

Decision No. 82758

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5437  
Petition for Modification  
No. 261  
(Filed January 7, 1974)

E. O. Blackman, for California Dump Truck  
Owners Association, petitioner.  
Kenneth L. Baird, Roy L. Blake, Melvin Goit,  
James Grogan, Jr., Louis Marietta, Ray W.  
McCormick, Ted M. Moore, and B. Jay  
Williams, for themselves, respondents.  
H. W. Hughes, R. W. Smith and A. D. Poe,  
Attorneys at Law, for California Trucking  
Association; Harry C. Phelan, Jr., for  
California Asphalt Pavement Association;  
C. Fred Imhof, for Industrial Asphalt;  
James Grogan, Sr., for Antelope Valley  
Aggregate, Inc.; and Ralph J. Staunton,  
for the County of Los Angeles; interested  
parties.  
George Hunt and Raymond Toohy, for the  
Commission staff.

INTERIM OPINION

Petitioner, California Dump Truck Owners Association  
(CDTCA) seeks revision of zone rates in Minimum Rate Tariff 7-A  
(MRT 7-A) for transportation of rock, sand, asphaltic concrete,  
and related commodities in the Antelope Valley<sup>1/</sup> and for an

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<sup>1/</sup> The zoned area of Antelope Valley includes portions of Kern,  
Los Angeles, and San Bernardino Counties. Presently zone  
rates are established in MRT 7-A for transportation of rock,  
sand, asphaltic concrete and related commodities from one  
defined origin (Production Area A) to 204 delivery zones.

interim increase of 20 cents per ton in those rates pending completion of cost and traverse studies now in progress.

Public hearing was held at Los Angeles on February 25, 1974 before Examiner Norman Haley. Evidence was presented by the general manager of CDTOA, by the general manager of Antelope Valley Aggregate, Inc. (a manufacturer of processed rock, sand, and gravel), and by five dump truck carrier representatives. Three exhibits were received. No one opposed the interim relief requested, and that phase of the matter was submitted. In other respects the petition was continued to a date to be set.

By Decision No. 82000 (1973) in Case No. 5437, Petition No. 244,<sup>2/</sup> the Antelope Valley zone rates in Item 510 of MRT 7-A for transportation of rock, sand, and related commodities (not including asphaltic concrete) were increased 10 percent for a six-month interim period expiring May 16, 1974. The 10 percent interim increase in those rates was established pending the production of complete cost studies of the transportation.<sup>3/</sup> Submission of Petition No. 244 was set aside by Decision No. 82000. Petition No. 261 states, and the CDTOA general manager testified, that the studies in response to Decision No. 82000 are being conducted and will involve developing actual costs of trucks in the area, zone boundary delineation, time, and mileage traverses, terminal end data, and rules. It was stated, however, that those data will not be ready for presentation until sometime after the expiration

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<sup>2/</sup> CDTOA also was the petitioner in Petition No. 244.

<sup>3/</sup> All of the zone and hourly rates in the Antelope Valley are subject to the three percent surcharge established by Decision No. 82453 (1974) applicable to rates generally in MRT 7-A.

date of the rates. It was requested that further proceedings relative to Antelope Valley dump truck zone rates be conducted through Petition No. 261 because Petition No. 244 does not encompass asphaltic concrete. Following presentation of evidence in this proceeding, the general manager moved that Petition No. 244 be resubmitted and that the expiration date of May 16, 1974 for the rates in Item 510 of MRT 7-A be cancelled.

The general manager of CDTOA introduced Exhibit 1 which he prepared to show the need for the proposed 20-cent per ton interim increase in zone rates. He asserted that the Antelope Valley zone rates do not reflect current costs, and that a detailed historical base for those rates does not exist.<sup>4/</sup> He alleged that there have been substantial increases in costs attributable to zone rate hauling of all commodities in the area, particularly over the past two years. He contended that a 20-cent per ton increase<sup>5/</sup> in zone rates will not include all of the cost increases that have occurred. He was of the opinion, however, that 20 cents is all that can be justified on an interim basis pending outcome of the studies now in progress.

According to the general manager transfer vehicles represent 80 to 90 percent of the five-axle vehicles now domiciled in the area. Transfer vehicles are used to transport rock, sand, and related commodities, as well as asphaltic concrete. The present Antelope Valley zone rates reflect the operation of trucks and other

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<sup>4/</sup> The Antelope Valley zone rates were established by Decision No. 56044 (1958). A brief history of the Antelope Valley zone rates is related in Decision No. 77940 (1970).

