

**ORIGINAL**

Decision No. 76135

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 said rock, gravel and related items (Commodities for which rates are provided in Minimum Rate Tariff Nos. 7 and 17).

Case No. 5437  
Petition for Modification  
No. 181  
(Filed February 17, 1969)

Shunro Fujioka, for Select Base Materials, Inc., petitioner.  
E. O. Blackman, for California Dump Truck Owners Association, interested party.  
H. F. Kollmyer, Arlo D. Poe and J. C. Kaspar, for California Trucking Association, interested party.  
Harry C. Phelan, Jr., for California Asphalt Pavement Association, interested party.  
C. Fred Imhof, for Industrial Asphalt, Inc., interested party.  
Ralph J. Staunton and William H. Well, for the Transportation Division of the Commission's staff.

O P I N I O N

Petitioner, Select Base Materials, Inc., is a producer of decomposed granite. It excavates decomposed granite at various locations in the Hollywood Hills, and ships said material to users thereof in and about the Los Angeles area. The shipments are transported by for-hire carriers operating dump truck equipment. The transportation is subject to the minimum zone rates which are set forth in Minimum Rate Tariff No. 17.

Other producers of decomposed granite with whom petitioner competes are Mid City Granite Company, 6510 Forest Lawn Drive, Los Angeles, Processed Materials Company, Browns Canyon Road, Chatsworth, and Sand Bar Materials, Inc., 16501 Foothill Boulevard, Sylmar.<sup>1/</sup> The transportation of decomposed granite which is performed by for-hire carriers for these producers is subject to the distance rates in Minimum Rate Tariff No. 7.<sup>2/</sup>

Petitioner alleges that the zone rates which apply to its shipments are unreasonably and prejudicially high in relation to the distance rates which apply to the shipments of its competitors. By this petition it seeks either:

a. The suspension of the zone rates and the application of the distance rates to its shipments, or

b. Extension of the zone rates so that they apply to the decomposed granite shipments of Mid City Granite Company, Processed Materials Company and Sand Bar Materials, Inc.

Public hearing on the petition was held before Examiner Abernathy at Los Angeles on May 1, 1969. The hearing was limited to consideration of whether the zone rates in question should be temporarily suspended pending further investigation and hearing.

Evidence was presented by petitioner's president who testified that Select Base Materials, Inc., has been shipping

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<sup>1/</sup> Chatsworth and Sylmar are communities within the City of Los Angeles.

<sup>2/</sup> Minimum rates on an hourly basis are also set forth in Minimum Rate Tariff No. 7.

decomposed granite from production areas in the Hollywood Hills for more than 20 years. He said that recently, however, his company had had to suspend its operations in the Hollywood area. This action, he said, had been forced upon his company by the differences between the zone and distance rates. To show the extent of said differences, he submitted an exhibit comparing the zone rates for the transportation of decomposed granite from the Hollywood Hills with the distance rates for the transportation of decomposed granite for like distances. A sampling of these comparisons indicates that the zone rates are 40 to 75 percent higher than the distance rates. Examples of these comparisons are set forth in the margin below.<sup>3/</sup> Petitioner's president declared that his company cannot pay the zone rates and effectively meet the competition of the above-named decomposed granite companies who are subject to the distance rates. He said that his company is currently operating from the Burbank area, and

<sup>3/</sup> Examples of zone rates and distance rates for like distances:

<u>Between Production Area</u>	<u>And Delivery Zone</u>	<u>Distance (in Miles)</u>	<u>Rate in Cents per Ton</u>	
			<u>Zone</u>	<u>Distance</u>
19-EE	19001	25.0	193	128
19-EE	19076	16.6	146	103
19-Q	19176	13.6	152	87
19-Q	19196	14.8	167	95
19-QA	19221	26.8	237	138
19-QA	19236	32.0	260	155
19-QB	19090	11.2	118	80
19-QB	19091	9.0	104	66
19-R	19110	6.5	84	56
19-R	19119	4.0	59	39

that its operations there are not subject to the zone rates; however, it will resume its operations in the Hollywood Hills if the zone rates are suspended.

