

ORIGINAL

Decision No. 80124

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 highway carriers relating to  
the transportation of sand, rock,  
gravel and related items (commodi-  
ties for which rates are provided  
in Minimum Rate Tariffs 7 and 17).

Case No. 5437  
Petition for Modification  
No. 207  
(Filed January 5, 1971)

OPINION AND ORDER

Decision No. 79937, issued April 11, 1972, in Case No. 5432, Petition for Modification No. 621, et al., established revised provisions governing alternative application of common rates in Minimum Rate Tariff 2, and found that corresponding amendments should be made in comparable provisions of Minimum Rate Tariffs 7 and 17. That decision also provided that Minimum Rate Tariffs 7 and 17 should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff 7 (Appendix A to Decision No. 32566, as amended) is further amended by incorporating therein, to become effective July 1, 1972, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Minimum Rate Tariff 17, Appendix B to Decision No. 69469, as amended, is further amended by incorporating therein, to become effective July 1, 1972, the revised pages attached hereto and listed in Appendix B, also attached hereto, which pages and appendix by this reference are made a part hereof.

3. 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 31st day of MAY, 1972.

William L. Sturgeon  
Chairman

Thomas L. Sturgeon

Commissioners

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.

C. 5437 (Pet. 207)

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 7

FOURTEENTH REVISED PAGE 3-A

TWELFTH REVISED PAGE 4-A

SECOND REVISED PAGE 4-D

TWELFTH REVISED PAGE 5

(END OF APPENDIX A LIST)

SECTION 1--RULES	ITEM
<p data-bbox="599 340 987 388">DEFINITION OF TECHNICAL TERMS (Items 10, 11 and 12)</p> <p data-bbox="269 444 1281 515">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.</p> <p data-bbox="269 534 1240 582">CARRIER means a radial highway common carrier, a highway contract carrier, or a dump truck carrier as defined in the Highway Carriers' Act.</p> <p data-bbox="269 601 1257 670">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.</p> <p data-bbox="269 689 1245 761">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.</p> <p data-bbox="269 780 1153 877">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.</p> <p data-bbox="269 896 1248 946">CONSIGNEE means the person, firm or corporation to whom the property is to be physically delivered by the carrier.</p> <p data-bbox="269 965 1276 1015">CONSIGNOR means the person, firm or corporation from whom the property was physically received by the carrier for transportation.</p> <p data-bbox="269 1034 1207 1103">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.</p> <p data-bbox="340 1123 847 1149">DISTANCE TABLE means Distance Table 7.</p> <p data-bbox="269 1168 1219 1239">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.</p> <p data-bbox="612 1315 898 1341">(Continued in Item 11)</p>	610
<p data-bbox="277 1429 637 1476">of Change ) Increase ) Decision No.</p> <p data-bbox="731 1450 872 1494">80124</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">COLLECTION OF CHARGES (See Note)</p> <p style="text-align: center;">(For other provisions concerning payments of overlying carriers to underlying carriers, see also Item 94.)</p> <p>(a) Except as otherwise provided in this item, transportation and accessorial charges shall be collected by the carriers prior to relinquishing possession of property entrusted to them for transportation; said charges shall be collected in cash or in the form of valid checks, drafts or money orders.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of the freight in advance of payment of the charges thereon and may extend credit in the amount of such charges to debtors for a period not to exceed the 15th day following the last day of the calendar month in which the transportation was performed. *o(See Exception)</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. *o(See Exception)</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 5 days after the last calendar day of the month in which transportation was performed. *o(See Exception)</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. *o(See Exception)</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>*o(g) When alternative rail carload rates are applied under the provisions of Items 70 and 85 through 91 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p>*EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Items 70 and 85 through 91 of this tariff.</p> <p>NOTE.--Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>	645
<div style="display: flex; justify-content: space-between;"> <div>           / Change )            * Addition )            o Increase )         </div> <div>           Decision No. <span style="font-size: 1.5em;">80124</span> </div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>           ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,            SAN FRANCISCO, CALIFORNIA         </div> </div>	

