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Decision No. 83124

# 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-A).

Case No. 5437
Petition for Modification
No. 265
(Filed February 21, 1974)

OSH 213 (Orders Granting Rehearing dated January 8, 1974 and March 12, 1974)

E. O. Blackman and Mrs. Jan Apple, for California
Dump Truck Owners Association; and William T.
Meinhold and Richard W. Smith, Attorneys at Law,
and Herbert H. Hughes, for California Trucking
Association; petitioners in Petition 265 and
interested parties in OSH 213.

Karl K. Roos, Attorney at Law, and Harry C.

Phelan, Jr., for California Asphalt Pavement
Association, petitioner in OSH 213 and
interested party in Petition 265.

Henry E. Martens, for H. E. Martens Transport, respondent.

C. Fred Imhof, for Industrial Asphalt; Richard W. Sprinkel, for Vernon Asphalt Materials Co. and Fontana Paving, Inc.; and G. Ralph Grago and Wade Austin, for Associated Independent Owner-Operators, Inc.; interested parties.

Operators, Inc.; interested parties.

Leonard Diamond and Raymond Toohey, for the
Commission staff.

# INTERIM OPINION

Minimum Rate Tariff 7-A (MRT 7-A) cancelled Minimum Rate Tariff 7 effective January 19, 1974. MRT 7-A contains rates and rules established in Decision No. 82061 dated October 30, 1973 in Case No. 5437, OSH 213. MRT 7-A is a complete revision of the rates formerly maintained in MRT 7 for the transportation of asphaltic concrete;

rock, sand, and gravel; earth; and other building materials in bulk in dump trucks. The rate revisions accomplished in MRT 7-A were bottomed on full-scale cost and rate studies prepared and introduced into evidence in OSH 213 by the staff of the Commission's Transportation Division.

Decision No. 82325 dated January 8, 1974, entitled "Order Modifying MRT 7-A, Granted Limited Rehearing of Decisions Nos. 82061 and 82062, and Deferring Further Reconsideration or Revision to a Later Date", granted rehearing as requested by the California Asphalt Pavement Association (CAPA) with respect to the determination of the proper level of rates under Items 280 and 300 of MRT 7-A (asphaltic concrete mileage rates). Decision No. 82592 dated March 12, 1974, entitled "Order Expanding Limited Rehearing, Setting Hearing, and Modifying MRT 7-A", granted rehearing, as requested by the California Trucking Association (CTA) to determine whether:

- (a) Rates for those non-studied items of MRT 7-A not increased by Decision No. 82061 should be increased.
- (b) Different running speeds and distance rates in Northern Territory in MRT 7-A should be established.
- (c) Different wage scales and distance rates in Northern Territory in MRT 7-A should be established to reflect a distinction between the San Francisco Bay Area Region, on the one hand, and the remainder of Northern Territory, on the other hand.

Petition 265 in Case No. 5437, jointly filed by CTA and the California Dump Truck Owners Association (CDTOA), seeks:

- (a) Increases in rates in MRT 7-A to offset increases in wages and fringe benefits, fuel, and taxes which have occurred since the tariff was established.
- (b) Revision of the rule governing computation of chargeable time for the last trip of the day with respect to transportation services performed under bourly rates in MRT 7-A.

C. 5437, Pet. 265, OSH 213 eak Increases in rates for the so-called "non-studied" items, which were transferred from MRT 7 to MRT 7-A without any increase in rate levels. Revision of the minimum weight provisions in MRT 7-A with respect to (1) equipment smaller than 24-ton capacity used for transportation of asphaltic concrete and (2) minimum weights which are greater than the legal carrying capacities of significant numbers of dump trucks. (e) Consolidation of certain scales of distance rates applicable to different commodities which are transported under substantially the same conditions. (f) Removal of the inconsistency with respect to computation of time under Items 90 and 360(c) of MRI 7-A. OSH 213 and Petition 265 were consolidated for hearing, and rehearing of OSH 213 and initial hearing of Petition 265 were held before Examiner Mallory at Los Angeles on April 22, 1974, at which time the matters were partially submitted, and to the extent not submitted, were continued to a date to be set. The scope of the hearing held on April 22, 1974 was limited by the examiner to the following subjects, which appeared to be the most urgent of those described in the orders granting rehearing and in Petition 265, and which also appeared to be the least controversial: (a) Revision of truckload weights on asphaltic concrete in Items 280 and 300 of MRT 7-A. **(b)** Elimination of the conflict with respect to return times in Items 90 and 360 of MRT 7-A. (c) Reduction of the minimum weight 24-tons for four- and five-axle equipment. (d) Increase rates in so-called non-studied items. (e) The scope of proposed offset cost and rate studies to be prepared by the Commission staff to reflect current labor costs, fringe benefits, payroll taxes, fuel costs, and vehicle weight fees. -3Evidence with respect to the revision of minimum weight provisions in Items 280 and 300 was presented by a representative of CAPA. Exhibits presented by this witness showed the manner in which the provisions should be revised, based on cost data developed by the Commission staff and received in OSH 213 as Exhibit 213-93. The costs in that exhibit reflect cost conditions as of August 1, 1972. No objection was received to amendment of Items 280 and 300 in the format proposed by CAPA. However, request was made that the revisions of the minimum weight provisions in those items be based on the latest available cost data.

CTA presented evidence in support of requested increases in rates for so-called "non-studied" items and with respect to the requested downward revision of the minimum weight of 24-tons applicable to transportation in four- and five-axle dump truck equipment. The witness testified that rates for certain commodities which do not move in heavy volume and for which cost information was not developed in OSH 213 were transferred from MRT 7 to MRT 7-A without any changes in rate levels, even though the rates on other commodities were revised in MRT 7-A. The witness stated that the non-studied commodities are transported by the same carriers and under substantially the same transportation conditions as the studied commodities. Costs incurred by carriers for wages, fringe benefits, payroll taxes, fuel, and equipment are substantially the same irrespective of the commodity transported. It is CTA's position that by not increasing the rates on non-studied items the Commission failed to recognize the similarity of the circumstances surrounding the transportation of the studied and non-studied items and, by failing to make corresponding increases in rates, permitted the rates on the non-studied items to be maintained on an unreasonably low level. The specific rates proposed by CTA for the non-studied items are set forth in late-filed Exhibits 265-3 and 265-3-A. The rate proposals in those exhibits were designed to increase the rates on non-studied items to levels comparable to those established on studied items by Decision No. 82061, supra.

C. 5437, Pet. 265, OSH 213 eak

The witness also testified concerning CTA's request to reduce the minimum weight of 24 tons in Item 200 applicable to four- and five-axle dump truck equipment. The witness explained that 24 tons is the approximate maximum carrying capacity of many of the vehicles operated by dump truck carriers. Assembly Bill 505 (1972) requires that public weighmasters certify that each load weighed does not exceed the maximum gross vehicle weight prescribed in the Vehicle Code. In the event that the load exceeds the legal gross vehicle weight, the carrier must dump part of the load, and then must go back into line to be weighed again. The change in weighing procedures has resulted in light-loading of dump truck equipment in order to avoid the time consuming process involved in removing the excess portion of the load and the reweighing of the equipment. As a result of such light-loading the full capacity of the equipment may not be used, but shippers are required to pay freight charges based on the full capacity. CTA recommended that the minimum weight for four- and five-axle equipment be reduced to 23 tons in Item 200 of MRT 7-A.

CDTOA presented in late-filed Exhibit 265-4 a proposed revision of Items 10, 170, and 360 with respect to the application of hourly rates in MRT 7-A. The exhibit proposes an alternative to the present method of determining the ending time of an engagement under hourly rates. Assertedly, the present tariff provisions result in uncertainties as to how the time for the last trip should be determined, which poses difficulties to both shippers and carriers. These difficulties and ambiguities in the application of the tariff would be removed. CDTOA avers that the following interested parties either support the proposal in Exhibit 265-4, or have no objection to the proposal: CTA, CAPA, Independent Owner-Operators, Inc., Industrial Asphalt, Vernon Asphalt, Harry E. Martens, and the Commission staff.

The Commission's Transportation Division stated at the hearing that staff exhibits introduced in OSH 213, which serve as a foundation for the current rates in MRT 7-A, would be revised to reflect current operating costs incurred by dump truck carriers engaged in operations under MRT 7-A. An associate transportation engineer explained that cost data in the staff's Exhibit 213-93 are proposed to be revised to reflect current costs in the following manner:

### Labor Costs

- (a) Wages and fringe benefits which are effective July 1, 1974 or August 1, 1974 in current collective bargaining agreements.
- (b) Workmen's compensation insurance and payroll taxes which are in effect on July 1, 1974.

# Vehicle Fixed Costs

Current weight fees established by AB 505 (1972), effective December 1, 1973.

# Fuel Costs

Fuel costs per gallon in Exhibit 213-93 increased by 12 cents per gallon.

# Indirect Costs

The ratio of indirect to direct expenses used in the original study (10 percent) applied to the increased direct expenses described above. [Wage (Cost) Offset method described in Decision No. 76353 (1970) 70 CPUC 277.]

The witness testified all performance factors will be maintained on the same basis as set forth in Exhibit 213-93, and that no change will be in other cost elements. The witness stated the rates proposed by the staff would be based upon the revised cost data described above, adjusted to maintain the cost-rate relationship of 92 percent found reasonable in Decision No. 82061.

Exhibits prepared by the Commission staff in the manner described above were distributed to parties to these proceedings on June 6, 1974. No objection to the staff exhibits has been received. Pursuant to the agreement reached by the parties, adjustments of rates in MRT 7-A may be made as set forth in the staff exhibits. The staff exhibits contain proposed adjustments of minimum weight provisions in Items 280 and 300 using the method proposed by CAPA herein, but reflecting current operating costs. Similarly rates on so-called non-studied items are proposed to be increased in the staff exhibit in the same manner that the rates on so-called studied items are increased. Findings

- 1. MRT 7-A was initially established as Appendix B to Decision No. 82061 (dated October 30, 1973 in Case No. 5437, OSH 213).
- 2. The minimum rates in MRT 7-A are based on the cost data developed by the Commission staff and set forth in Exhibit 213-93. That exhibit reflects labor and other operating costs as of August 1, 1972 or before.

<sup>1/</sup> The staff exhibit entitled "First Supplement to a Report of a Study of the Transportation of Rock, Sand, Asphaltic Concrete or Earth in Dump Truck Equipment over the Public Highways Within the State of California, Part 1 of 2 Parts, Costs" is made a part of the record as Exhibit 265-5 and the staff exhibit entitled "Update of MRT 7-A Rates" is made part of the record as Exhibit 265-6.