Representatives of the California Dump Truck Owners Association, of the California Trucking Association, of the California Asphalt Pavement Association and of the Commission's staff participated in the development of the record. No one opposed the suspension of the zone rates which petitioner seeks. However, the representatives of the California Dump Truck Owners Association and of the California Trucking Association both expressed concern regarding what action the Commission may take following its decision on petitioner's request here. They pointed out what they believe to be important problems which have been highlighted by the petition and which have not been dealt with, such problems including the question of whether producers who are located outside of a system of zones and who compete with producers subject to zone rates should be brought within the system of zone rates by Commission mandate. Another of the mentioned problems is whether zone rates for the transportation of decomposed granite from the Hollywood Hills area should be canceled in their entirety instead of being suspended. The representative of the California Trucking Association also said that consideration should be given to whether zone rates for the transportation of decomposed granite from Production Area L, a production area near Montebello, should likewise be suspended. The associations' representatives urged that as part of its action on petitioner's request the Commission take further

action as necessary to bring about a prompt and permanent solution to such problems.

Discussion

The evidence in this matter is clear and uncontradicted that the competitive difficulties which petitioner has been experiencing in connection with its operations in the Hollywood Hills are attributable to substantial differences between the zone and distance rates which apply under the Commission's minimum rate orders for the transportation of decomposed granite in and about Los Angeles. The evidence does not show that the differences are justified by differences in transportation conditions. The record is convincing that the differences are such as to be unduly detrimental to petitioner.<sup>4/</sup>

The remedy which petitioner here seeks, i.e., suspension of the zone rates, is one of several actions which might be taken to cure the assailed situation. Examples of other actions which would accomplish the same result are: increasing the distance rates to the approximate level of the zone rates; reducing the zone rates to the approximate level of the distance rates; increasing the distance rates and reducing the zone rates; suspending the distance rates; and suspending tariff rules which prohibit petitioner from assessing distance rates as an alternative to zone rates.

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<sup>4/</sup> Our conclusions concerning the differences in the rates are based on the relationship of the zone rates to the distance rates as a whole, and carry no implication that every difference between the zone and distance rates, if considered individually, would be unduly detrimental.

Consideration of what remedy may and should be adopted herein and what further action or actions, if any, should be taken impels an examination into the respective zone and distance rate structures for causes which may have created the assailed situation. Such examination discloses that the present level of the distance rates was first established in January, 1951, when the rates were adjusted to reflect then-applicable costs. The zone rates, on the other hand, were completely revised in October, 1965, on the basis of cost studies which had been specifically made for that purpose, and they have been further adjusted in February, 1969, to give effect to cost increases which have occurred more recently. Inasmuch as the distance rates have not been adjusted for more than 18 years, during which time the costs of dump truck transportation have increased repeatedly, it is fair to conclude that the distance rates have not kept pace with increases in the costs of service to the same extent as the zone rates. Accordingly, we are of the opinion that the source of the differences between the zone rates and the distance rates is not that the zone rates are unduly high, but that the distance rates are unduly low for the transportation involved herein.

This conclusion suggests that the differences between the zone and distance rates should be eliminated by increasing the distance rates. Whether such course should be ultimately adopted is a matter that goes beyond the confines of this record. Nevertheless, the demonstrated exigencies of

petitioner's situation require that action be taken to relieve petitioner from its present plight.

Although this result can be accomplished by the granting of petitioner's request for suspension of the zone rates, thereby making the distance rates applicable to petitioner's shipments, we believe that the preferable remedy would be the suspension of the rules in Minimum Rate Tariffs Nos. 7 and 17 which prohibit the alternative application of distance rates to transportation (of decomposed granite) for which zone rates have been provided. This course would retain the zone rates where equitable, and would permit the assessing of the distance rates otherwise. This course will be followed.

Our action in thus permitting the alternation of the zone and distance rates should be regarded as granting relief in this case only. We agree with the representatives of the California Dump Truck Owners' Association and of the California Trucking Association that further steps are necessary to bring about a more permanent solution to other problems which are involved in this matter. The staff is requested to provide the Commission with a recommendation for further dealing with this problem.

Findings

1. Substantial differences exist between (a) the zone rates in Minimum Rate Tariff No. 17 which apply as minimum rates for the transportation of decomposed granite from production areas in the Hollywood Hills (Production Areas 19-EE, 19-Q, 19-QA, 19-QB, 19-R, and 19-Z) to various delivery zones and (b) the distance rates in Minimum Rate Tariff No. 7 which apply as minimum rates for the transportation of decomposed granite from points outside of said production areas to points within the same delivery zones.