## MINIMUM RATE TARIFF 7

SECTION 1--RULES (Continued)	ITEM
<p>SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Concluded)          (Items 49 and 49.1)          (Applicable only in connection with Items 70,          85 and 90 of this tariff.)</p> <p>3. In addition to the single multiple lot document, a shipping document shall be issued to the shipper by the carrier for each pickup, including the first. Each such shipping document shall show the date and number of the single multiple lot document and such other information necessary to clear identification of the single multiple lot document.</p> <p>* 4. The entire shipment shall be picked up by the carrier within:</p> <p>(a) a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays, when the highway carrier's trailer equipment is placed for loading by the consignor without the presence of carrier personnel or motive equipment.</p> <p>◇ (b) a 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (a) above.</p> <p>5. The rate for a multiple lot shipment shall be the rate in effect on the date of the first pickup for the transportation of a shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles.</p> <p>6. If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated at a separate shipment. The property picked up in accordance with the provisions of paragraph 1 or paragraph 2 shall constitute the multiple lot shipment.</p>	49.1
<p>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>	50
<p>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;</p> <p>(b) In Northern Territory:          Sand, other than burnt shale sand, 2800 pounds;          Commodities described in Item 146, 1200 pounds;          Other commodities, 3000 pounds.</p>	60
<p>           ‡ Change )            * Addition ) Decision No.            ◇ Increase )         </p> <p style="text-align: center; font-size: 1.5em;">80124</p>	
EFFECTIVE	
<p>Correction</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,          SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 1--RULES (Continued)	ITEM
<p align="center"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></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 91; in connection with shipments originating in Northern Territory, see Note 1, Item 86. (See Notes 2 and 3)</p> <p><b>NOTE 1.--</b>(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><b>NOTE 2.--</b>When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p><b>NOTE 3.--</b>In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p><b>NOTE 4.--</b>When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p>	670
<p align="center"><b>BRIDGE AND FERRY TOLLS</b></p> <p>Except as provided in Item 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>	80
<p align="center"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (APPLICABLE ONLY WITHIN NORTHERN TERRITORY OR FROM NORTHERN TERRITORY TO SOUTHERN TERRITORY) (Items 85 and 86)</b></p> <p>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:</p> <p>(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 (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, from the point of origin to any such team track or private railhead from which the common carrier rate used applies. (See Notes 1, 2 and 3)</p> <p>(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 (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, from any such team track or private railhead to point of destination. (See Notes 1, 2 and 3)</p> <p>(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 the weight of the entire shipment, from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, from which the common carrier rate used applies, plus the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3)</p> <p align="center">(Continued in Item 86)</p>	85
<p>of Change ) Addition ) Decision No.</p> <p align="center"><b>80124</b></p>	
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C. 5437 (Pet. 207)

APPENDIX B

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 17

FIFTY-THIRD REVISED PAGE 1-2

FIFTH REVISED PAGE 1-5

THIRD REVISED PAGE 1-11

FIRST REVISED PAGE 1-13.1

FIRST REVISED PAGE 1-13.2

FIFTH REVISED PAGE 1-16

FIRST REVISED PAGE 1-17

(END OF APPENDIX B LIST)



## SECTION 1--RULES (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 SIGNED	PAGE NUMBER	REVISION NUMBER	DECISION NUMBER	DATE SIGNED
TITLE	4TH	76369	11/4/69	1-20	ORIGINAL		
1	ORIGINAL			1-21	5TH	75249	1/28/69
1-1	7TH	77522	7/21/70	1-22	3RD	75249	1/28/69
1-2	*53RD			1-23	1ST	73653	1/23/68
1-2.1	13TH	78936	7/27/71	2	2ND		
1-2.2	9TH	77522	7/21/70	2-1	2ND	76331	10/28/69
1-2.3	5TH	77295	7/11/70	2-2	1ST	75317	2/11/69
1-2.4	12TH	77522	7/21/70	2-3	2ND	75317	2/11/69
1-3	6TH	77204	5/12/70	2-4	4TH	79641	1/25/72
1-3.1	6TH	77204	5/12/70	2-5	2ND	76331	10/28/69
1-4	4TH	77204	5/12/70	2-6	3RD	76943	3/17/70
1-4.1	2ND	75249	1/28/69	2-7	2ND	76331	10/28/69
1-5	*5TH			2-8	2ND	76331	10/28/69
1-6	5TH	74755	10/1/68	2-9	2ND	76331	10/28/69
1-7	4TH	75249	1/28/69	2-10	3RD	76943	3/17/70
1-8	6TH	76369	11/4/69	2-11	1ST	75317	2/11/69
1-8.1	1ST	74999	11/26/68	3	ORIGINAL	78241	2/2/71
1-9	3RD	77204	5/12/70	4	2ND		
1-10	3RD	78268	2/2/71	4-A	7TH	77522	7/21/70
1-11	*3RD			4-A-1	7TH	77522	7/21/70
1-11.1	1ST						
1-12	ORIGINAL			4-A-2	8TH	77522	7/21/70
1-13	1ST	74755	10/1/68	4-B	7TH	77522	7/21/70
1-13.1	*1ST			4-B-1	7TH	77522	7/21/70
1-13.2	*1ST			4-B-2	8TH	77522	7/21/70
1-14	5TH	77204	5/12/70	4-CC	7TH	77522	7/21/70
1-14.1	ORIGINAL			4-CC-1	7TH	77522	7/21/70
1-15	5TH	77204	5/12/70	4-E	7TH	77522	7/21/70
1-15.1	2ND	77204	5/12/70	4-E-1	7TH	77522	7/21/70
1-15.2	ORIGINAL	77204	5/12/70	4-E-2	8TH	77522	7/21/70
1-16	*5TH			4-F	7TH	77522	7/21/70
1-17	*1ST			4-F-1	7TH	77522	7/21/70
1-18	1ST	77497	8/22/70	4-F-2	8TH	77522	7/21/70
1-19	ORIGINAL						