C. 5437, Pet. 265, OSH 213 eak 3. Since August 1, 1972, dump truck carriers operating under the minimum rates contained in MRT 7-A have incurred increases in their expenses for labor (including fringe benefits), payroll taxes, weight fees established by law, and fuel. 4. The Commission staff in Exhibit 265-5 has revised the basic cost data set forth in its Exhibit 213-93 to reflect wages, payroll costs, weight fees, and fuel costs on a current basis. The wage costs reflected therein are the increased wages and fringe benefits scheduled to become effective July 1, 1974 and August 1, 1974 in wage agreements between dump truck carriers and their employees. Fuel costs are based on 42.0 cents per gallon (inclusive of taxes), except for costs for two-axle trucks which are based on 46.0 cents per gallon. Indirect expenses in Exhibit 265-5 are developed on the Wage (Cost) Offset method described in Decision No. 76353 (1969) 70 CPUC 277. To the extent that the minimum rates in MRT 7-A do not reflect the current operating costs of dump truck carriers performing services under MRT 7-A, as measured in Exhibit 265-5, such rates are deficient and below the level of just, reasonable, and nondiscriminatory minimum rates. Increases in the minimum rates in MRT 7-A necessary to restore said rates to a reasonable level are justified, and MRT 7-A should be revised to reflect increased rates based on the cost data in Exhibit 265-5, as specifically set forth in the staff rate Exhibit 265-6. In developing such rates the cost/rate relationship of 92 percent found reasonable and adopted in Decision No. 82061 should continue to be maintained. 7. Concurrently with the establishment of the specific rates found reasonable herein, the interim fuel surcharge of three percent effective February 11, 1974 (established pursuant to Decision No. 82453 dated February 5, 1974 in Case No. 5432, Petition 780, et al.) should be cancelled. -8-

- 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 July 20, 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. In all other respects, Decision No. 82061, as amended, shall remain in full force and effect.

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

Dated	at	San Francisco	, California,	this	972
day of	HLY 1	, 1974.		`. ر	

William

Commissioners

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Correlation

C. 5437 (OSH 213 & Pet. 265)

### APPENDIX A

# LIST OF SUPPLEMENT AND REVISED PAGES TO MINIMUM RATE TARIFF 7-A

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(END OF APPENDIX A)

## SUPPLEMENT 3

(Cancels Interim Surcharge Supplement and Order to this tariff in Decision No. 82453)

(Supplements 2 and 3 Contain All Changes)

TO

MINIMUM RATE TARIFF 7-A

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF PROPERTY IN DUMP TRUCK EQUIPMENT BETWEEN POINTS IN CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS HIGHWAY CONTRACT CARRIERS

AND

DUMP TRUCK CARRIERS

Decision No.

83124

EFFECTIVE

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Distance (Section 2)	360 to 420 Pages 43 to 92;
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SECTION 1-RULES

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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 the transported the transport

CARRIER means a radial highway common carrier, a highway contract carrier, or a dump truck carrier as defined in the Highway Carriers "Act. See a was rade to design and

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. i neuronalis y roma van jaar on are maaring 10 maa od

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COMMISSION means Public Utilities Commission of the State of California.

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 Common Carriers, as deliber to time of shipment.

Commission and in effect at time of shipment.

CONSIGNEE means the person, firm or componation to whom the property is to be National Charles of the Control of t physically delivered by the carrier.

CONSIGNOR means the person, firm or corporation, from whom the property, was we physically received by the carrier for transportation. Note the carrier of transportation of the carrier of transportation of the carrier of the carrier of the carrier of transportation.

DEBTOR means the person(s) and/or corporation(s) obligated to pay a freight charge of a carrier. It also includes an overlying carrier utilizing service(s) of an underlying carrier an underlying carrier.

DISTANCE TABLE means Distance Table 7 issued by the Commission

DISTRIBUTING YARD means an area for storage or rock, sand, gravel, or cold road oil mixture (commonly called "plant mix") in piles, bins, siles or bunkers.

dry mixtures of sand, and/or gravel and/or crushed stone (with or without cement) IN BATCHES means a shipment of said mixture transported in dump truck equipment; provided with one or more batch gates permitting the loading and unloading of a portion or portions of the shipment separately from the other portion or portions of the shipment.

DUMP TRUCK EQUIPMENT means any motor vehicle (including component trailing equipment) as defined in the Highway Carriers Act, which discharges its load by gravity either (a) in conjunction with mechanical or pneumatic (induction of air used to speed gravitation) means that are an integral part of the vehicle, or (b) by opening all or ... a portion of the bottom, sides or end, or (c) by combination of (a) and (b). It does not include a motor vehicle engaged in the transportation of concrete mechanically mixed in transit or equipment which is unloaded by air pressure in defiance of gravity.

EARTH includes dirt, loam, silt or soil, individually or in any combination. It also includes miscellaneous material such as stone, rock, tree stumps, and broken concrete in combination with earth when such material does not exceed 50 percent of the total volume of the shipment.

FREIGHT CHARGE moans a charge which applies pursuant to provisions of this tariff for any service(s) performed by a carrier of the state of

HOT, PLANT, means, a fixed, installation, for, the heating, of, road, oil, or, asphalt and the mixing of such heated oil or asphalt; with rock, sand and any other ingredients who a to produce cold road oil mixture ("plant mix") or asphaltic concrete ("hot stuff").

MAXIMUM ALLOWED LOAD means the maximum total gross weight with load in pounds permitted under the provisions of Section 35551 of the California Vehicle Code, based on a distance between the first and last axles of 56 feet or over

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# CORRECTION

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SECTION 1-RULES

ITEM

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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.

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DRY MIXTURES OF SAND, AND/OR GRAVEL AND/OR CRUSHED STONE (WITH OR WITHOUT CEMENT) IN BATCHES means a shipment of said mixture transported in dump truck equipment of provided with one or more batch gates permitting the loading and unloading of a portion or portions of the shipment separately from the other portion or portions of the shipment.

DOMP TRUCK EQUIPMENT means any motor vehicle (including component trailing equipment) as defined in the Highway Carriers' Act, which discharges its load by gravity either (a) in conjunction with mechanical or pneumatic (induction of air used to speed gravitation) means that are an integral part of the vehicle, or (b) by opening all or a portion of the bottom, sides or end, or (c) by combination of (a) and (b). It does not include a motor vehicle engaged in the transportation of concrete mechanically mixed in transit or equipment which is unloaded by air pressure in defiance of gravity.

EARTH includes dirt, loam, silt or soil, individually or in any combination. It also includes miscellaneous material such as stone, rock, tree stumps, and broken concrete in combination with earth when such material does not exceed 50 percent of the total volume of the shipment.

FREIGHT CHARGE means a charge which applies pursuant to provisions of this tariff for any service(s) performed by a carrier.

HOT PLANT means a fixed installation for the heating of road oil or asphalt with rock, and and any other ingredients if to produce cold road oil mixture ("plant mix") or asphaltic concrete ("hot stuff").

MAXIMUM ALLOWED LOAD means the maximum total gross weight with load in pounds permitted under the provisions of Section 35551 of the California Vehicle Code, based on a distance between the first and last axles of 56 feet or over

(Continued)

No change on this page, Decision No. 8312

EFFECTIVE

SAN FRANCISCO, CALIFORNIA,

447 45 S. Sec.

Correction

ITEM

### SECTION 1-ROLES (Continued)

#### DEFINITION OF TECHNICAL TERMS (Concluded)

OVERLYING CARRIER (PRINCIPAL CARRIER) means a carrier which contracts with a shipper to provide transportation service for the latter, but which carrier in turn employs another carrier, known as the Underlying Carrier (independent-contractor subhauler), to perform that service. (See Note.)

NOTE.-The term Overlying Carrier also includes an underlying carrier which employs another carrier to perform transportation service.

POINT OF DESTINATION means the precise location at which a shipment is tendered for physical delivery into the custody of the consignee or his agent. It includes all locations within 300 feet of the point at which physical delivery of said shipment is initiated.

POINT OF ORIGIN means the precise location at which a shipment is physically delivered by the consignor or his agent into the custody of the carrier for transportation. Except for transportation subject to paragraph (1) of Item 150, all points within a single commercial producing plant shall be considered as one point of origin. A single commercial producing plant shall include only contiguous property which shall not be deemed separate if intersected by a public street or streets.

RATHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.

RATE includes charge, and also the ratings, minimum weight, rules governing, and the accessorial charges applying in connection therewith.

SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily transported in an identical type of equipment.

SEWAGE DISPOSAL PLANT means a fixed installation in which filtering rock is used for getting rid of sewage. The translation of the control of

SHIPMENT means, a quantity of freight tendered by one consignor on one shipping document at one point of origin for one consignee at one point of destination to be transported at one time in one unit of equipment. (See also exceptions in rule and definition for multiple lot shipment.)

SHIPPER means the person, firm or corporation (other than a carrier) who arranges with the carrier for the transportation of the property.

TEAM TRACK means a point at which property may be loaded into or upon, or unloaded from rail cars by the public generally; it also includes wharves, docks and landings at which the public generally may receive or tender shipments of property from and to common carriers by vessel.

last point of loading, or the return time agreed on by the carrier and debtor representatives and shown on the shipping document. In no event shall this return time allowance be less than the last loaded running time.

\*TIME REPORTING FOR WORK means the time when the unit of equipment with driver actually reports for work pursuant to the shipper's and/or debtor's order, or the time loading of the unit of equipment actually commences, whichever is earlier and the shipper's and/or debtor's order, or the time

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UNDERLYING CARRIER (independent-contractor subhauler) means any carrier who renders service for an overlying carrier (principal carrier), for a specified recompense, for a specified result, under the control of the overlying carrier as to the result of the work only and not as to the means by which such result is accomplished.

UNITY OF EQUIPMENT means a truck; a tractor; a trailer, a semitrailer, or any combination of the foregoing operated in a training the semitrailer.

