply to the transportation of pozzolan pursuant to Minimum Rate Tariff No. 2 are not wholly appropriate minimum rates for the movement of pozzolan in the volume to meet the needs of the California Water Plan.

6. Pozzolan in bulk is a material which can be, and is, transported under virtually the same conditions as bulk cement.

7. Principal differences between the transportation characteristics of pozzolan and of cement are: (a) the density of pozzolan is less, resulting in lesser weights per vehicle load of pozzolan than of cement, and (b) more time is required for the loading and unloading of pozzolan than for the loading and unloading of cement because the efficient loading of pozzolan requires the expulsion of air which is entrained in pozzolan in the loading process.

8. Evidence which was presented by the engineer-consultant for applicant provides an acceptable basis of measuring the additional costs per load of transporting bulk pozzolan over the costs of transporting bulk cement in Southern Territory as defined in Minimum Rate Tariff No. 10.

9. The record shows that the establishment of minimum commodity rates (other than the interim rates prescribed by Decision No. 73585) is required to accommodate the movement of bulk pozzolan within Southern Territory to meet the needs of the California Water Plan.

10. No need has been shown for the continuation of the interim rates for pozzolan which were established by Decision No. 73585, or for the establishment of other commodity rates

for the transportation of pozzolan within Northern Territory or between points in Northern Territory and points in Southern Territory or for the transportation of pozzolan in packages within Southern Territory.

11. Rates for the transportation of bulk pozzolan within Southern Territory which are constructed as set forth in Table No. 3 above will return substantially the same revenues per load as the rates in Minimum Rate Tariff No. 10 for the transportation of bulk cement in Southern Territory. Subject to the requirement that the pozzolan is loaded and unloaded pneumatically, and that the loads are compacted pneumatically, said rates for pozzolan are, and will be, reasonable and nondiscriminatory minimum rates for the transportation of pozzolan within Southern Territory by highway common carriers, radial highway common carriers and highway contract carriers.

12. The proper correlation of said rates for pozzolan with those for cement requires that the rates for pozzolan be published in Minimum Rate Tariff No. 10.

Conclusions

1. Minimum rates in accordance with the foregoing findings in Paragraph 11 for the transportation of pozzolan in bulk within Southern Territory should be published in Minimum Rate Tariff No. 10; said rates should expire one year after the date they become effective unless extended, or changed and extended, by further order of the Commission; also, said rates should become effective 120 days after the effective date of this order.

2. The interim rates which were established by Decision No. 73585 for the transportation of pozzolan should be canceled concurrently with the date that the rates which are established pursuant to Paragraph No. 1, above, become effective.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 10 (Appendix A to Decision No. 44633, as amended) is further amended by incorporating therein, to become effective October 14, 1969, Supplement No. 14 attached hereto and made a part hereof by this reference.

2. Tariff publications required to be made by common carriers as a result of the order herein shall be filed not earlier than October 3, 1969, and shall be made effective October 14, 1969, on not less than ten days' notice to the Commission and to the public and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than October 14, 1969, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff supplement incorporated in this order.

3. Common carriers, in establishing and maintaining the rates and rules 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 and rules 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.

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

Dated at Los Angeles, California, this 27th day of MAY, 1969.

William J. Lyons
President

[Signature]

[Signature]
Commissioners

Commissioner A. W. Gatev, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Fred P. Morrissey, being necessarily absent, did not participate in the disposition of this proceeding.

SUPPLEMENT NO. 14

(Supplements Nos. 13 and 14 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

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

CEMENT CONTRACT CARRIERS

*(E) RATES FOR THE TRANSPORTATION OF
POZZOLAN

(See Page 2 of This Supplement)

(E) Expires with October 13, 1970.

* Addition, Decision No. 75718

EFFECTIVE

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

(E) RATES FOR THE TRANSPORTATION OF
POZZOLAN

Rates for the transportation of Pozzolan, in bulk, subject to a minimum weight of 47,500 pounds per shipment apply subject to the following conditions:

1. The transportation is between points within Southern Territory (see Item No. 80);
2. The Pozzolan is loaded and unloaded pneumatically and compacted pneumatically in the vehicles in the loading process; and
3. The rates herein do not alternate with class rates published in Minimum Rate Tariff No. 2.

Rates in cents per 100 pounds for the transportation of Pozzolan, in bulk, shall be determined by adding the following amounts to the minimum rates set forth in Items Nos. 210 and 215 of this tariff for the transportation of cement, in bulk, between points within Southern Territory:

Distance in Miles (see Item No. 50)		Additive (in cents per 100 pounds)
Over	But Not Over	
0	200	2
200	300	2½
300	-	3

THE END

(E) Expires with October 13, 1970, Decision No. 75718