<sup>5/</sup> The proposed 20-cent interim increase would be in addition to the 10 percent interim increase established in Item 510 of MRT 7-A by Decision No. 82000 applicable to rock, sand, and related products. The 3 percent increase established by Decision No. 82453 applicable to rates generally, also would apply to the proposed 20-cent per ton increase.

vehicles with less than five axles.<sup>6/</sup> It was the opinion of the witness that the zone rates should now reflect operation of the more efficient five-axle transfer vehicles, which can carry approximately 10 to 11 tons more than a truck.

Exhibit 1 shows that the present zone rates produce revenue per vehicle hour for five-axle transfer vehicles that is substantially below the hourly rate of \$21.19 for five-axle vehicles recently established in MRT 7-A by Decision No. 82061 (1973) in Case No. 5437, Order Setting Hearing 213.<sup>7/</sup> In constructing Exhibit 1 the general manager relied upon certain data taken from the final cost exhibit which underlies the hourly and distance tonnage rates in MRT 7-A in that proceeding (Exhibit 213-93). He adopted as representative of current load factors for five-axle transfer vehicles in the area 25.18 tons for rock, sand, and related commodities, and 24.89 tons for asphaltic concrete, as shown in Table 19, page 20, for Southern Territory.

The general manager testified that he made the original study which underlies the zone rates in the area. He said that a terminal end time<sup>8/</sup> of 20 minutes was used for vehicles hauling rock and sand, and 30 minutes for vehicles hauling asphaltic concrete. Exhibit 213-93, Table 19, page 20, develops a terminal end time of approximately 32 minutes for transfer vehicles hauling rock

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<sup>6/</sup> Decision No. 77940, pages 6 and 7 of mimeographed copy.

<sup>7/</sup> The five-axle hourly rate provided in Item 390 of MRT 7-A, Southern Territory (other than San Diego Region) for other than Saturdays, Sundays, and holidays is \$20.57. With addition of the 3 percent surcharge it becomes \$21.19. Hourly rates do not apply where zone rates have been established.

<sup>8/</sup> Terminal end time is the time allowance for in-plant movement, loading, weighing, dumping, and turning at the point of delivery. Terminal end time is the principal element underlying terminal end costs.

and sand, and approximately 52 minutes for transfer vehicles hauling asphaltic concrete. Transfer vehicles usually take longer to reload than other vehicles because of the transfer operation that must be performed. The witness stated that compliance with the 1973 change in the law involving weighmasters<sup>9/</sup> has caused increases in loading time. He said that increased terminal end time has resulted in cost increases which have had their greatest impact on the shorter hauls. He adopted the terminal end time of 52 minutes in Exhibit 213-93, Table 19, page 20, as a reasonable terminal end time for the purpose of the sought interim increase in asphaltic concrete rates. He did not consider it necessary to make an adjustment in the terminal end time of 20 minutes for rock and sand.

The general manager of Antelope Valley Aggregate, Inc., testified in support of the proposed 20-cent per ton interim increase in zone rates. This company processes rock and sand in Production Area A and sells it largely in the zoned area of Antelope Valley. It operates 6 five-axle transfer vehicles and 1 five-axle bottom dump unit in proprietary service. This witness concurred with the testimony of the CDTOA general manager. He gave examples of hauls which were made in January, 1974 to delivery zones served daily. In each example the zone rate revenue per hour for the time from the scale and return thereto would have been substantially less than the hourly rate of \$21.19. For the month the hourly rate revenue would have exceeded the zone rate revenue by \$982.06. The data upon which he based his computations are set forth in Exhibit 2.

Five carrier witnesses testified. It was the substance of their testimony that costs have increased substantially in the last year and that rate relief is required if for-hire carriers are

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<sup>9/</sup> Section 12762.1 of the Business and Professions Code.

to remain in business. It was their opinion that the sought increase of 20 cents per ton will constitute substantial relief for a period of time, but that increasing costs may require further zone rate increases in a few months. One witness had his dump truck carrier permit suspended voluntarily in October, 1973 because he could not operate at a profit under the Antelope Valley zone rates. A carrier domiciled in Lancaster made a study showing examples of zone hauls made regularly during 17 days between October 25, 1973 and February 8, 1974 (Exhibit 3). A summary of the results of his computations are shown below:

<u>Trips</u>	<u>Total Tons Hauled</u>	<u>Total Hours Worked</u>	<u>Zone Revenue Earned</u>	<u>Revenue at \$21.19 Per Hour</u>	<u>Greater Hourly Revenue</u>
98	2476.90	120.5	\$1,995.43	\$2,553.39	\$557.96, or 27.96%

California Trucking Association supported the methods utilized in arriving at the proposed interim increase of 20 cents per ton as reasonable methods for offsetting cost increases that have built up over the years. The representative of that association asserted, however, that 20 cents per ton is understated because the hourly rate of \$21.19, to which the proposal is related, does not include cost increases that have occurred during the past two years.