\* CHANGE

EFFECTIVE

CORRECTION

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

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 20, 21 and 22)</p> <p>ASPHALTIC CONCRETE is a mixture of liquid or penetration type asphalt and rock, sand, gravel and/or similar material. The term is inclusive of products known as "hot stuff," "plant mix," "cold road oil mixture" and "cold liquid asphalt, in containers".</p> <p>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.</p> <p>CARRIER means a radial highway common carrier, a highway contract carrier or a dump truck carrier, as defined in the Highway Carriers' Act.</p> <p>COLD ROAD OIL MIXTURE--See asphaltic concrete.</p> <p>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.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>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.</p> <p>CONSIGNEE means the person, firm or corporation to whom the property is to be physically delivered by the carrier.</p> <p>CONSIGNOR means the person, firm or corporation from whom the property was physically received by the carrier for transportation.</p> <p style="text-align: center;">(Continued in Item 21)</p>	*20
<p>* CHANGE ◇ INCREASE</p>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <span>Correction</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</span> </div>	

SECTION 1--RULES (Continued)	ITEM:
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this item, transportation and accessorial charges shall be collected by the carriers prior to relinquishing possession of property entrusted to them for transportation; said charges shall be collected in cash or in the form of valid checks, drafts or money orders (for exception concerning the amounts of payments by carriers to underlying carriers see Item 460).</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 15 days, excluding Sundays and legal holidays other than Saturday half-holidays following the last day of the calendar month in which the transportation was performed. # ◇ (See Exception)</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 20 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. # ◇ (See Exception)</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 4 days after the last calendar day of the month in which transportation was performed. # ◇ (See Exception)</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. # ◇ (See Exception)</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(g) This item not applicable to charges for transportation performed for the United States, state, county or municipal governments.</p> <p># ◇(h) When alternative rail carload rates are applied under the provisions of Items 400 through 421 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p># EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Items 400 through 421 of this tariff.</p>	*200
<p>* Change # Addition ◇ Increase</p>	
EFFECTIVE	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (CONTINUED)	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Items 230 and 231) (Applicable only in connection with Items 400, 420 and 421 of this tariff.)</p> <p>1. When a carrier does not pick up an entire shipment in a single unit of carrier's equipment at one time, the following provisions shall apply in addition to other applicable rules:</p> <p>(a) The entire shipment shall be available for immediate transportation at the time of the first pickup.</p> <p>(b) Except as otherwise provided in paragraph 2, at the time of or prior to the first pickup, the carrier shall issue to the shipper a single multiple lot document for the entire shipment. The single multiple lot document shall show the following information:</p> <p>(1) Name of consignor and name of consignee. (2) Point of origin and point of destination. (3) Date of first pickup. (4) The kind and quantity of property in the multiple lot shipment.</p> <p>2. When the information required to be shown on the multiple lot document by subparagraph 1(b) of this item has not been received by the carrier prior to or at the time of the first pickup, the following provisions shall apply:</p> <p>(a) Written shipping instructions shall be furnished by the shipper to the carrier within a period of *two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which the first lot is picked up. The written instructions shall confirm oral shipping instructions and shall describe the kind and quantity of property in the multiple lot shipment.</p> <p>(b) Within a period of *two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which it receives the written shipping instructions, the carrier shall issue to the shipper the single multiple lot document for the entire shipment as required by subparagraph 1(b).</p> <p>(c) Preparation by the shipper of the required single multiple lot document referred to in subparagraph 2(b) will constitute compliance with subparagraph 2(a).</p> <p style="text-align: center;">(Continued in Item 231)</p>	*230
* CHANGE	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <span>CORRECTION</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</span> </div>	