WEIGHT TICKET means the shipper's scale weight ticket supplied to the carrier by the consignor at the point of origin and completed by the consignee at the point of destination.

of Change } Decision No. 83124

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SECTION 1RULES	Re(Continued): a Modrator	ITEM
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Barium, clay or silicate mud compounds, dry, oilwell drilling; Clay, other than burnt or calcined; Clinker, coment; Concrete, broken, asphaltic or hydraulic; Concrete, mortar, or plaster, ingredients of, in batches, in nylon corded rubberized bags; Concrete, premixed, wet; used, nylon-corded rubberized bags being returned from an outbound trip in which they moved containing batches of ingredients of concrete, mortar or plaster; Cullet (glass, broken or crushed); Debris: From street or highway maintenance, including ice, mud, and slush; also debris from drainage or flood control construction and/or maintenance projects;	Perlite rock, crude, not expanded another further processed than broken, crushed the processed than broken, crushed the processed of the process of the control of the printe cinders to be a control of the prophyllite, crude, in blocks, pieces or slabs, rough quarried the control of the process or "rip rap";  Salt cake (crude sulphate of soda); note than burnt, calcined for a control of the printer of the pri	60
Dolomite, dead-burned; Dolomite rock, crushed; Fodder: Chopped green corn and sorghum	Stone, natural, blocks, pieces, or slabs, rough quarried;	
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Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,

APPLICATION OF TARIFF—CENERAL  Rates in this tariff do not apply to the transportation of:  (a) Property of the United States or property transported under an agreement whereby the United States contracted for the carrier's service.  (b) Disaster Supplies, i.e., those commodities which are allocated to provide which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of 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.  (c) Property for which rates are provided in Minimum Rate Tariffs 17-A or 20 when said property is transported under the provisions of such tariffs.  For rates for the transportation of commodities in dump truck equipment other of than as provided in this tariff, see Minimum Rate Tariffs 1-B 2: 39-8; 17-A-19; or of 20, as the case may be.  APPLICATION OF TARIFF—TERRITORIAL  APPLICATION OF TARIFF—TERRITORIAL  ACCESSORIAL CHARGES  In addition to the charges under the rates in Sections 2, and 4, and when you at through no fault of the carrier; the unloading and release of carrier's equipment for "delay beyond" the time allowances shown herein, who following equipment for "delay beyond" the time allowances shown herein, who following equipment for "delay beyond" the time allowances shown herein the following equipment for "delay beyond" the time allowances shown herein the following equipment for "delay beyond" the time allowances shown below.  (Charge applies for each six(6) (minutes (one-tent) of an hour) (contract) of 150 of 1	TEM	
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(a) Property of the United States or property transported under an agreement whereby the United States contracted for the carrier's services.  (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 utilizate point of storage or use prior to or during a state of disaster or state of extreme emergency.  (c) Property for which rates are provided in Minimum Rate Tarriffs 17-Alor 20 when said property is transported under the provisions of such tarriffs.  For rates for the transportation of commodities in dump truck equipment; other than as provided in this tarriff; see Minimum Rate Tarriffs 1-B, 2, 3-9-1, 17-A, 19-0-0-120, as the case may be.  **DPLICATION OF TARRY—TERRITORIAL**  **Rates in this tarriff apply for transportation between all points within the through no fault of the carrier; the united in the rates in Sections 2, and 4, and when through no fault of the carrier; the united in Tarriers and the carrier accessorial charges shall be assessed:  **ACCESSORTAL CHARGES**  In addition to the charges under the Trates in Sections 2, and 4, and when it are accessorial charges shall be assessed:  **ACCESSORTAL CHARGES**  In addition to the carrier; the united in Sections 2, and 4, and when the carrier accessorial charges shall be assessed:  **Charge per unit of carrier's a large of the carrier's accessorial charges shall be assessed:  **Charge per unit of carrier's access to the carrier's acquipment for "delay beyond" to Accessorial charges shall be assessed:  **Charge spilles for each sir(6)*  **In unites, per unit of carrier's acquipment for "delay beyond" to Accessorial charges and the delay beyond to Accessorial charges and to acc		Rates in this stariff do not apply to the transportation of restance of section of restance of the contract of
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(c) Property for which rates are provided in Minimum Rate Tariffs 17-A or 20 when said property is transported under the provisions of such tariffs.  For rates for the transportation of commodities in dump truck equipment of than as provided in this tariff; see Minimum Rate Tariffs 1-B, 2, 9-B, 17-A, 19-9 or 120, as the case may be.  20, as the case may be.  APPLICATION OF TARIFF—TERRITORIAL  APPLICATION OF TARIFF—TERRITORIAL  Rates in this tariff apply for transportation between all points within the stariff apply for transportation between all points within the stariff apply for transportation between all points within the stariff apply for transportation between all points within the stariff apply for transportation between all points within the stariff apply for transportation between all points and the stariff apply for transportation and stariff apply beyond the time allowances shown herein, the following accessorial charges shall be assessed:  Scharge per unit of carrier's a company of the stariff and the stariff apply for transportation between the stariff apply for transportation is performed by truck without transfer applies for each six(6) in minutes, per unit of carrier's actions thereof (	'o	(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.
The rates for the transportation of commedities in dump truck equipment forher of than as provided in this tariff; see Minimum Rate Tariffs 1-B; 2/9-B; 17-W; 19-W 18-W 20, as the case may be.  Application of Tariff = Territorial   10   10   10   10   10   10   10   1		(c) Property for which rates are provided in Minimum Rate Tariffs 17-A or 20 when a said property is transported under the provisions of such tariffs 2000 1000000 1000000000000000000000000
Rates in this tariff apply for transportation between all points within the State of California.  State of California.  In addition to the charges under the rates in Sections 2, and 4, and when you at destination is delayed beyond the time allowances shown herein when following accessorial charges shall be assessed:    SCharge per unit of carrier's   Add	•	For rates for the transportation of commodities in dump truck equipment/ other 49% than as provided in this tariff; see Minimum Rate Tariffs 1-B90299-B9017-A96199-or 04 20, as the case may be. Commodities 100 000000000000000000000000000000000
Rates in this tariff apply for transportation between all points within the State of California.  ACCESSORIAL CHARGES  In addition to the charges under the rates in Sections 2, and 4, and 4 when the through no fault of the carrier, the unloading and release of carrier's equipment at destination is delayed beyond the time allowances shown herein, the following accessorial charges shall be assessed:  Scharge per unit of carrier's		and the second of the second o
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In eddition to the charges under the rates in Sections 2, and 4, and when the through no fault of the carrier, the unloading and release of carrier's equipment. The unloading and release of carrier's equipment for sectionation is delayed beyond the time allowances shown herein, the following accessorial charges shall be assessed:    Scharge per unit of carrier's		
the time allowance shown below. (		accessorial charges shall be assessed:
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b. Applies when transportation is performed by truck with transfer type trailer.  c. Applies when transportation is performed by truck with other than transfer type pull trailers, tractors with semi-trailers or tractors with semi-trailers and pull trailers operating in train.  NOTE:—In computing the time allowances under this rule, time shall commence when the carrier arrives at point of destination.  83124  # Addition ) Decision No.		the time allowance shown below. ( Charge applies for each six(6) ( minutes (one-tenth of an hour) (
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	ø90	the time allowance shown below. ( Charge applies for each six(6) ( minutes (one-tenth of an hour) ( or fraction thereof ( olso olso olso olso  Time allowance in ( minutes, per unit of ( carrier's equipment (See Note) ( 30 45 30  a. Applies when transportation is performed by truck without trailing equipment.  b. Applies when transportation is performed by truck with other than transfer type trailer.  c. Applies when transportation is performed by truck with other than transfer type pull trailers, tractors with semi-trailers or tractors with semi-trailers and pull trailers operating in train.  NOTE:—In computing the time allowances under this rule, time shall commence when the carrier arrives at point of destination.  83124

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SECTION 1—RULES (Continued)	•
ALTERNATIVE APPLICATION OF COMMON CARRIER R	ates - Curoxonunca
Rates of common carriers by land published and filed with applied in lieu of the rates provided in this tariff, when supproduce a lower aggregate charge for the same transportation, origin to the same point of destination, than results from the rates herein provided (Subject to Notes 1, 2, 3, 4 and 5).	the Commission may be the common carrier rates from the same point of application of the
NOTE 1.—(Applies only in Northern Territory.) When the industrial railroad connecting with a common carrier railroad, shall be deemed to apply from the point of origin.  NOTE 2.—When a rail carload rate is subject to varying mupon the size of the car ordered or used, the lowest minimum when the rail carload rate is subject to a specified minimum when the rail carload rate is subject to a specified minimum when the rail carload rate is subject to a specified minimum when the rail carload rate is subject to a specified minimum when the rail carload rate is subject to a specified minimum weight will apply, or to actual weight but not less than a less weight, the actual weight will apply subject to the lesser car	unimum weights, dependent weight obtainable under woight, subject to the carrying capacity, actual ser carload minimum
NOTE 3.—In applying the provisions of this item, a rate carrier rate and a weight no lower than the actual weight or my (whichever is the higher) applicable in connection with the cobe used.	no lower than the common a published minimum weight as monocarrier rate shall
NOTE 4.—When rail switching charges are applicable in compovements by rail and the gross weight of the shipment exceeds minimum weight, only one rail switching charge shall be assess pNOTE 5.—In the event the common carrier rate which is used to be a seen as a supplicable of the shipment exceeds the same of the same	s the applicable carload was a seducated and a
loading and/or unloading services, a charge of \$13% cents per charge of \$13% cents per ton for unloading shall be added to carrier rate. No additional charge shall be applied for loading rate includes loading and no additional charge shall be applied common carrier rate includes unloading. Actuation by carrier of loading or unloading devices shall constitute loading or unloading the state of	ton for loading and/or law with applicable common carrier and for unloading if the common carrier and for unloading if the common carrier and for unloading service.
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Correction

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

NOTE 3.—In applying the provisions of this item, a rate no lower than the common a 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	SECTION 1—RULES (Continued) 1000	1.	ITE
populated 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 point of point of the same point of destination, then results from the application of the rates herein provided (Subject to Notes 1, 2, 3, 4 and 5).  NOTE 1.—(Applies only in Northern Territory.) When the point of origin is on an industrial railroad connecting with a common carrier railroad, the common carrier rate the label be deemed to apply from the point of origin.  NOTE 2.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under much minimum weight provisions may be used an applying the basis provided in this item, then the rail carload rate is subject to a specified minimum weight subject to the condition that if the car is leaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, if want actual weight will apply subject to the lesser carload minimum weight, if want artier 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 whall be used.  NOTE 1.—The artill switching charges are applicable in connection with line-haul novements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charges are applied in connection with line-haul and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charges shall be assessed.  **SNOTE 5.—In the event the common carrier rate which is used does not include a carrier rate. No additional charge shall be applied for loading if the common carrier rate includes unloading and no additional charge shall be applied for including sortices.  **Change** Decision No.** \$3124**  **Change** Decision No.** \$3324*	ALTERNATIVE APPLICATION OF COMMON CARRIER RATES	Andrews and the second section of the	
industrial railroad connecting with a common carrier railroad, the common carrier rate shall be deemed to apply from the point of origin.  NOTE 1.—Whon 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. Shen the rail carload rate is subject to a specified minimum weight, under this item. Shen the rail carload rate is subject to a specified minimum weight carrying capacity, actual weight the actual weight will apply subject to the lesser carload minimum weight, if only the actual weight will apply subject to the lesser carload minimum weight, if only the actual weight no lower than the actual weight or published minimum weight of carrier rate and a weight no lower than the actual weight or published minimum weight weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charges are applicable in connection with line-haut movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.  SNOTE 5.—In the event the common carrier rate which is used does not include a charge of old, contain per ton for unloading shall be added to the applicable common actual carrier rate. No additional charge shall be applied for loading if the common carrier rate includes unloading and no additional charge shall be applied for unloading and/or a carrier rate includes unloading. Actuation by carrier's driver or employee and of loading or unloading devices shall constitute loading or unloading service.  Stange of Decision No. 83124	applied in lieu of the rates provided in this tariff, when such corproduce a lower aggregate charge for the same transportation, from prigin to the same point of destination, than results from the app	mon carrier rates the same point of ication of the	
upon the size of the car ordered or used, the lowest minimum weight obtainable under which inclinam weight provisions may be used in applying the basis provided in this item. Then the rail carload rate is subject to a specified minimum weight; subject to the local 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, if any.  NOTE 3.—In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate and it witching charges are applicable in connection with line-hauf movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.  SNOTE 5.—In the event the common carrier rate which is used does not include to carrier rate. No additional charge of olly cents per ton for loading and/or a carrier rate. No additional charge shall be aspected to the applicable common carrier rate. No additional charge shall be applied for loading if the common carrier rate includes loading and no additional charge shall be applied for unloading at the common carrier rate includes unloading devices shall constitute loading or unloading service.  Schange Decision No. 83124	industrial railroad connecting with a common carrier railroad, the	(common carrier rate() -	
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Correction