The representative of California Asphalt Pavement Association stated that this organization had no objection to the sought increase of 20 cents per ton in zone rates. The representative stated that he does not contest the figures and calculations in Exhibit 213-93 which were utilized in the construction of Exhibit 1.

The Southern Territory hourly rates have been revised relatively recently following comprehensive studies. Although the hourly rates do not apply for the same transportation that

the zone rates do, it is clear from the record that they reflect cost increases experienced by carriers in the Antelope Valley that have not been incorporated in the zone rates. In this connection, it appears that the methods and comparisons utilized in Exhibit 1 to reflect the operation of five-axle transfer vehicles are reasonable methods and comparisons to justify the proposed 20-cent per ton increase in zone rates on an interim basis pending completion of studies now in progress. The impact of the interim increase will fall most heavily on the shorter (most frequent) hauls, as petitioner intends. This appears justified in view of the higher terminal end times for transfer vehicles in comparison to those which underlie the present zone rates, as disclosed in Exhibit 213-93.

Findings

1. Zone rates for dump truck transportation of asphaltic concrete, rock, sand, and related commodities from Antelope Valley Production Area A to delivery zones in the Antelope Valley area are set forth in Items 490 and 510 of MRT 7-A. Those zone rates were originally established by Decision No. 56044 (1958) and have been amended a number of times in subsequent decisions.

2. The zone rates in the Antelope Valley area were originally established and subsequently have been revised without the benefit of a detailed cost study.

3. Cost and related studies relative to zone rates in the Antelope Valley area are now being conducted by petitioner.

4. The five-axle transfer vehicle is now the predominant and ratemaking vehicle domiciled in the Antelope Valley area which is utilized to transport commodities under zone rates in Items 490 and 510 of MRT 7-A.

5. The load factors (tons) for five-axle transfer vehicles operating in Southern Territory, as set forth in Exhibit 213-93, Table 19, page 20 (Order Setting Hearing 213, Case No. 5437), are

reasonable load factors for development of estimated vehicle revenue per hour under present rates and proposed interim rates in Exhibit 1.

6. The terminal end time of approximately 52 minutes for a five-axle transfer vehicle transporting asphaltic concrete as set forth in Exhibit 213-93, Table 19, page 20 (Order Setting Hearing 213, Case No. 5437), is a reasonable terminal end time for development of estimated vehicle revenue per hour under present rates and proposed interim rates in Exhibit 1 for asphaltic concrete.

7. The record shows that operating costs for transportation of commodities at zone rates in the Antelope Valley area by efficient means have increased since Decision No. 77940 (1970).

8. It was reasonable to use the increased hourly rates in Southern Territory for five-axle vehicles established by Decision No. 82061 (1973) as a measure of the amount of increase required in zone rates on an interim basis pending completion of cost and related studies now in progress.

9. The interim increase of 20 cents per ton in zone rates in the Antelope Valley area, as hereinafter provided, will offset carrier operating costs to a substantial degree.

10. An increase of 20 cents per ton in the minimum zone rates in Items 490 and 510 of MRT 7-A is justified on an interim basis pending completion of cost and related studies now in progress. The surcharge in Decision No. 82453 also should apply to such increased rates.

11. The procedures of the Commission provided for reasonable opportunity for participation by all interested persons or their representatives. Copies of the petition and notice of hearing were sent to known carrier and shipper organizations and to the State of California Department of Transportation. No one opposed the interim



relief requested. The sought interim relief was supported by Antelope Valley Aggregate, Inc., and by California Trucking Association.

Conclusions

1. It is concluded that Petition for Modification No. 261, Case No. 5437, should be granted to the extent set forth in the order herein, and that MRT 7-A should be amended accordingly.
2. In other respects Petition No. 261 in Case No. 5437 shall remain open for receipt of further evidence at a time and place to be set.
3. Petition No. 244 in Case No. 5437 should be submitted and terminated. The expiration date of May 16, 1974 in Item 510 of MRT 7-A will be cancelled with the revision of page 87 pursuant to the order herein.