2. The differences between said zone rates and distance rates are not justified by transportation conditions.

3. The differences are unduly detrimental to the transportation of decomposed granite from said production areas by for-hire carriers operating dump truck equipment.

Conclusions

The rules in Minimum Rate Tariff Nos. 7 and 17 which prohibit the charging of distance rates as an alternative to zone rates should be suspended until further order of the Commission insofar as said rules apply to the transportation of decomposed granite from the production areas named in Paragraph No. 1 of the above Findings.



O R D E R

IT IS ORDERED that:

1. Pending further action on this petition, Minimum Rate Tariff No. 7 (Appendix A to Decision No. 32566), as amended, is hereby further amended by incorporating therein, to become effective October 11, 1969, the revised pages attached hereto, which pages are identified as follows and by this reference are made a part hereof:

Nineteenth Revised Page 4  
Tenth Revised Page 7  
Original Page 7-B  
Sixteenth Revised Page 8

Also, Minimum Rate Tariff No. 17 (Appendix B of Decision No. 69469), as amended, is hereby further amended by incorporating therein, to become effective October 11, 1969, the revised pages attached hereto, which pages are identified as follows and by this reference are made a part hereof:

Thirty-third Revised Page 1-2  
Sixth Revised Page 1-2.4  
First Revised Page 21

2. In all other respects said Decisions Nos. 32566 and 69469, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 3rd day of SEPTEMBER, 1969.

William J. ...  
President  
...  
...  
...

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

SECTION 1--RULES AND REGULATIONS (Continued)	ITEM
<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. They apply for transportation of property by radial highway common carriers and highway contract carriers, as defined in said Highway 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 94.</p>	20
<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. *(See Exception).</p> <p>(d) Property which is exempt from regulation by the Interstate Commerce Commission under Section 203(b) (8) of the Interstate Commerce Act.</p> <p>For rates for the transportation of commodities in dump truck equipment, other than as provided in this tariff, see Minimum Rate Tariff 1-B, 2, 5, 9-B, 17 or 19, as the case may be.</p> <p>*EXCEPTION.--Distance rates on decomposed granite in Item 131 of this tariff alternate with the zone rates in Section 21 of Minimum Rate Tariff 17 from Production Areas 19-EE, 19-Q, 19-QA, 19-QB, 19-R and 19-Z.</p>	625
<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>	30
<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>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.</p>	35
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be:</p> <p>(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.</p> <p>(b) For shipments of lightweight aggregates when moving within the Northern Territory under rates named in Item 138: the shortest resulting mileage, computed in accordance with the method provided in the Distance Table.</p>	40
<p>6 Change ) Decision No. <b>76135</b>        * Addition)</p>	
EFFECTIVE	
Correction 1307	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

MINIMUM RATE TARIFF 7

SECTION 2--DISTANCE RATES	ITEM
<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>	100
<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 100.</p>	110
<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 131 or in Items 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 130 or in Items 138 and 148.</p>	120
<p style="text-align: center;">ALTERNATIVE APPLICATION OF DISTANCE        RATES WITH COMBINATION RATES BASED UPON ZONE RATES        IN SECTION 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 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 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 131, 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>	125
<p>Change, Decision No. <b>76135</b></p>	
<p><b>EFFECTIVE</b></p>	
<p>Correction 1308</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,        SAN FRANCISCO, CALIFORNIA</p>