Section: 1—	-RULES (Continued)	] <b>X</b>	TEM
l. Distances to be used in con as provided in Paragraph 2, shall be from the precise location at which lo the point of destination via all other is performed.  "ACTUAL HIGHWAY MILEAGE" means	ION OF DISTANCES  nection with distance rates named her the actual highway mileage traversed ading of the unit of equipment commen r locations where either loading and/ the actual highway distance along the d by the dump truck equipment utilize	computed ces to or weighing nhortest	150
and highways.	regates moving under rates in Item 33 mileage, computed in accordance with	0 shall	
Southern Territory means the coulos Angeles, Orange, San Diego, Imper Mono.  Northern Territory means all oth Territory.	HERN AND NORTHERN TERRITORIES AND	Inyo and	<b>160</b>
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Correction

SECTION 1—RULES (Continued)	ITEM
l. Distances to be used in connection with distance rates named herein, except as provided in paragraph 2, shall be the actual highway mileage traversed computed from the precise location at which loading of the unit of equipment commences to the point of destination via all other locations where either loading and/or weighing is performed.	
"ACTUAL HIGHWAY MILEAGE" means the actual highway distance along the shortest usable route that may be lawfully used by the dump truck equipment utilized in conformity with governmental regulations pertaining to the usage of public streets and highways.  2. Shipments of lightweight aggregates moving under rates in Item 330 shall be subject to the shortest resulting mileage, computed in accordance with the method provided in the Distance Table.	150
Southern Territory means the counties of San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Kern, Inyo and Mono.	160
Northern Territory means all other counties of the State not included in Southern Territory.	2. 2.50
No change on this page, Decision No. 83124 Inspired to draid (1)  The rest of the process of the	
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FIRST REVISED PAGE...

### SECTION 1 -- ROLES (Continued) I TODA TTEMis in managaran in consi ISSUANCE OF SHIPPING DOCUMENTS (Concluded) Leurosapote to actual link 3. When accessorial charges are to be assessed under the provisions of Item 90 to (1): Whether truck and transfer 🛴 🔆 (2): (3): Rate to be assessed. (1) (2): (6): (7) (4) Charges to be assessed when the consequence of consignee or his agent. trailer combination. (2) Chargeable time. In the event that transportation is performed by an underlying-carrier part Combined Shipping Order and Freight Bill (or other document) shall be issued by such underlying carrier to the overlying carrier. Such document must contain all of the above information except the following: to the control of the state of Address of debtor if other than consignor of them to the both and built of the second 2. Rate and charges assessed. الانهاد المرابع فللمراج والرويف الردائي براجاياتها والراب الاثر والعدارات بالرا Two or more copies of the document shall be presented by the underlying carrier to the overlying carrier within seven calendar days of the date transportation is performed, except that they shall be presented no later than three days after the last calendar day of the month (See Note 1). The information not required to be shown by the underlying carrier must be completed on two copies of a Combined Shipping Order and Freight Bill (or other document) by the overlying carrier prior to submission to the debtor for collection and a positive NOTE 1 .-- When United States mail service is used; the postmark shall be deemed to be Ø170 the time of presentation of the document. To make the week Anna Starte addah. The province was an analysis and was also for the page was an extended through the straight ( \$1.5 ). The first ( \$1.5 ) is A5. The form of shipping documents set forth in Section 5 shall be suitable and ser. However, other forms, including weight tickets, may be utilized provided properthat all the necessary information is supplied on or with such other forms and all other requirements of this item are completely fulfilled. A6. Abbreviations or code numbers, letters, or other similar designations may be used to record information required to be shown on the shipping document provided that all abbreviations or codes are clearly defined on the document or on a separate explanatory sheet. If the definitions are on a separate explanatory sheet, a copy thereof shall be furnished to all parties receiving copies of documents on which said abbreviations and codes are used, and a copy shall be retained with the carrier's copy of the documents relating thereto in accordance with the provisions of paragraph 8. The term carrier as used herein includes both overlying and underlying carriers. A copy of each shipping document shall be furnished to the shipper. Also, a copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any trans-portation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue. edire ir luo (Coulouvi, del republikado), ir in 60 diese ball Kening (Pro Min Medica Set Industria Angles de Projeta

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### SECTION 1--RULES (Continued) 2000

ITEM

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#### ISSUANCE OF SHIPPING DOCUMENTS (Concluded)

32 When accessorial charges are to be assessed under the provisions of Item 90 to any shipment, additional information shall be supplied as follows:

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- (1) Whether truck and transfer (4) (3) Rate to be assessed. (2) (3) trailer combination. (4) Charges to be assessed. (2) Chargeable time. (5) Signature of consignee or his agent.
- In the event that transportation is performed by an underlying carrier / a/2 112 Combined Shipping Order and Freight-Bill (or other document) shall be issued by such underlying carrier to the overlying carrier. Such document must contain all of the above information except the following:

  - The second of the control of the control of the second of
  - Rate and charges assessed.

84. S. 28.2 THE SERVICE OF THE PROPERTY OF THE PROPERTY OF San Salan Sala Two or more copies of the document shall be presented by the underlying carrier to the overlying carrier within seven calendar days of the date transportation is performed, except that they shall be presented no later than three days after the last calendar day of the month (See Note 1).

The information not required to be shown by the underlying carrier must be completed on two copies of a Combined Shipping Order and Freight Bill (or other document) by the on two copies of a Combined Shipping Order and Freque Data (or Collection 2027 012/6-2 overlying carrier prior to submission to the debtor for collection 2027 012/6-2

NOTE 1 .- When United States mail service is used; the postmark shall be deemed to be the time of presentation of the document. 

A5. The form of shipping documents set forth in Section 5 shall be suitable and proper. However, other forms, including weight tickets, may be utilized provided that all the necessary information is supplied on or with such other forms and all other requirements of this item are completely fulfilled.

- 46. Abbreviations or code numbers, letters, or other similar designations may be used to record information required to be shown on the shipping document provided that all abbreviations or codes are clearly defined on the document or on a separate explanatory sheet. If the definitions are on a separate explanatory sheet, a copy thereof shall be furnished to all parties receiving copies of documents on which said abbreviations and codes are used, and a copy shall be retained with the carrier's copy of the documents relating thereto in accordance with the provisions of paragraph(8). The term carrier as used herein includes both overlying and underlying carriers.
- A7. A copy of each shipping document shall be furnished to the shipper Also, a copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.

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	SECTION 2-DIS					
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to points	which lie along Sa	intiago Canyon	Road or Elat	roduction Area 30-0 pro*Road and which	250
are interm	mediate to Orange-C	ounty Delivery	20ne-30026	rates in Section 5	
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or this to point of d	ariff from a production 10 or m	nore miles, by	defined in Di	rectory 1, to a ment, beyond a	,
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by the percent sho			Territory	Southern Territory	
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by the percent sho		(See It	em 160)	(See Item 160)	
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

ITEM

# SECTION 2-DISTANCE RATES (Continued)

COMMODITIES, as described in List A.of Item 30 months of presenting the Material and

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(1) The minimum weight must be transported in one unit of dump truck equipment at one time.

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# Change Constant, No. o Increase:

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CONTROLLED TO THAT SEE MISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA. SAN FRANCISCO, CALIFORNIA.

<sup>(2)</sup> When dump truck equipment, other than tractor with bottom dump doubles in train, is requested by the shipper, debtor or overlying carrier, the provisions of Item 270 shall apply, including exceptions to minimum weight provided herein. (3) See Item 160 for descriptions of Northern and Southern Territories.

COMMODITIES, as de	scribed in List A of Item 30.	Salting and Control of the
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time. (2)When dump t is requeste Item 270 sh (3)For each ad	weight must be transported in one unit of dump ruck equipment, other than tractor with bottom d iby the shipper debtor or overlying carrier, t ill apply, including exceptions to minimum weigh litonal 10 miles or fraction thereof, add to the shown opposite this reference.	ump doubles in train, he provisions of t provided therein.
one to <b>O</b> l <b>increase Al</b>	ecision No. 122831:24 bequences as sum edgls -012 m	(1)The minimum we time.  Cime. (2)Subject to Ite
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Correction .000.000 Bet 30 . ISSUED BY THE PRUBLIC SUTTINITIES COMMISSION OF THE STATE OF CALIFORNIA.

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36.

SECOND REVISED PACE CANCELS FIRST REVISED PAGE. .....28

ITEM.

SECTION 2-DISTANCE RATES (Continued) In Cents Per Ton

MATERIAL, viz.:

Cold Liquid Asphalt in containers not exceeding 5 gallons capacity per container, when tendered for transportation with, and as a part of, a shipment of asphaltic concrete, and when the quantity so tendered does not exceed 15 gallons per ... shipment-23

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3/2

COMMODITION AS COLOR LEGGE LE COSE A GENTALONMOD

(1) Minimum Weight 24 Tons.

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	Over	Not	Northern Territory (See Item 160)	Southern Territory (See Item 160)	Over	ES But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)
	0 1 2 3 4	1 2 3 4 5	46 52 57 63 69	46 52 57 63 69	25 26 27 228 29	26 27 28 29 30	183 188 354 193 084 198 081 203 085	02.186 02.191 02.196 03.201 08.206
4909 <b>9300</b>	5 6 7 8 9	6 7 8 8 9 10	75 81 86 92 98	75 81 87 93 99	30 31 32 33 34	31 32 33 34 35	208 213 0.55 218 0.55 223 0.55 228 0.55	00211 00221 00221 00226 00231
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<sup>(1)</sup> The minimum weight must be transported in one unit of dump truck equipment at one

EVERTHECTIVE

Correction of the State of California, San Francisco, California.

<sup>(2)</sup> Subject to Itam 280.

