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ORIGINAL

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.
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 hourly rates in MRT 7-A.

(c) 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.

(d) 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 MRT 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.

Evidence 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.

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.[1/] 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.

1/ 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.

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.

5. 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.

6. 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. The proposed revision of Item 200 with respect to the reduction of the minimum weight to 23 tons for shipments in four- and five-axle dump truck equipment is justified and will result in just, reasonable, and nondiscriminatory minimum rates.

9. The proposed revision of Items 10, 170, and 360 with respect to application of hourly rates, as proposed in Exhibit 265-4, will result in just, reasonable, and nondiscriminatory provisions to govern the application of the hourly rates in MRT 7-A.

Conclusions

1. The revisions of MRT 7-A found reasonable above should be incorporated in MRT 7-A.

2. The partial rehearing of Decision No. 82061 ordered in Decision No. 82325 has been completed and the issues raised therein will be satisfied by the tariff changes ordered herein.

3. The broader rehearing of Decision No. 82061 ordered in Decision No. 82592 has not been completed, and not all of the issues raised in Petition 265 will be disposed of by the order which follows; therefore, such proceedings should remain open and further hearings should be held.

INTERIM ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff 7-A (Appendix B to Decision No. 82061, as amended) is further amended by incorporating therein, to become effective July 20, 1974, the supplement and revised pages contained in Appendix A attached hereto and by this reference made a part hereof.

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

3. Tariff publications required to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the first day after the effective date of this order on not less than one day's notice to the Commission and to the public, and shall be made effective not later than 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 9th day of JULY, 1974.

Vernon L. Sturgeon
President

William Symons, Jr.

Commissioners

I abstain

J. P. Vukasin Jr., Commissioner

C. 5437 (OSH 213 & Pet. 265)

APPENDIX 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

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

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EFFECTIVE

Correction

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

SECTION 1--RULES

ITEM

DEFINITION OF TECHNICAL TERMS

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.

CARRIER means a radial highway common carrier, a highway contract carrier, or a dump truck carrier as defined in the Highway Carriers' Act.

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.

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 Commission and in effect at time of shipment.

CONSIGNEE means the person, firm or corporation to whom the property is to be physically delivered by the carrier.

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

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, silos or bunkers. 10

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 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 and the mixing of such heated oil or asphalt with rock, sand and any other ingredients 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 36 feet or over.

(Continued)

No change on this page, Decision No. 83124

EFFECTIVE

Correction

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

SECTION 1--RULES (Continued)

ITEM

APPLICATION OF RATES--COMMODITIES

When reference is made to this item, rates apply to the transportation of the following commodities:

Barium, clay or silicate mud compounds, dry, oilwell drilling;
Clay, other than burnt or calcined;
Clinker, cement;
Concrete, broken, asphaltic or hydraulic;
Concrete, mortar or plaster, ingredients of, in batches, in nylon corded rubberized bags;
Concrete, premixed, wet;
Containers, empty, used, viz.: empty, 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;
Dolomite, dead-burned;
Dolomite rock, crushed;
Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves;
Gypsum, rock, crude, not further processed than broken or crushed;
Mill scale;
Mud, dry, oilwell drilling;
Ore;
Perlite rock, crude, not expanded, not further processed than broken, crushed or ground;
Pyrite cinders;
Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried;
Rock (commonly called "Cobblestone" or "rip rap");
Salt cake (crude sulphate of soda);
Shale, other than burnt, calcined or expanded;
Slag, other than expanded;
Slurry (mixed sand, dust, crushed stone and/or gravel, wet);
Soapstone, crude, blocks, pieces or slabs, rough quarried, or not further finished than sawed or chipped on four sides;
Stone, natural, blocks, pieces, or slabs, rough quarried;
Stone, natural, sawed, not further finished;
Talc, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides.

60

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EFFECTIVE

Correction

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

CORRECTION

THIS DOCUMENT

HAS BEEN REPHOTOGRAPHED

TO ASSURE LEGIBILITY

SECTION 1—RULES | ITEM

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(Continued)

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

ITEM

SECTION 1--RULES (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.

RAILHEAD 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
ø10 used for getting rid of sewage.

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.

*TIME COMPLETED HOURLY SERVICE means the time the unit of equipment returns to the 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.

TON means 2,000 pounds.

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.

UNIT OF EQUIPMENT means a truck, a tractor, a trailer, a semitrailer, or any combination of the foregoing operated in a train.

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.