SECTION 1--RULES (CONTINUED)	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (CONCLUDED) (Items 230 and 231) (Applicable only in connection with Items 400, 420 and 421 of this tariff.)</p> <p>3. In addition to the single multiple lot document, a shipping document shall be issued to the shipper by the carrier for each pickup, including the first. Each such shipping document shall show the date and number of the single multiple lot document and such other information necessary to clear identification of the single multiple lot document.</p> <p>*4. The entire shipment shall be picked up by the carrier within:</p> <p>(a) A period of two calendar days computed from 12:01 a.m. of the date on which the first lot is picked up, excluding Saturdays, Sundays and legal holidays, when the highway carrier's trailer equipment is placed for loading by consignor without the presence of carrier personnel or motive equipment.</p> <p>(b) A 24-hour period computed from 12:01 a.m. of the date on which the initial pickup commences, when the shipment is loaded other than under the conditions specified in subparagraph (a) above.</p> <p>5. The rate for a multiple lot shipment shall be the rate in effect on the date of the first pickup for the transportation of a shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles.</p> <p>6. If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment. The property picked up in accordance with the provisions of paragraph 1 or paragraph 2 shall constitute the multiple lot shipment.</p>	*231
<p>* CHANGE</p>	
EFFECTIVE	
CORRECTION	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (CONTINUED)	ITEM
<p style="text-align: center;">RATE FOR DRY MIXTURES OF ROCK, SAND AND GRAVEL (WITH OR WITHOUT CEMENT) IN BATCHES</p> <p>Rates for the transportation of dry mixtures of two or more of the commodities listed in Item 60, in batches, shall be 15 cents per ton more than the rates otherwise provided in this tariff for the transportation of rock, sand and gravel between the same points.</p>	320
<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 for commodities listed in:</p> <ul style="list-style-type: none"> <li>a. Items 60, 70 and 75 shall be computed upon the basis of 2,800 pounds per cubic yard when loaded in dump truck equipment.</li> <li>b. Item 65 shall be computed on the basis of 3,200 pounds per cubic yard when loaded in dump truck equipment.</li> </ul> <p>*EXCEPTION.--When rail rates are used under the provisions of Items 400 through 421 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	*340
<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge for:</p> <ul style="list-style-type: none"> <li>a. 14 tons at the applicable rate for commodities described in Item 60.</li> <li>b. 12 tons at the applicable rate for commodities described in Items 65 and 70. (See Exception)</li> <li>c. 13 tons at the applicable rate for commodities described in Item 75.</li> </ul> <p>EXCEPTION.--When a shipment of asphaltic concrete or cold road oil mixture (also cold liquid asphalt in containers) is transported in a two-axle dump truck, and when the freight bill is so noted and the truck is identified on the freight bill, the minimum charge for the transportation of the shipment shall be the charge for transporting 8 tons at the applicable rate.</p>	360
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	380
<p>* CHANGE # ADDITION</p>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>CORRECTION</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div> </div>	

SECTION 1--RULES AND REGULATIONS (Continued)	ITEM
<p data-bbox="475 340 1106 362" style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p data-bbox="252 383 1295 521">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. For charges for loading and unloading, see Note 1, Item 421. (See Notes 1 and 2)</p> <p data-bbox="252 543 1283 728">*NOTE 1.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload weight is subject to a specified minimum weight, subject to the condition that, if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p data-bbox="252 750 1283 840">NOTE 2.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p data-bbox="252 862 1258 952">#NOTE 3.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p>	*400
<p data-bbox="269 1034 404 1078">* Change # Addition</p>	
EFFECTIVE	
<div data-bbox="218 1987 350 2009" style="float: left;">Correction</div> <div data-bbox="855 1957 1490 2009" style="float: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div> <div data-bbox="806 2037 878 2058" style="clear: both; text-align: center;">-1-17-</div>	