INTERIM ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff 7-A (Appendix B to Decision No. 82061, as amended) is further amended by incorporating therein to become effective May 17, 1974, Second Revised Page 84, Second Revised Page 85, Third Revised Page 86, and Third Revised Page 87, attached hereto and by this reference made a part hereof. ✓

2. Common carriers subject to the Public Utilities Act, to the extent that they also are subject to Decision No. 82061, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.

3. Tariff publications required to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the first day after the effective date of this order on not less than one day's notice to the Commission and to the public, and shall be made effective not later than May 17, 1974. ✓


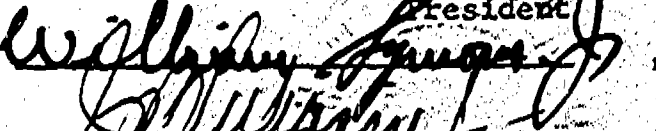
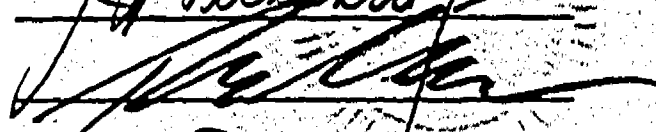
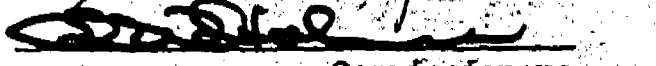
4. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. Petition No. 244 in Case No. 5437 is submitted and terminated.

6. In all other respects, Decision No. 82061, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 23rd  
day of APRIL, 1974.

  
President  
  
  
  
Commissioners

MINIMUM RATE TARIFF 7-A

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)							ITEM	
COMMODITIES, viz.: Asphaltic Concrete; Cold Road Oil Mixture.								
FROM * (1) SAN DIEGO COUNTY PRODUCTION AREA 37-B TO * (2) ORANGE COUNTY DELIVERY ZONES SHOWN BELOW								
Minimum Weight 8 Tons								
Zone	Rate	Zone	Rate	Zone	Rate			
30095	195	30098	171	30116	138			
30094	206	30101	163	30117	131			
30097	181	30102, 30103	152	30118	120			
Minimum Weight 6 Tons								
TO *(1) San Diego County Delivery Zones	FROM *(1) San Diego County Production Areas			TO *(1) San Diego County Delivery Zones	FROM *(1) San Diego County Production Areas			
	37-B	37-C	37-D		37-B	37-C	37-D	
29	106	132	198	59	150	113	53	
30	94	119	184	60	159	121	52	
31	81	105	171	61	175	137	65	
32	69	94	160	62	170	150	84	
33	57	83	148	63	151	144	100	
34	109	134	199	64	138	132	113	
35	106	141	199	65	123	119	129	
36	89	127	178	66	161	122	53	
37	65	92	156	67	145	130	130	
38	54	66	140	68	143	127	119	
39	68	59	126	69	161	146	103	
40	82	75	140	70	179	146	81	
41	94	87	152	71	163	129	64	
42	105	98	144	72	150	116	51	
43	116	110	140	73	97	60	92	
44	127	122	156	74	85	49	100	
45	167	152	180	75	77	45	110	
46	149	134	166	76	122	139	172	
47	130	113	145	77	133	141	185	
48	119	102	133	78	120	146	219	
49	126	113	139	79	132	161	232	
50	109	93	124	80	134	161	235	
51	97	100	124	81	125	159	224	
52	85	99	137	82	111	144	212	
53	73	89	147	83	127	162	226	
54	106	70	102	84	122	147	213	
55	108	82	112	85	106	132	198	
56	110	75	78	86	82	107	172	
57	124	87	64	87	93	118	181	
58	135	98	54	88	105	131	191	
				89	96	132	178	
(1) For descriptions of San Diego County Production Areas and Delivery Zones see Pages 77 to 83, inclusive.								
(2) For descriptions of Orange County Delivery Zones see Pages 75 and 76.								
Change ) Addition ) Decision No. 82758								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