<sup>83124</sup> ♦ Increase, Decision No.

and the state of t

SECTION 2-DISTANCE RATES (Continued) 2 4 In Cents Per Ton

ITEM

### MATERIAL, Viz.:

Asphaltic Concrete (commonly called "Hot Stuff");
Cold Road Oil Mixture (commonly called "Plant Mix"); Cold Liquid Asphalt in containers not exceeding 5 gallons capacity per container, when tendered for transportation with, and as a part of, a shipment of asphaltic concrete, and when the quantity so tendered does not exceed 15 gallons perm shipment.

4-14-14	m Weigh	t 24 Ton	-		5 1		an last de	
MY	ÆS		e de la companya de	·(2)·RATE			19.50	
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		17.	(Conclud	ied) (1774)			्रं दश	2.5

- (1) The minimum weight must be transported in one unit of dump truck equipment at one time. 07.
- (2) Subject to Item 280.
- (3) For each additional 10 miles or fraction thereof, add to the rate for 150 miles the amount shown opposite this reference.
- ,  $\phi$  (Increase, Decision No. ) is the  $831{:}24$  distributed to the state of the state  $\phi$

్రామని మండుకుండాని కారు. పురుగ్రామ ఉందుకుండాని ఎందుకో కారుకుల ప్రభుత్వ కారుకులో అయిని ఉందుకోత్విని - నిర్వారంలో మండుకుండాను కారు. పురుగ్రామం అంటే మేములు కార్కారుకులు ప్రభుత్వ అదే కార్ కొండి మండుకులు అత్యాత్వి - వార్కారుకోవి కార్స్లోన్ని మాతాన్న చేస్తులు మండుకోవిన్నారు. మండుకోవిన్ని కార్మంలో మండుకోవిన్ని మండుకోవిన్ని కార్క్ మండుకోవిన్ని కొర్యాలోని మండుకోవిన్ని మండుకోవిన్ని కార్మంలోని మండుకోవిన్ని మండుకోవిన్ని మండుకోవిన్ని - పట్టిక్కారు. కార్యామం కార్మంలోని కారణ అయిని మండుకోవిన్ని అంటుకోవిన్ని మహాయుడ్ ఈ మండుకోవిన్ని

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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

ITEM

ELECTRICATION.

SECTION 2-DISTANCE RATES (Continued) Total In Cents Per Tono at

#### COMMODITIES, viz.:

Earth, including dirt, loam, silt or soil, aindividually normin any combination? It also includes miscellaneous material such as stone, rock, tree stumps and broken concrete in combination with earth when such material does not exceed 50 percent of the total volume of the shipments recreated not be well-under

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<sup>(1)</sup> The minimum weight must be transported in one just of dump truck equipment at one time.

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

<sup>(2)</sup> When dump truck equipment, other than tractor with bottom dump doubles in train, is requested by the shipper, debtor or overlying carrier, the provisions of Item 270 shall apply, including exceptions to minimum weight provisions therein.(3) For distances exceeding 30 miles the rates in Item 290 shall apply but shall not result in a lesser charge than results from the use of rates herein provided.

<sup>83124</sup> ♦ Increase, Decision No.

SECTION 2--DISTANCE KATES (Continued) In Cents Per Ton

ITEM ?

XX	ES		RATES	MILES		TES	
			Minimum Weight	yak kepapatan majakapan sa a satu yang panagan	(1)(2)Min	imum-Weight	
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<sup>(1)</sup> The minimum weight must be transported in one unit of dump truck equipment at one time,

Note 1.—Rates on decomposed granite alternate with the rates in Section 16 of Minimum Rate Tariff 17-A from Production Areas 19-EE, 19-O, 19-OA, 19-OB, 19-R and 19-Z.

Correction: .

83124

VICTOR EFFECTIVE

time.

(2) When dump truck equipment, other than tractor with bottom dump doubles in train, is requested by the shipper, debtor or overlying carrier, the provisions of Item 270 shall apply, including exceptions to minimum weight provided herein.

(3) See Item 160 for descriptions of Northern and Southern Territories.

<sup>♦</sup> Increase, Decision No.

ITEM .

SECTION 2-DISTANCE RATES - (Continued) In Cents Per Ton

COMMODITIES, as described in Item 40, subject to Note las west as reclaiment as assistant as

WINDS IN W. S. But 5.0		Salar But Ag and a state of the salar sala				RATES (1)(2)MINIMUM-WEIGHT				300		
Over	Not		(3)Northe	n Ter	ritory	लाचार ताला १ <u>८</u> ४ राज्याच्या चाला भ	TONS	(3)Southern	Terr	itory	an reems	
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- (1) The minimum weight must be transported in one unit of dump truck equipment at one
- (2) When dump truck equipment, other than tractor with bottom dump doubles in train, is requested by the shipper, debtor or overlying carrier, the provisions of Item 270—shall apply, including exceptions to minimum weight provided herein.

  (3) See Item 160 for descriptions of Northern and Southern Territories:

  (4) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.
- amount shown opposite this reference. The totalow there are not been support

Note 1.—Rate on decomposed granite alternate with the rates in Section 16 of Minimum Rate Tariff 17-A from Production Areas 19-22, 19-QA, 19-QB, 19-R and 19-22.

83124 o Increase, Decision No.

SSIR

A Increase, Secialos No.

EFFECTIVE

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

1.3129 JAN1625

SECTION 2—DISTANCE RATES (Continued) In Cents Person :

ITEM

MATERIAL, viz.:

Lightweight Aggregates as described in Item 500000 at books on something A subject of his

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	and the same		nimum Wei		C The production of the contract of the contra	garan Marandara Armenia, ang ang ang ang ang ang ang ang ang ang	Minimum Weight			
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4	3	82	65	58	27	28	271	217	188	
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8	9	139	114	97	33	34	307	247	213	
9	10	147	121	103	34910.3	35	313	253		
	÷	1					323	233	218	
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(2)	Rates are	s andled	t to Item	220.	W P.			2.3		
				T ^^		-				

Correction

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(Greenwards)

EFFECTIVE TANGET

-33-

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

 $\{ k_i \}$ 

unit malautha (nasahtami ki

<sup>(1)</sup> Miles are subject to Item 150.
(2) Rates are subject to Item 220.
(3) Rates are not subject to Item 90.
(4) For each additional 5 miles or fraction thereof, add to the rate for 100 miles the amount shown opposite this reference.

<sup>♦</sup> Increase, Decision No.

ITE::

AVERY CLASS VOICE

SECTION 2--DISTANCE RATES (Continued) 200 In Cents Per Ton 300

MATERIAL, Viz.:

Lightweight Aggregates as described in Item;50 and rid bodishood was not not not by a stout own hyper

(1) SOUTHERN TERRITORY INTERPLANT (DISTANCE RATES: (See VItem (160)) the marked proposed of

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	/ · · · ·	and the second s	<u>i (1) king in t</u>	Rates (2) 52 60 1007	S. D. Pales Comp.
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	7 740 8 771 9 7 70 10 70	7 30.8 63 372.9 353 33210 633	121 130 34 2 139 71 2 147 03	100 001 001 001 101 101 121 001 001 001	85. 
<b>◇340</b> `	11 12 13 14	12 13 2014 2015	165 00 173 ga 02 181 00 03 189 00	134 751 140 751 191 146 051 241 152 751	115
	15 16 17 18 19	17 18 19 20	205 212 218 218	021 158 071 164 171 179 171 179 171 179 171 171 171	143   143
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	25 26 27 28 29	26 27 28 29 302 300 0260	261 267 273 279 27 0 5 858 28503960 501	0 10 110191910 0 10 10 10 10 10 10 10 10 10 10 10 10	n ton <b>To</b> lking (1) in to ton (1) in to ton (1) in to ton (1) in to ton (1) in ton (1) i
,	30	31	291	នរ នៃ កូននទីភីពីថ្ម ភម្មមនេះ 234	202
A STANDARD OF THE	31 32 33 34	32 33 34 35	297 303 309 315	239 234 254 254 254	206 210 kaloo(214 kaoruni * 219
			(Continued)		

<sup>⋄</sup> Increase, Decision No. 83124

Correction

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

ORIGINAL PAGE ... UDIN ... 35

Tanger Williams

#### SECTION 2-DISTANCE RATES (Concluded) OF LANGE In Cents Per Ton

TTEM

MATERIAL, viz.:

Lightweight Aggregates, as described, in (Item, 504) or one of the control of the mass of the control of the co

Laind A. Looveri. (1) SOUTHERN TERRITORY INTERPLANT DISTANCE RATES (See Item 160) (Concluded)

· · · · · · · · · · · · · · · · · · ·			Rate	(2)				
MILES	#	Minimum-Weight						
Over But Not	gowg (Per	8 Tons Shipment)	riosanok Masaratori	(3) 000000000000000000000000000000000000	18 Tons	n ovi		
35 37 39 41 41 43 43 45 45 50 50 55 55 60 60 60 65 65 70 70 70 75 75 75 75 80 80 85 85 90 90 90 91 91 91 91 91 91 91 91 91 91		329.5 3437.5 3579.6 3729.8 387 422.5 457.5 492.5 492.5 527.6 527.6 527.6 632.6 667.6 703.6 775.6 36.6 (Concluded)		265 276 287 299 311 339 367 395 423 451 479 508 537 566 595	228 238 248 258 268 292 316 340 364 388 413 438 463 488 514	◆3 ************************************		

- (1) Rates in this item apply only as follows: 8.3
  - (a) From a commercial producing plant to a railhead, hot plant, batching plant, sewage disposal plant, concrete article factory or a distributing yard, subject to paragraph (c), or
  - (b) (Applies only for the transportation of cold road oil mix (otherwise known as "Plant Mix").) From a hot plant to a stockpile in a distributing yard, subject to paragraph (c).
  - (c) The rates do not apply to any location at which grading, excavating, paving or construction activity is in progress.
- (2) Rates are subject to Item 220.
- (3) Except as otherwise provided in Item 220 and in connection with rates subject to minimum weight of eight (8) tons per shipment, the minimum weight must be transported in one unit of equipment at one time.
- at one time.

  (4) For each additional 5 miles or fraction thereof, add to the rate for 100 miles the amount shown opposite this reference. We will be about a construction of the construc

and the tracker are to the test of the test of the property of the first of the contract of the first of the

• Increase, Decision No. 10 83124 in the bound of the monopole encycled of the monopole encycled from

Correction

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

MINIMUM RATE TARIFF 7-A

: LEAV LANGUAGE

ITEM.

SECTION /2—DISTANCE TRATES (Concluded) OTTOON In Conts/Per Ton/Ord (C)

FODDER, Viz.:

Chopped green corn and sorghum grain plants; including heads, stalks and sorghum grain plants; including heads, stalks and sorghum grain plants; leaves, in bulk. coordinate transferrations commenced the form from the figure of the cond

Minimum weight 8 tons.