SECTION 2—DISTANCE RATES (Continued) In Cents per Ton			ITEM				
<p>MATERIAL, viz.: (1)</p> <table style="width:100%; border: none;"> <tr> <td style="width:33%; vertical-align: top;">                     Granite, decomposed, Gravel, Sand, Stone, crushed, chips, waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, sawed, not further finished, Barium, clay or silicate mud compounds, dry, oilwell drilling,                 </td> <td style="width:33%; vertical-align: top;">                     Cement clinker, Clay, Cullet (glass, broken or crushed), Dolomite, deadburned, Earth, Gypsum rock, crude, not further processed than broken or crushed, Loam, Mill scale, Mud, dry, oilwell drilling,                 </td> <td style="width:33%; vertical-align: top;">                     Perlite rock, crude, not expanded, not further processed than broken, crushed or ground, Pyrite cinders, Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried, Shale, Slag, Soapstone or Talc, crude, in blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides.                 </td> <td></td> </tr> </table> <p style="text-align: center;">Between Points in Northern Territory (See Items 110 and 120).</p>				Granite, decomposed, Gravel, Sand, Stone, crushed, chips, waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, sawed, not further finished, Barium, clay or silicate mud compounds, dry, oilwell drilling,	Cement clinker, Clay, Cullet (glass, broken or crushed), Dolomite, deadburned, Earth, Gypsum rock, crude, not further processed than broken or crushed, Loam, Mill scale, Mud, dry, oilwell drilling,	Perlite rock, crude, not expanded, not further processed than broken, crushed or ground, Pyrite cinders, Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried, Shale, Slag, Soapstone or Talc, crude, in blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides.	
Granite, decomposed, Gravel, Sand, Stone, crushed, chips, waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, sawed, not further finished, Barium, clay or silicate mud compounds, dry, oilwell drilling,	Cement clinker, Clay, Cullet (glass, broken or crushed), Dolomite, deadburned, Earth, Gypsum rock, crude, not further processed than broken or crushed, Loam, Mill scale, Mud, dry, oilwell drilling,	Perlite rock, crude, not expanded, not further processed than broken, crushed or ground, Pyrite cinders, Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried, Shale, Slag, Soapstone or Talc, crude, in blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides.					

MILES		RATES(3)		MILES		RATES(3)			
		Minimum Weight in Tons				Minimum Weight in Tons			
Over	But Not Over	See Item 90	27(a)	Over	But Not Over	See Item 90	27(a)		
0	1	30	23	30	31	148	126		
1	2	35	26	31	32	151	129		
2	3	38	29	32	33	155	133		
3	4	43	32	33	34	158	136		
4	5	47	35	34	35	162	139		
5	6	52	39	35	37	168	143		
6	7	55	42	37	39	174	150		
7	8	60	46	39	40	180	153		
8	9	64	49	40	41	180	155		
9	10	67	53	41	43	186	161		
10	11	72	56	43	45	192	167		
11	12	76	60	43	50	206	180		
12	13	79	63	50	55	221	192		
13	14	83	67	55	60	235	204		
14	15	86	70	60	65	250	216		
15	16	91	74	65	70	264	228		
16	17	95	77	70	75	278	240		
17	18	98	81	75	80	293	252		
18	19	102	84	80	85	306	264		
19	20	106	87	85	90	319	276		
20	21	110	91	90	95	332	288		
21	22	114	94	95	100	346	300		
22	23	118	98	100	(See Note)				
23	24	121	101	NOTE: Add to rate for 100 miles for each 5 miles or fraction thereof					
24	25	125	105			13	12		
25	26	128	108						
26	27	132	112						
27	28	137	115						
28	29	140	119						
29	30	144	122						

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- (1) Rates do not apply on commodities described in Item 140.
- (2) Rates on this page transferred from Fifteenth Revised Page 8.
- (3) Rates are subject to Item 96.
- (4) Except as otherwise provided in Item 96, the minimum weight must be transported in one unit of equipment at one time.

Change, Decision No. **76135**

EFFECTIVE

Correction 1700

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
SAN FRANCISCO, CALIFORNIA.

SECTION 2--DISTANCE RATES (Continued) In Cents per Ton			ITEM
<p>MATERIAL, viz.: (1)</p> <p>*(2) Granite, decomposed,                      Gravel,                      Sand,                      Stone, crushed, chips, waste,                      Stone, natural, blocks, pieces                      or slabs, rough quarried,                      Stone, natural, sawed, not                      further finished,                      Barium, clay or silicate mud                      compounds, dry, oilwell                      drilling,</p> <p style="margin-left: 100px;">Cement clinker,                      Clay,                      Cullet (glass, broken or                      crushed),                      Dolomite, dead-burned,                      Earth,                      Gypsum rock, crude, not further                      processed than broken or                      crushed,                      Loam,                      Mill scale,                      Mud, dry, oilwell drilling,</p> <p style="margin-left: 100px;">Perlite rock, crude, not expanded,                      not further processed than broken,                      crushed or ground,                      Pyrite cinders,                      Pyrophyllite, crude, in blocks,                      pieces or slabs, rough quarried,                      Shale,                      Slag,                      Soapstone or Tale, crude, in blocks,                      pieces or slabs, rough quarried or                      not further finished than sawed or                      chipped on four sides.</p> <p style="text-align: center;">Between Points in Southern Territory (See Items 100 and 120).</p>			