ø Change)
* Addition) Decision No. 83124

EFFECTIVE

Correction

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

SECTION 1--RULES (Continued)

ITEM

APPLICATION OF RATES--COMMODITIES

When reference is made to this item, rates apply to the transportation of the following commodities:

Barium, clay or silicate mud compounds, dry, oilwell drilling;
Clay, other than burnt or calcined;
Clinker, cement;
Concrete, broken, asphaltic or hydraulic;
Concrete, mortar or plaster, ingredients of, in batches, in nylon corded rubberized bags;
Concrete, premixed, wet;
Containers, empty, used, viz.: empty, 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;
Dolomite, dead-burned;
Dolomite rock, crushed;
Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves;
Gypsum, rock, crude, not further processed than broken or crushed;
Mill scale;
Mud, dry, oilwell drilling;
Ore;
Perlite rock, crude, not expanded, not further processed than broken, crushed or ground;
Pyrite cinders;
Pyrophyllite, crude, in blocks, pieces or slabs, rough quarried;
Rock (commonly called "Cobblestone" or "rip rap");
Salt cake (crude sulphate of soda);
Shale, other than burnt, calcined or expanded;
Slag, other than expanded;
Slurry (mixed sand, dust, crushed stone and/or gravel, wet);
Soapstone, crude, blocks, pieces or slabs, rough quarried, or not further finished than sawed or chipped on four sides;
Stone, natural, blocks, pieces, or slabs, rough quarried;
Stone, natural, sawed, not further finished;
Talc, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides.

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No change on this page, Decision No. 83124

EFFECTIVE

Correction

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

ITEM	SECTION 1--RULES (Continued)
70	**APPLICATION OF TARIFF--GENERAL** 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 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. (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 than as provided in this tariff, see Minimum Rate Tariffs 1-B, 2, 9-B, 17-A, 19, or 20, as the case may be.
80	**APPLICATION OF TARIFF--TERRITORIAL** Rates in this tariff apply for transportation between all points within the State of California.
ø90	**ACCESSORIAL CHARGES** In addition to the charges under the rates in Sections 2, and 4, and when, 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:

	a	b	c
øCharge per unit of carrier's equipment for *delay beyond the time allowance shown below. Charge applies for each six(6) minutes (one-tenth of an hour) or fraction thereof	◊150	◊150	◊150
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 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.

ø Change)
* Addition) Decision No. 83124
◊ Increase)

EFFECTIVE

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

SECTION 1--RULES (Continued) | ITEM

ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

Rates of common carriers by land published and filed with the Commission may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation, from the same point of origin to the same point of destination, than results from the application of the rates herein provided (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 shall 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 such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any. ø100

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 shall be used.

NOTE 4.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.

øNOTE 5.--In the event the common carrier rate which is used does not include loading and/or unloading services, a charge of ◊13½ cents per ton for loading and/or a charge of ◊13½ cents per ton for unloading shall be added 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 if the common carrier rate includes unloading. Actuation by carrier's driver or employee of loading or unloading devices shall constitute loading or unloading service.

ø Change)
◊ Increase) Decision No. 83124

EFFECTIVE

Correction

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

SECTION 1--RULES (Continued) | ITEM

ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

Rates of common carriers by land published and filed with the Commission may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation, from the same point of origin to the same point of destination, than results from the application of the rates herein provided (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 shall 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 such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any. ø100

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 shall be used.

NOTE 4.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.

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ø Change)
◊ Increase) Decision No. 83124

EFFECTIVE

Correction

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

SECTION 1—RULES (Continued)

ITEM

COMPUTATION OF DISTANCES

1. 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

DESCRIPTIONS OF SOUTHERN AND NORTHERN TERRITORIES

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.

Northern Territory means all other counties of the State not included in Southern Territory.

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No change on this page, Decision No. 83124

EFFECTIVE

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

Correction

SECTION 1--RULES (Continued)

ITEM

COMPUTATION OF DISTANCES

1. 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. 150

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.

DESCRIPTIONS OF SOUTHERN AND NORTHERN TERRITORIES

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.

No change on this page, Decision No. 83124

EFFECTIVE

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

Correction

SECTION 1--RULES (Continued) | ITEM

ISSUANCE OF SHIPPING DOCUMENTS (Concluded)

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

(1) Whether truck and transfer trailer combination.
(2) Chargeable time.
(3) Rate to be assessed.
(4) Charges to be assessed.
(5) Signature of consignee or his agent.

Δ4. In the event that transportation is performed by an underlying carrier, a 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:

1. Name of debtor if other than consignor.
2. Address of debtor if other than consignor.
3. Rate and charges assessed.

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.