ITEM	SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)									
0490	MATERIAL, viz.: Asphaltic Concrete; Cold Road Oil Mixture.									
	FROM ANTELOPE VALLEY PRODUCTION AREA A TO ANTELOPE VALLEY DELIVERY ZONES MINIMUM WEIGHT 8 TONS									
	FOR ROUND-TRIP DELIVERY TIMES (in minutes) TO DETERMINE ZONE RATES ON THIS PAGE SEE ITEM 500									
	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate
	40	73	80	129	120	186	160	243	200	299
	41	75	81	131	121	188	161	245	201	301
	42	77	82	132	122	189	162	246	202	302
	43	78	83	134	123	191	163	248	203	304
	44	79	84	136	124	192	164	249	204	306
	45	81	85	138	125	194	165	251	205	308
	46	82	86	139	126	195	166	252	206	309
	47	83	87	140	127	196	167	253	207	310
	48	84	88	141	128	197	168	254	208	311
	49	85	89	142	129	198	169	255	209	312
	50	88	90	144	130	201	170	257	210	314
	51	89	91	146	131	203	171	259	211	315
	52	90	92	147	132	204	172	260	212	317
	53	91	93	148	133	205	173	262	213	318
	54	94	94	150	134	207	174	264	214	320
	55	95	95	151	135	208	175	265	215	321
	56	96	96	152	136	209	176	266	216	322
	57	97	97	153	137	210	177	267	217	323
	58	100	98	154	138	211	178	268	218	325
	59	101	99	158	139	214	179	271	219	327
	60	102	100	159	140	215	180	272	220	329
	61	103	101	160	141	216	181	273	221	330
	62	104	102	161	142	217	182	274	222	331
	63	106	103	163	143	220	183	276	223	333
	64	107	104	164	144	221	184	277	224	334
	65	108	105	165	145	222	185	278	225	335
	66	109	106	166	146	223	186	279	226	336
	67	112	107	169	147	226	187	283	227	337
	68	113	108	170	148	227	188	284	228	340
	69	115	109	171	149	228	189	285	229	341
	70	116	110	172	150	229	190	286	230	342
	71	117	111	173	151	230	191	287	231	343
	72	119	112	175	152	232	192	289	232	346
	73	120	113	176	153	233	193	290	233	347
	74	121	114	178	154	234	194	291	234	348
	75	123	115	180	155	236	195	292	235	349
	76	125	116	182	156	238	196	295	236	352
	77	126	117	183	157	239	197	296	237	353
	78	127	118	184	158	241	198	297	238	354
	79	128	119	185	159	242	199	298	239	355
♦ Increase, Decision No. <b>82758</b>										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

MINIMUM RATE TARIFF 7-A

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES  
 IN CENTS PER TON (Continued)

Item 500

ROUND-TRIP DELIVERY TIMES  
 In Minutes

FROM (1) ANTELOPE VALLEY PRODUCTION AREA A  
 TO (1) ANTELOPE VALLEY DELIVERY ZONES

FOR RATES APPLICABLE TO ROUND-TRIP DELIVERY TIMES  
 SHOWN BELOW, SEE ITEM 490

Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes
15-001	144	15-008	153	15-015	212	15-022	183	15-029	199	15-036	148
15-002	137	15-009	160	15-016	221	15-023	192	15-030	207	15-037	149
15-003	130	15-010	168	15-017	229	15-024	188	15-031	165	15-038	156
15-004	121	15-011	174	15-018	167	15-025	177	15-032	155	15-039	147
15-005	128	15-012	185	15-019	176	15-026	176	15-033	171	15-040	137
15-006	136	15-013	195	15-020	164	15-027	183	15-034	163	15-041	127
15-007	144	15-014	203	15-021	173	15-028	191	15-035	156	15-042	134
										15-043	125
										15-044	117
19-800	115	19-825	106	19-850	85	19-875	99	19-900	89	19-925	75
19-801	105	19-826	82	19-851	75	19-876	91	19-901	96	19-926	78
19-802	97	19-827	76	19-852	73	19-877	102	19-902	90	19-927	85
19-803	127	19-828	65	19-853	65	19-878	94	19-903	89	19-928	91
19-804	117	19-829	50	19-854	59	19-879	83	19-904	90	19-929	98
19-805	108	19-830	45	19-855	63	19-880	76	19-905	90	19-930	107
19-806	96	19-831	45	19-856	60	19-881	77	19-906	95	19-931	116
19-807	89	19-832	52	19-857	58	19-882	76	19-907	106	19-932	124
19-808	81	19-833	47	19-858	64	19-883	80	19-908	110	19-933	135
19-809	81	19-834	51	19-859	70	19-884	87	19-909	118	19-934	134
19-810	72	19-835	59	19-860	64	19-885	92	19-910	125	19-935	133
19-811	62	19-836	69	19-861	74	19-886	100	19-911	133	19-936	126
19-812	65	19-837	77	19-862	80	19-887	107	19-912	133	19-937	137
19-813	55	19-838	86	19-863	86	19-888	112	19-913	125	19-938	121
19-814	52	19-839	90	19-864	92	19-889	120	19-914	119	19-939	107
19-815	50	19-840	81	19-865	101	19-890	120	19-915	115	19-940	89
19-816	51	19-841	54	19-866	110	19-891	118	19-916	100	19-941	92
19-817	60	19-842	51	19-867	104	19-892	110	19-917	93	19-942	110
19-818	72	19-843	53	19-868	96	19-893	105	19-918	93	19-943	130
19-819	67	19-844	65	19-869	89	19-894	98	19-919	92	19-944	154
19-820	78	19-845	59	19-870	85	19-895	90	19-920	99	19-945	182
19-821	75	19-846	66	19-871	77	19-896	83	19-921	100	19-946	203
19-822	81	19-847	71	19-872	71	19-897	83	19-922	106	19-947	103
19-823	90	19-848	79	19-873	71	19-898	82	19-923	105	19-948	111
19-824	98	19-849	91	19-874	71	19-899	83	19-924	87		
36-500	176	36-502	137	36-504	115	36-506	136	36-508	161	36-510	174
36-501	160	36-503	121	36-505	128	36-507	147	36-509	171		