Batween points in territories as described in Item 1607

MII	TS.	-Rates (1)	(2)-(3)-(4)	MILES		Rates(1)	(2) (3) (4)
Over	But Not Over	Southern		ವಿವರ್ಣ ಕ ತ <b>0vex</b> ಎಗಡಿ ಸಂ	But Not	Southern	Northern Territory
	a caregori e occas como occasione	31	43	25	26	185	185
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2	3.	49 .7	⊴ 57	27675	28	<sup>55</sup> 196	1 70112
3	4.	58	. 64	285	29	<sup>⊊1</sup> 196	1 1985
4	5.	67 tet	s 71	29178 732	30	196	203
5	6	76	7.8	30	31	217	208
5 6	973	85	85	3123	32	<sup>⊕</sup> ∂217	212
7	8	93 %	5 91	32 7 0	33	<<217	2170
8	9.	101 0	97	49286	34	00 <b>217</b>	222
9	10:	109 00	103	34788 \$33	35	50 <b>217</b> 35	22706
10	11	121	109	35	37	240	235
11	12	1 121 05	115	37500	39	√240	1 243-
12 '	13	133 90	id 1.21	39:250	40	28240	24765
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14	15	146 0	1.33	41507 957	43	©°274.	267 00
15	16	1.46	138	1 43	45	274	275
16	17.	155 34		45077	50	<sup>⊕0</sup> 299	296
17	18	155	148	50 or	55	325	317
18	19	163	152	55	60	351	338
19	20	163	157	60	65	377	359
	••	,	· •	(೨೨೩೩೩೩ ಕಗಡರಿ (		-	-
20	21	174	162		70-4	2202 1429103 E	380 (4)401
21 22	22 23	J- 200 174: 42		THE PROPERTY OF THE PARTY OF TH	≎ 2 × √ 8 <b>0</b> × 7 2 × 2 × 2 × 2 × 2 × 2 × 2 × 2 × 2 ×	THAT IS THE YEAR OF	422
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23	24 25	106	ಪ್ರವಹ್ಯಗಳು 12.00 ಕ್ರಮ್ಮ ಜ್ಯಾಪ್ನ ಧಿತ್ 12.00 ಕ್ರಮ್ಮ	. a.c.a.cuee.a.c.a.c.a.c.a.c.a.c.a.c.a.c.a.c.a.c.a	a (ma <b>maga) k</b> alasan Magada <b>noun</b> a hisi ka	TO VEOTER	464
	45	1 - 3 - 400 AC, 12	5 10 10 10 10 10 10 10 10 10 10 10 10 10	1000	్తుడు <b>ులు</b> అంది అంది లోన	b) (Applice of	***
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•		The state of the s	SCHOOLS NOT TO THE	A CONTRACTOR	4. (2 <b>100</b> ) / (2	9120 XXXX	506
;		* Charles and the State of the	್ರಾರಂ ವರ್ಷ ಇತ್ತಾಗು ತಗ ದರ್ಧನ	1.100. 00	(See Note 175	c) wasasani	
		A CONTRACT OF THE	THE MENTAL SECTION AND THE	AL NOTE: Ad	idicto//rate: fe	ordioons on	1
		1	1 '	i .Comi	les for each	Mich old of cold	間 (2)
,		124 W. Walt . 1955	25 out that 652	Josef al mi	les or Trac	tion or squax	सं (८)
		The state of the s		. By the transateh		こいり (つり) ひころ	5K 27
Į.		description of the	adau pao as b	<b>₫</b> ქუტდგონომ 1	ಅವೆ ಕ್ಷಾಫರ್ 4ರ್ಥ4	CHAN WINTER AU	1)7
		1	(Contin	nued)		. ಯಾಗಿಕ ಇದರ ಪ	13

(1) Loading shall be performed by the shipper or consignor. One notion 001 most (2) The minimum weight shall be transported in one unit of equipment at one time.

(3) 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.

Otherwise charges shall be computed upon the basis of the following estimated weights per cubic yard when loaded in the dump rruck equipment: (a) In Southern Territory, 2800 pounds.

(4) Rates are not subject to Item 90.

O Increase, Decision No.

Correction |

83124

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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

SECTION 3HOURLY RATES (Continued)	ITEM
APPLICATION::OF::HOURLY::RATES::///	
Rates in this section are hourly rates and apply from, to and between points in Southern and Northern Territories as described in Item 160. Hourly rates apply only when a debtor or his agent and a carrier for his representative enter into a written agreement, before the transportation commences, that the hourly rate provisions apply. Hourly rates apply only for the transportation of property as described in Items 30, **, 60 and 400, except as otherwise provided and for accessorial services performed in conjunction with such transportation, only for one debtor in one unit of equipment. The rates include the wages of driver only.	
The determination of chargeable time in the application of the hourly rates shall include the following: \( \text{Vigital Description} \) \( Vigital Descriptio	
Shower was accompletely folk of the configuration o	ø36
් විශේච්චා යම් සහ ඔබ සිට නම නම් සිට සම සහ සහ විශේචා වෙන්වේ සිට වෙන්වෙන් වෙන්වේ සිට නම් සිට සම විශේචාව දිර සිට සහ සිට සිට සිට සිට සිට සම සිට සිට සිට සිට සිට සිට සිට සිට සිට සිට	
equipment or for time taken, out for meals, Time to be charged shall linclude time for transportation in both directions, time for loading and unloading and waiting or stand-by time at origin and/or destination. Total chargeable time shall be computed to the nearest six; (6) minutes or one-tenth of an hour.	
*(d) In the event that a carrier is released by the shipper from further service and is re-engaged by the same shipper at a point other than the point of such release within the same 24 hour period (computed from 12:01 A.M. on the date the unit of equipment initially reports for service) hourly rates shall be assessed for the traveling time from the point of release to the subsequent origin point.	,
CONTROL OF THE PROPERTY OF THE	
The minimum charge for services performed under the hourly rates in this section shall be the charge for one hour at the applicable rate. (See Exception)	
EXCEPTION—When debris cleanup is performed by a carrier at the hourly rates in Section 3, and when said service is performed at a job site as an incidental service to the carrier's transporting asphaltic concrete to said job site under zone rates in Minimum Rate Tariff 17-A, the minimum charge shall be that for one-half hour at the applicable hourly rate.	3'
	<u> </u>
% Change } Decision No. 83124	
** Eliminated )	
·	

## COMPERFECTIVE

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

Correction

MINIMUM RATE TARTEE 7-A

ITEM SECTION:3--HOURLY(RATES.(Continued)()()) INTER-REGIONAL SMOVEMENTS DI 1990. l. : When dump truck equipment moves between two for more regions anamed in this item during one day's engagement at hourly rates; the rates applicable shall be that for the district within which the junit of dump truck equipment and driver reported for service pursuant to the shipper's order of the shipper's order order or the shipper's order or the shipper's order or the shipper's order or the shipper's order order or the shipper's order orde 2." Northern Territory is divided into two regions as follows take for the fam. Oh . \*\* ಲೆಲಾಗಬಾಗಲಾಖೆರು ಆಸ್ಥೆವಿ ನಟ್ಟೆ (a) San Francisco Bay Area Region consists of the City and County of San #2 Francisco and the Counties of Alameda, Contra Costa, Marin, San Mateo, Santa Clara and that portion of Sonoma County beginning at the junction of the Marin-Sonoma County line and Shoreline Highway (SSR-1); northerly along Shoreline Highway (SSR 1) to Petaluma Valley Ford Road; easterly along Petaluma Valley Ford Road to Roblar Road; easterly along Roblar Road to Stony Point Road; southeasterly along Stony Point Road to West Railroad Avenue; northeasterly and easterly along West Railroad Avenue and East Railroad Avenue to Petaluma Hill Road; northerly along Petaluma Hill Road to Roberts Road; north-easterly along Roberts Road and Pressley Road to Sonoma Mountain Road; easterly 380 along Sonoma Mountain Road to Warm Springs Road; southeasterly along Warm Springs Road to Arnold Drive; northeasterly along Arnold Drive to Sonoma Highway (SSR 12); northerly along Sonoma Highway (SSR 12) to Trinity Road north-easterly along Trinity Road to the Sonoma County line; southerly and northwesterly along the Sonoma County line to the point of beginning. (b) Northern Region Consists of all of the Counties in Northern Territory Daw (See Item 160) except as provided in (a) above DELICAL TREE is made and assistant of the county of the cou Southern Territory is divided into two regions as follows: "ATA oral postovor (a) San Diego Region consists of San Diego County. (b) Southern Region consists of all of the counties in Southern Territory (See Item 160) except San Diego County.

On the last of anything except to a state of the same and the same a No change of this page, Decision No. To 83124 wife winder new--voithmous υλορού φετή φού όγης και καικάρμασο απευτούτες εκτραφούρμαση κιμάντασης μές <mark>το φούρους</mark> της Ευγορού φετή φού όγης και το καικό το καικό αποτείτε που παράφου συνά το μούς ανώ το που αράφους της rond rates in Minimus Rate Tarlit 17-A, the sublimus charge whall be that for one-half hour at the applicable hourly rate. Decision no. Salada d Chance \* Addition bersminulm \*\*

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DESTATE DESTROISSUED BYOTHE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,

Correction

		COMMODITIES, 4	s described in Item	ns 30 and 60	claiv juiidommo	. ,
Number of Axles Per Unit of Equipment	(C)	ad than distributes on the control superstance of the con-	FROM: Poin	its of Origin in	is vita i bata Lase, in lat h	
	ממ	Northern (See Items	Territory 160 and 380)	Southern (See Items	Territory 160 and 380)	
	San Francisco	Southern-Region	San Diego Region			
The second secon	**** <b>M</b> ****	1812		1854	1871	
2	٥	2590	2869	2649	2696	
1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	`₽	2180	2425	2230	2262	
	м	22.57	2378	2152	2169	
3	•	2963	2255	2953	3000	<b>  </b>
42%	P	2538	2793 7772	2531	2562	ł
84.7. <b></b> 8.7.4.7 7.8.4.1	м	2172	2	2229 142	2285	
4	0	2979	St. 382299998765	3037 3037	3152	
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ر من المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة	м	2323	Si mangan ser.	2374 231	2418 04	
5	0	3125	\$ \$22.5482 \$3460	3188	44 3285 44	
or more	P	2703	3013	2759 <sup>2035</sup>	2828	
361	1	1 - 44 - 154 pt - 5- ap	22 1 22		(4)	

• Increase Decision to a consequence of the constant of the co

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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

ITES

0400

SECTION 3-HOURLY RATES (Continued) In Cents Per Hour

CONTROL OF A THE BUILDING DESCRIPTION OF THE CONTROL

COMMODITY, Viz.:

Debris: From demolition of buildings and structures.

For Application of Rates see Notes 1 and 2.