MILES		RATE	MILES		RATE
Over	But Not Over		Over	But Not Over	
0	1	22	70	71	155
1	2	27	71	72	155
2	3	34	72	73	155
3	4	39	73	74	155
4	5	44	74	75	155
5	6	49	75	76	175
6	7	56	76	77	175
7	8	61	77	78	175
8	9	66	78	79	191
9	10	71	79	80	191
10	11	80	80	81	191
11	12	80	81	82	208
12	13	87	82	83	228
13	14	87	83	84	244
14	15	95	84	85	261
15	16	95	85	86	279
16	17	103	86	87	296
17	18	103	87	88	314
18	19	110	88	89	332
19	20	110	89	90	350
20	21	119	90	91	368
21	22	119	91	92	384
22	23	119	92	93	
23	24	128	93	94	
24	25	128	94	95	
25	26	128	95	96	
26	27	138	96	97	
27	28	138	97	98	
28	29	138	98	99	
29	30	138	99	100	

NOTE: Add to rate for 100 miles for each 5 miles or fraction thereof

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- (1) Rates do not apply on commodities described in Item 140.
- (2) Rates on decomposed granite alternate with the rates in Section 21 of Minimum Rate Tariff 17 from Production Areas 19-EE, 19-Q, 19-QA, 19-QB, 19-R and 19-Z.
- (3) Northern Territory rates shown on this page transferred to Original Page 7-8.

Change )  
 Addition ) Decision No. **76135**

EFFECTIVE

Correction 1310

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES AND REGULATIONS (CONTINUED)

\*TARIFF PAGES CHECK SHEET

ORIGINAL AND REVISED PAGES AS NAMED BELOW AND SUPPLEMENT 8 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF IN EFFECT ON THE DATES SHOWN THEREON. DECISION NUMBERS AND DATES ARE NOT SHOWN OPPOSITE PAGE REVISIONS BELOW WHICH WERE IN EFFECT PRIOR TO APRIL 20, 1968. THE DECISION NUMBERS AND DATES WILL BE SHOWN ON FURTHER REVISIONS OF SUCH PAGES.

PAGE NUMBER	REVISION NUMBER	DECISION NUMBER	DATE	PAGE NUMBER	REVISION NUMBER	DECISION NUMBER	DATE
TITLE	3RD ORIGINAL	74755	10/1/68	1-20	ORIGINAL		
1	5TH	75149	12/27/68	1-21	5TH	75249	1/28/69
1-1	*33RD			1-22	3RD	75249	1/28/69
1-2	6TH	75741	6/3/69	1-23	1ST	73653	1/23/68
1-2.1	4TH	75848	6/24/69	2	2ND		
1-2.2	3RD	75149	12/27/68	2-1	1ST	75317	2/11/69
1-2.3	*6TH			2-2	1ST	75317	2/11/69
1-2.4	5TH	75249	1/28/69	2-3	2ND	75317	2/11/69
1-3	5TH	75249	1/28/69	2-4	1ST	75317	2/11/69
1-3.1	3RD	75249	1/28/69	2-5	1ST	75317	2/11/69
1-4	2ND	75249	1/28/69	2-6	1ST	75317	2/11/69
1-4.1	3RD	74755	10/1/68	2-7	1ST	75317	2/11/69
1-5	5TH	74755	10/1/68	2-8	1ST	75317	2/11/69
1-6	4TH	75249	1/28/69	2-9	1ST	75317	2/11/69
1-7	5TH	75249	1/28/69	2-10	1ST	75317	2/11/69
1-8	1ST	74999	11/26/68	2-11	1ST	75317	2/11/69
1-8.1	2ND			3	ORIGINAL		
1-9	1ST			4	2ND		
1-10	ORIGINAL			4-A	5TH	75149	12/27/68
1-11	ORIGINAL			4-A-1	5TH	75149	12/27/68
1-12	1ST	74755	10/1/68	4-A-2	5TH	75149	12/27/68
1-13	ORIGINAL	73999	4/16/68	4-B	5TH	75149	12/27/68
1-13.1	ORIGINAL	73999	4/16/68	4-B-1	5TH	75149	12/27/68
1-13.2	4TH	75249	1/28/69	4-B-2	5TH	75149	12/27/68
1-14	ORIGINAL			4-CC	5TH	75149	12/27/68
1-14.1	4TH	75249	1/28/69	4-CC-1	5TH	75149	12/27/68
1-15	1ST	75249	1/28/69	4-E	5TH	75149	12/27/68
1-15.1	4TH	75249	1/28/69	4-E-1	5TH	75149	12/27/68
1-16	ORIGINAL			4-E-2	5TH	75149	12/27/68
1-17	ORIGINAL			4-F	5TH	75149	12/27/68
1-18	ORIGINAL			4-F-1	5TH	75149	12/27/68
1-19	ORIGINAL			4-F-2	5TH	75149	12/27/68