(1) For descriptions of Antelope Valley Production Area and Delivery Zones see  
 Pages 53 to 74, inclusive.

No change on this page, Decision No.

82758

EFFECTIVE

Correction

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

ITEM	SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)									
	MATERIAL, viz.: Granite, decomposed;      Stone, crushed, chips or waste; Gravel;                      Stone, natural, blocks, pieces or slabs, rough quarried; Sand;                         Stone, natural, sawed, nor further finished.									
	FROM ANTELOPE VALLEY PRODUCTION AREA A TO ANTELOPE VALLEY DELIVERY ZONES MINIMUM WEIGHT 8 TONS									
	FOR ROUND-TRIP DELIVERY TIMES (in minutes) TO DETERMINE ZONE RATES ON THIS PAGE SEE ITEM 520									
	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate
	30	52	70	98	110	144	150	191	190	237
	31	53	71	99	111	145	151	192	191	238
	32	55	72	101	112	148	152	194	192	240
	33	56	73	103	113	149	153	195	193	241
	34	57	74	104	114	150	154	196	194	242
	35	59	75	105	115	151	155	197	195	243
	36	60	76	106	116	152	156	198	196	244
	37	61	77	107	117	153	157	199	197	246
	38	62	78	108	118	154	158	200	198	247
	39	63	79	109	119	155	159	202	199	248
	40	64	80	110	120	156	160	203	200	249
	41	65	81	111	121	158	161	204	201	250
	42	66	82	112	122	159	162	205	202	251
	43	67	83	114	123	160	163	206	203	252
0510	44	68	84	115	124	161	164	207	204	253
	45	70	85	116	125	162	165	208	205	254
	46	71	86	117	126	163	166	209	206	255
	47	72	87	118	127	164	167	210	207	257
	48	73	88	119	128	165	168	211	208	258
	49	74	89	120	129	166	169	213	209	259
	50	75	90	121	130	167	170	214	210	260
	51	76	91	122	131	169	171	215	211	261
	52	78	92	125	132	171	172	217	212	263
	53	79	93	126	133	172	173	218	213	264
	54	81	94	127	134	173	174	219	214	265
	55	82	95	128	135	174	175	220	215	266
	56	83	96	129	136	175	176	221	216	268
	57	84	97	130	137	176	177	222	217	269
	58	85	98	131	138	177	178	224	218	270
	59	86	99	132	139	178	179	225	219	271
	60	87	100	133	140	180	180	226	220	272
	61	88	101	134	141	181	181	227	221	273
	62	89	102	136	142	182	182	228	222	274
	63	90	103	137	143	183	183	229	223	275
	64	92	104	138	144	184	184	230	224	276
	65	93	105	139	145	185	185	231	225	277
	66	94	106	140	146	186	186	232	226	279
	67	95	107	141	147	187	187	233	227	280
	68	96	108	142	148	188	188	235	228	281
	69	97	109	143	149	189	189	236	229	282
o Increase, Decision No. <b>82758</b>										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										