Level Capacity of Dump Truck Body In Cubic Yards (See Note 1)	Northern Term	Xern and San Luis			Southern Tolk (See Item 160)		
But	(l) Colu			l) Colum			cept Kern and n Luis Obispo
Over Not Over							Counties
0 6	1740 2526	2132	1497	2130	1812	1	1415
6 7	1835 2649	2240	1558	2191	. 1873	<b>\</b>	1466
7 8	1892 2706	2297	1615	2248	1930	1 1	1524
8 9	1992 2839	2414	.1676	2315	1994		1576
9 10	2050 2897	2472	1728	2367	2047	1 ; '	1621
<b>y</b> 10	2030 2037;	44/4	1120	.7201	4047	1	7077
10	2104 . 2952	2526	1.1777	10000	2096	í	19.000
10 11				2416			1666
11 12	2156 3003	2578	1823	2462	2142	1	1723
12	2208 3061	2635 <sub>3.2</sub>		:2523	2198	<b>,</b> ',	5 (1774 g
13 14	2249 3102	2675	1911	,2560	2235		1806
14   15	2288 3140	2714 <sub>7 0</sub>	1943	2592	2267		1839
	1			12.2			1
15 16	2322 3175	2748	1977	2614	2300	1 .	1884
16 17	2371. 3241	2805	2031	2706	2368	1	, 1916
17 18	2410 3280	2845	2067	2742	2404	1 .	1948
18 19	2435 3305	2870 -	2090	2764	2426	1 ; .	1980
19 20	2458 3328	2892 ""	2107	2785	2447	1 :	2012
<i>r</i> .	1 2.2350	25	lyg.	Y.	37.80		
20 21	2480 3350	2915	2128	2805	2467	1	2044
21 22	2503 3373	2937	2148	2825	2487		2077
22 23 1	2525 3395			2845	2507	1 4	, 2109
23 24	2548 3417	2987	2188	2865	2528	1 :	2141
24 25	2570 3440	3004 gg	2209	2886	2548	j j	2173
	1		1				C : TT ! !
25 26	2592 <sub>1070</sub> 3462	3027	2256	2961	<sup>€(</sup> 26⁄70		գ 2232 <sub>թո և</sub>
			F		( ( - x - x - x - x - x - x - x - x - x	1 5	t in wetter in
26 (2)	22 22	22	22	22	22		32

(1) See Item 410.
(2) Add to the rate for 26 cubic yard capacity, the amount shown opposite this reference mark for each additional cubic yard or fraction thereof.

NOTE 1 .-- Level capacity of dump truck body means the cubical content of a the body (including the bodies of all trailers, or semitrailers in the unit of equipment) in cubic yards calculated by multiplying the inside length by the average inside width and the average inside height of the sides of the body, including temporary side boards and end boards, if such boards are used, with no allowance for the crown of the load or for low headboard or low tailgate.

In the case of a dump truck body not constructed for use of a tailgate (such as the so-called "rock body"), the inside length shall be deemed to mean the average of the measurement along the top of the sides from the inside of the headboard to the point of the angle where the sides are diverted downward to meet the floor, and the measurement along the floor from the inside of the headboard to the end of the body.

NOTE 2 .-- In Del Norte, Humboldt, Lassen, Modoc, Shasta, Siskiyou, Tehama and Trinity Counties, Subcolumn "P" rates shall also apply for all time, except that provided for in Subcolumn "O", during which one driver with one unit of equipment is engaged for service for one shipper in excess of 8 hours in any one shift. 

o Increase, Decision No.

EFFECTIVE

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

Correction

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SECTION	4RATES FROM	PRODUCTION AREAS	TO DELIVERY ZONES
	IN CENTS	PER TON (Continue	e <b>a)</b> ::::::::::::::::::::::::::::::::::::

ITEM

COMMODITIES, viz.:
Asphaltic Concrete;
Cold Road Oil Mixture.

PROM (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 30094	232 245	30098 203 30116 30101 194 30117	164
30097	215	30101 30102, 30103 181 30118	143"

Min:	THUM:	Wel	ant	6 Tons	

TO (1) San Diego County Delivery	PROM (1) San Diego County Production Areas	(1) San Diego County Delivery	(1) San Diego County Production Areas
Zones	37-B 37-C 37-D	Zones	_37-B 37-C 37-D
		594	
29	126 157 236		179 134 63
30	112 142 12 219	[[ <sub>    </sub>	189 144 62
31	96 125 203	61	208 163 77
32	82 112 190	62	202 179 100
33	68 99 176	63	180 171 119
** - T		ll sain a state of States	
34	130 159 237	345 64	164 157 134
35	126 168" 237	10a <b>vee</b> 504.	146 142 154
36	106 151 212	1 500 5 667 5 50 X	192 145 63
37	77 109 186	67.	173 155 155
38	64 79 167		170 151 142
20	73., 407	68	
20	200	1 6. 4 20 1 6. de	
39	81 70 150	62	192 174 123
40	98 89 167	70	213 174 96
41	112 104 181	"	194 154 76
42	125 117 171	72	179 138, 61
43	138 131 167	73	115 71 109
	A CONTRACTOR OF THE PROPERTY O	Sand Canada Salah	The state of the s
44	151 145 186	74:	101 58 119
45	199 181 214	75	92 54 131
46	177 159 198	76	145 165 205
47	155 134 173	11 77	158 168 220
48	140 101/ 180		
40	142 121 158	78	143 174 261
		11	
49	150 134 165	# 179°	157 192 276
50	130 111 148	80	159 192 280
51	115 119 148	81	149 189 267
52	101 118 163	82	132 171 252
53	87 106 175	83	151 193 269
• •		1 998 1 956 1 976	الخفي الأسطورة محاسما
54	126 83 121	84	145 175 253
55	129 98 133	85	226 257 236
56 56	131 89 93	86	98 127 205
20			
57	148 104 76	87.	111 140 215
58	161 117 64	88	125 156 227
		N S - L	
		89	1114 157 212
	1	# 60 t 35mm 1 2016	Maria Maria

<sup>(1)</sup> For descriptions of San Diego County Production Areas and Delivery Zones see Pages 77 to 83, inclusive.

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

<sup>(2)</sup> For descriptions of Orange County Delivery Zones see Pages 75 and 76.

<sup>♦</sup> Increase, Decision No.

STATE EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES TOMMISSION OF THE STATE OF CALIFORNIA.

a Macrosse, Decision No.

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

Item 520

ROUND-TRIP DELIVERY TIMES in Minutes

TO DESCRIPTION OF PRODUCE AND ANALYSIS OF A

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 510

Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes
15-001	134	15-008	143	15-015	202	15-022	173	15-029	246	15-036	138
15-002	127	15-009	150	15-016	211	15-022	193	15-030	254	15-037	139
15-002	120	15-010	158	15-017		15-024	203	15-031	155	15-038	146
15-004	111	15-011	164	15-018	157	15-025	213	15~032	145	15-039	137
15-005	118	15-012	175	15-019	166	15-026	223	15-033	161	15-040	127
15-006	126	15-013	185	15-020	154	15-026	230	15-034	153	15-041	
	134	15-014	193	15-021		15-028	238	15-035	146	15-041	
15-007	T24	12-074	732	15-021	163	13-028	238	172-032	740		124
	,, ,	{				<b>1</b>		1		15-043	115
	<u> </u>									15-044	107
19-800	105	19-825	96	19-850	75	19-875	89	19-900	79	19-925	. 65
19-801	95	19-826	. 72	19-851	65	19-876	81	19-901	86	19-926	68
19-802	87	19-827	66	19-852	63	19-877	92	19-902	- 80	119-927	75
19-803	117	19-828	55	19-853		19-878	84	19-903		19-928	81
19-804	107	19-829	40	19-854	49	19-879	73	19-904	80	19-929	88
19-805	98	19-830	35	19-855	: 53	19-880	66%	19-905	0.00 80	19-930	97.00
19-806	86	19-831	35 35	19-856	50	19-881	67°00	19-905		19-931	106
19-807	79	19-832	42	19-857	48	19-882	66	19-907	96	19-932	114
19-807		19-832	37	19-858	46 54	19-883	70	19-907	100	19-932	125
19-808	71 71	19-834	41	19-859	60	19-884	77	19-909	108	19-934	124
73-803	<b>7±</b> , ;;	13-834	4,4	13-823	60	13-884	,,	19-909	108	19-934	1 2 2 4
19-810	62	19-835	49	19-860	54	19-885	82 <sup>.</sup>	19-910	115	19-935	
19-811	52	19-836	59	19~861	64	19-886	90	19-911	123	19-936	116
19-812	55	19-837	67	19-862	70	19-887	97.	19-912	123	19-937	127
19-813	45	19-838	76	19-863	76	19-888	102	19-913	115	19-938	111
19-814	42	19-839.	80	19-864	82	19-889	110	19-914	109	19-939	97
19-815	40	19-840	71	19-865	91	19-890	110	19-915	105	19-940	79
19-816	41	19-841	44	19-866	100	19-891	108	19-916		19-941	82
19-817	50	19-842	41	19-867	94	19-892	100	19-917	<sup>(4일</sup> 8 <b>3</b> .	19-942	100
19-818	62	19-843	43	19-868	86	19-893	95	19-918	83	19-943	
19-819	57	19-844	\$5	19-869	79	19-894	88	19-919	82	19-944	144
19-820	68	19-845	49	19-870	75	19-895	80	19-920	89	19-945	172
19-820	65. 65.	19-845	49 56	19-870	75 67	19-895	73	19-920	90	19-945	,
19-821		19-846		19-871	61	19-890	73 73	19-921	90 96	19-946	
		19-847	61 69	19-872		19-898	73	19-922		1	
19-823 19-824		19-848	81	19-874	61 61	19-898	73	19-923	77	19-948	101
19-824	- 00	13-043		17-074		*3-039		19-324		<del></del>	
36-500		36-502	127	36-504	105	36-506	126	36-508	151	36-510	164
36-501	150	36-503	111	36-505	118	36-507	137	36-509	161	<b>;</b>	

(1) For descriptions of Antelope Valley Production Area and Delivery Zones see 1 52 Pages 53 to 74, inclusive. The Pages 53 to 74, inclusive.

No change on this page, Decision No.

83124

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ราง (ค.ศ. ค.ศ. ค.ศ. ค.ศ.) ใน ผู้หน้าหนึ่ง เมื่อนี้ได้เกิดเรื่อง เมื่อเหมือนที่เป็นสามารถให้เป็นเป็น

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EFFECTIVE ...