\* CHANGE

EFFECTIVE

CORRECTION 1228

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA

SECTION 1--RULES AND REGULATIONS (Continued)

\*TARIFF PAGES CHECK SHEET (Concluded)

Original and revised pages as named below and Supplement 8 contain all changes from the original tariff in effect on the dates shown thereon. Decision numbers and dates are not shown opposite page revisions below which were in effect prior to April 20, 1968. The decision numbers and dates will be shown on future revisions of such pages.

Page Number	Revision Number	Decision Number	Date	Page Number	Revision Number	Decision Number	Date
17-D	4th	75149	12/27/68	21-ZE-1	4th	75149	12/27/68
17-D-1	3rd	75149	12/27/68	21-ZE-2	4th	75149	12/27/68
17-DD	4th	75149	12/27/68	21-L	4th	75149	12/27/68
17-DD-1	4th	75149	12/27/68	21-L-1	4th	75149	12/27/68
17-DD-2	4th	75149	12/27/68	21-L-2	4th	75149	12/27/68
17-E	4th	75149	12/27/68	21-L-3	2nd	75149	12/27/68
17-E-1	3rd	75149	12/27/68	21-O	4th	75149	12/27/68
17-H	4th	75149	12/27/68	21-O-1	4th	75149	12/27/68
17-H-1	4th	75149	12/27/68	21-O-2	4th	75149	12/27/68
17-H-2	4th	75149	12/27/68	21-OA	4th	75149	12/27/68
18	Original			21-OA-1	4th	75149	12/27/68
19	Original			21-OA-2	4th	75149	12/27/68
20	Original			21-OB	4th	75149	12/27/68
20-B	3rd	75149	12/27/68	21-OB-1	4th	75149	12/27/68
20-C	3rd	75149	12/27/68	21-OB-2	4th	75149	12/27/68
20-E	3rd	75149	12/27/68	21-R	4th	75149	12/27/68
20-C	3rd	75149	12/27/68	21-R-1	4th	75149	12/27/68
20-I	3rd	75149	12/27/68	21-R-2	4th	75149	12/27/68
20-J	3rd	75149	12/27/68	21-Z	4th	75149	12/27/68
20-K	3rd	75149	12/27/68	21-Z-1	4th	75149	12/27/68
20-L	3rd	75149	12/27/68	21-Z-2	4th	75149	12/27/68
20-M	3rd	75149	12/27/68	22	2nd	75249	1/28/69
*21	1st			22-1	3rd	75589	4/22/69
21-ZE	4th	75149	12/27/68	22-2	2nd	75249	1/28/69
				23	Original	75249	1/28/69
				23-1	Original	75249	1/28/69

\* Change

EFFECTIVE

Correction 1229

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

SECTION 21  
ZONE RATES  
FOR THE  
TRANSPORTATION OF DECOMPOSED GRANITE

FROM  
Production Areas  
Located Within  
LOS ANGELES COUNTY  
(except Antelope Valley/Mojave Desert portion thereof)

TO  
Delivery Zones  
Located Within  
LOS ANGELES COUNTY

AND  
ORANGE COUNTY

\*Rates on decomposed granite from Production Areas 19-EE, 19-O, 19-QA, 19-QB, 19-R and 19-Z in Section 21 of this tariff alternate with the distance rates in Item 131 of Minimum Rate Tariff 7.

\* ADDITION, DECISION NO. 76135

EFFECTIVE

CORRECTION 1230

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
SAN FRANCISCO, CALIFORNIA.