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

Countries and countries and conferred to

Correction

SAN FRANCISCO, CALIFORNIA,

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued) ITEM MATERIAL, viz.: Mixture, Cold Road Oil (See Notes 1 and 2) RATES مغارين والتهاجر A NEW MONTHSOn THREAT NACIONAL (I) MORE PROM TO .....Minimum Weight 24 Tons 10.18.Tons 200 T. COUDAN Sone 149 800-21 144-01 800-21 136761 010-31 129061 000-00 000-00 000-00 1.1G4-0000000 0000000 00000000 e de la companya de l 154 148  $\alpha_0^2 \approx 3$ 0.01 200-21 129001 100-**41** 100-**41** 100-**5**1 100-**5**1 100-**6**1 100-**7**2 100-2. 100-2. 100-2 100 15-012 15-012 र्गा =स्त्री दर्भ द<del>=</del>दर्भ 336-01 930-82 735-01 50% 125-21 125-21 117-21 114 300-0 1.0+1. 1.0+1. 1442 000 O -- 3 รัฐ**นิ35**ฏ 1 200-2 131 8 (138 **-**€) ٥ 125 107 \_\_10\_\_\_ 96. 000 -01 100 11 100 13 302-01 8600 313-01 16875  $i_1 \leq i^2 + \frac{\alpha}{2}$ 039-01 949-05 20 \*\*\*\*\*\* ್ಷ ೨೦೦ಕ್ಷಿ  $\mathcal{A}^{\alpha_{k}}(t) = t^{\alpha_{k}}$ 3:2-02. 25 £08'+0. ķ5 197 19 1 Sec. 19 13.3 \$08-03 50**9-0**1 0.50 230-05 QQ8-21. (01 105-01 TO **0530** .. (2) San, Matoo County 200-01 19-806 9-31-62 000-000 20 Delivery Zones. 38. 100 η. 355-914 329-CI 100-01 3 € 900-01 00-**2**1 200-533 130-01 268-01 131r 700-81 119-633 Sec. 2 149 288**-**€2. 389**-**03; 193-01 200-67 (1407) 160 ومستعار - no - 3° 15 969**~0**. 174 4 149 005-011 005-011 o; :**201**; ; 1, 0-0<u>-</u> 0.70**-6**1 acr-e: 1170;a 50 0.18-0 : 10-0: \$ 64 \$ 74 222 528-01 1895 5281 19-055 118-01 118-01 · (\*\*) 0.0 100 721.-021 300-05 2115A 248 20-07g 2.0-0.1 20-0.1 \$18**-95** 039-825 أجروسريدي 10-170 119-091 313-01 r. (3) Santa Clara County
Delivery Zones in o⊒ali ut ceat 102 129-01. 22 366 - 95 2.3 618-07 0.2 7.73-01 -8.28-01 545 me 1 200-02 13 960000 460-01. 252-05 23. - 3 149<del>.</del> 157 34 Sept 19 6  $\mathcal{L}_{\mathrm{max}}(\underline{\mathbf{d}}_{\underline{\mathbf{d}}})$ 409-6-1 131 2. 13.5 9.13 ±0.2 140 0.0-3: 288-91 1337 230447.2 203-01. 201-02: 000-02: 01:164[ 000-0  $\mathcal{C} = \mathcal{C}_{k}$ 17.147: 27.127: . . - 4; . 128 23 030-01 (**128**)8 788-01 (**110**)7 JE8-03 20 225-**5**. (  $\mathbf{A}^{(i)}$ 5-872 250.../ 20....€5 1.6-65 3.5 353-023 ñ 838-05 02 800-0 136 117:0 000-01 270-021 553-03 .....136 0.154 502-08 133435 503-08 174855 - 8; - 20 233-06 121 303-30 3200 205 \$52-05 200-65 NOTE: 1. -- Rates include bridge and ferry tolls in neclines to accordance to NOTE 2. -- The minimum weight shall be transported in one unit; of dump truck page equipment at one time subject to Item 450. (1) For descriptions of Alameda County Production Area and Delivery Zones see id ino wpapalo of 83124 o Increase, Decision No. **EFFECTIVE** TSSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

ITEM "

MATERIAL, viz.: Mixture, Cold-Road Oil (See Notes - 1 and 2) - 200

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	RATES					
	to the form of the second		ROM ST			
en en en en en en en en en en en en en e			y Production Are	A8.:- s	_	
TO		В	c			
(1) Alameda County	Minimum Weight		Minimum Weight			
Delivery Zones	18 Tons	24 Tons	18 Tons	24 Tons	_	
1 2 3 4 5 6	207 197 187 183 180 178 170 164 157	178 172 164 - 160 157 156 149 145 136	219 209 203 197 193 186 183 177 170 154	186 177 173 168 164 158 156 153 145 117		
12 12 13	136 127 232	116 107 198	140 96 96 238	119 autas8231 (247202	r Arc Arma	
TO (2) Contra Costa County Delivery Zones	- 1,	The Co.	The second district of the second district of	and the state of t		
1 2	164 207	145	226	191 191	0540	
TO (3) Santa Clara County Delivery Zones	168	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	128	110		
6 7 8 10	180 180 201 252	157 157 157 173 215	143 139 157 209	120		

NOTE 1.—Rates include bridge and ferry tolls.
NOTE 2.—The minimum weight shall be transported in one unit of dump truck equipment at one time subject to Item 450.

- (1) For descriptions of Alameda County Production Areas and Delivery Zones see Pages 46, 47 and 48.
  (2) For descriptions of Contra Costa County Delivery Zones see Page 49.
  (3) For descriptions of Santa Clara County Delivery Zones see Page 51.

• Increase Decision No. 831.24 grade 0 ... of the transfer of the manufacture of the control of

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ISSUED BY THE "PUBLIC" UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, Correction SAN FRANCISCO, CALIFORNIA. ORIGINAL PAGE .....91 MINIMUM RATE TARIFF 7-A SECTION 4—RATES FROM PRODUCTION AREAS TO ODELIVERY CONES 149 TO COMP. ITEM : IN CENTS PER TON (Continued) Wall Wall MATERIAL, viz: Mixture, Cold Road Oil (See Notes I and 2) % TAX PROM (1) Santa Cruz County Production Areas B, C Minimum Weight (2) Alameda County Minimum Weight Delivery Zones IS Yons 24 Tons 18 Tons | 24 Tons 397 ੋਂ 339 388 `331` 403 346 329 385 400 342 388 : 387 : 4 022 97**374** -::/,321 372 5 327 ~ 319 333 1.02 6 314 379 5 ·..364 327 314 310 7 7 % 378 ⋷ ∵.;363 323 306 359 Я 374 319 350 33 9 301 364 💸 314 97**288** 252; Y · , .338 301 329 : 2**7**9 11 ora 292 12 286 257 ...244 301 01 412 352 426 366 (3) Contra Costa County Delivery Zones 424 gg · 409 363 447 380 ~~462 · · · ^ <u>~ - - 393 ^</u> 70 Dela rery Rones 9550 (4) San Mateo County Delivery Zones 3 1217 700 **211** 247 261 223 **26**4 279 240 290 cm 276 235 248 309 263 (2,50000323ml) Jana276) 343 VION 210C 6 329 292 351 366 301 314 (5) Santa Clara County -Delivery Zones 202 ŌΤ 235,00 2140 2016 Opinad opinad opinad 2490 pag-111, 2140 and the Bright of the second and 216 202 201 1 202 rest 187 NOTE l.--Rates include bridge and ferry tolls.
NOTE 2.--The minimum weight shall be transported in one unit of dump truck (1) For descriptions of Santa Cruz County Production Areas see Page 46.
(2) For descriptions of Alameda County Delivery Zones see Page 47 and 48 (3) For descriptions of Contra Costa County Delivery Zones see Page 49.
(4) For descriptions of San Mateo County Delivery Zones see Page 50. (5) For descriptions of Santa Clara County Delivery Zones see Page 51. 83124 ♦ Increase, Decision No.

EFFECTIVE

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THAT CONTROL - ISSUED BY THE PUBLIC TUTILITIES BOMMISSION OF THE STATE OF CALIFORNIA, 1957/2010/08 Correction Control (A)

# SECTION 4-RATES FROM PRODUCTION AREAS TO DELIVERY ZONES

ITEM

COMMODITIES as described in Item 430, except as noted (See Notes 1 and 2)

IN CENTS PER TON (Concluded)

TO	(1)Contra Costa County Production Area				
(1)Contra Costa County Delivery Zones	A Minimum Weight				7
(5)	18	18 Tons		24 Tons	
1 2	79 71		<b>61</b> 69		
	FROM (2) Sacramento County Production Areas				
TO (3) Placer County	Minimum	Minimum Weight		Minimum Weight	
Delivery Zones	18 Tons	24 Ton≡	18 Tons	24 Tons	
1 2	86 95	73 81	117	100	
TO (2) Sacramento County Delivery Zones					
1 2	121 99	106 84	69 54	58 45	0:
TO (4)Yolo County Delivery Zone			4		
· 1	129	lil	75	63	1
TO (2) Sacramento County	FROM (4)Yolo County Production Area				
	Minimum Weight				
Delivery Zones	18 Tons		24 Tons		
7	164 185		147		
TO (4)Yolo County Delivery Zone					
1	153		132		

NOTE 1.—Rates include bridge and ferry tolls.
NOTE 2.—The minimum weight shall be transported in one unit of dump truck equipment at one time subject to Item 450.

- (1) For descriptions of Contra Costa County Production Area and Delivery Zones see Pages 46 and 49.
- (2) For descriptions of Sacramento County Production Areas and Delivery Zones
- see Pages 46 and 49.

  (3) For descriptions of Placer County Delivery Zones see Page 49.

  (4) For descriptions of Yolo County Production Area and Delivery Zone see Pages 46 and 52.
- (5) Applies only on Cold Road Oil Mixture.
- ♦ Increase, Decision No. 83124

#### EFFECTIVE

Correction

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

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		D SHIPPIN	G ORDER J	UND FREI	CHT BILL		· · · · · · · · · · · · · · · · · · ·	
P.U.C. No.	Carrier Name				Date	Preig No.	ight Bill	
	Address				Equipment No.	of Equipment		
Consignor	Debtor if Other Consign Than Consignor Address		Consignee		Underlying Carrier (If Any)			
Address			Address					
	Dist	ance or Z	one Rate	Freight	Bill			
Point of Origin	Point of i	)ostinatio	n '	Vilos	Productio	n Area	Delivery Zone	
						·	<u>.</u>	
Commodity	. Tag No.		Weight		Rate		Charges	
1								
2							· .	
3								
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9					·			
10	<del></del>	<del>                                     </del>			·		<del></del>	
Total Weight	Rate	Charges			Accessorial Charges		Total Charges	
		pHourly S	ervice Fr			<del></del>		
Reporting	Commodity Dist				ance Setween Number of			
Time Reporting for	orting for Work		Meal			Axles		
Time Completed La	at Loading			Deduc				
Time Commenced Discharging			Breakdown Deductions					
Last Load Time Completed			Chargeable Time					
Discharging			Ė	Rate				
Last Load Time Completed Ho	ne iv Seevi ee			Charg	es ity in			
Overall Time	arry service			Cubic	Yards			
	,			Sig	nature Sect	ion		
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