NOTE 1.--When United States mail service is used, the postmark shall be deemed to be the time of presentation of the document. ø170

Δ5. 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.

Δ6. 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.

Δ7. 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.

ø Change
Δ Change, neither increase nor reduction
Decision No. 83124

EFFECTIVE

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

Correction

SECTION 1—RULES (Continued) | ITEM

ISSUANCE OF SHIPPING DOCUMENTS (Concluded)

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

(1) Whether truck and transfer trailer combination.
(2) Chargeable time.
(3) Rate to be assessed.
(4) Charges to be assessed.
(5) Signature of consignee or his agent.

Δ4. In the event that transportation is performed by an underlying carrier, a 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:

1. Name of debtor if other than consignor.
2. Address of debtor if other than consignor.
3. Rate and charges assessed.

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.

NOTE 1.—When United States mail service is used, the postmark shall be deemed to be the time of presentation of the document. | ø170

Δ5. 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.

Δ6. 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.

Δ7. 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.

ø Change
Δ Change, neither increase nor reduction
Decision No. 83124

EFFECTIVE

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

Correction

SECTION 2--DISTANCE RATES (Continued) | ITEM

APPLICATION OF DISTANCE RATES--GENERAL

The distance rates in this section shall apply to all shipments, except as provided in Section 3 - Hourly Rates and Section 4 - Production Areas to Delivery Zones Rates and as indicated below:

1. In connection with transportation from Los Angeles County Production Areas 19-LL and 19-MM to points which are intermediate to Los Angeles County Delivery Zone 19703 and which lie along the route Soledad Canyon Road to State Sign Route 14 to Los Angeles County Delivery Zone 19703 or Soledad Canyon Road to Sand Canyon Road to Los Angeles County Delivery Zone 19703, the rates to be assessed under this section shall not exceed the rates in Section 4 of Minimum Rate Tariff 17-A.

2. In connection with transportation from Orange County Production Area 30-Q to points which lie along Santiago Canyon Road or El Toro Road and which are intermediate to Orange County Delivery Zone 30026 or 30069, the rates to be assessed under this section shall not exceed the rates in Section 5 of Minimum Rate Tariff 17-A for like transportation from Orange County Production Area 30-Q to Delivery Zone 30026 or 30069 as the case may be. 250

3. In connection with transportation of commodities as described in Item 30 of this tariff from a production area, as defined in Directory 1, to a point of destination 10 or more miles, by route of movement, beyond a system of delivery zones, as so defined in Minimum Rate Tariff 17-A the charge under the rates in this section shall not be less than that accruing under the rates in Minimum Rate Tariff 17-A for the transportation of a like shipment from the same point of origin along the same route of movement to a point of destination just under 10 miles from the system of delivery zones.

ADDITIONAL CHARGE FOR SERVICE PERFORMED ON SATURDAYS, SUNDAYS AND HOLIDAYS

When commodities for which rates are provided in this section, and specifically referred to herein, are picked up at point of origin and transported on Saturday, Sunday and/or the day legally observed as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, (1) Washington's Birthday, (1) Admission Day and (2) Veteran's Day, rates provided therefor in this section shall be increased by the percent shown below: ◊260

Rates in Item:	Northern Territory (See Item 160) Saturday	Northern Territory (See Item 160) Sunday and Holiday	Southern Territory (See Item 160) Saturday	Southern Territory (See Item 160) Sunday and Holiday
290, 300, 310 and 320	17	37	18	38

(1) Applies when point of origin is within Northern Territory.
(2) Applies when point of origin is within Southern Territory.

INTERTERRITORIAL MOVEMENTS

When a shipment originates in one territory and terminates in another, the rates applicable in the originating territory will apply. *265

* Addition)
◊ Increase) Decision No. 83124

EFFECTIVE

Correction

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

SECTION 2--DISTANCE RATES (Continued) | ITEM

APPLICATION OF DISTANCE RATES--GENERAL

The distance rates in this section shall apply to all shipments, except as provided in Section 3 - Hourly Rates and Section 4 - Production Areas to Delivery Zones Rates and as indicated below:

1. In connection with transportation from Los Angeles County Production Areas 19-LL and 19-MM to points which are intermediate to Los Angeles County Delivery Zone 19703 and which lie along the route Soledad Canyon Road to State Sign Route 14 to Los Angeles County Delivery Zone 19703 or Soledad Canyon Road to Sand Canyon Road to Los Angeles County Delivery Zone 19703, the rates to be assessed under this section shall not exceed the rates in Section 4 of Minimum Rate Tariff 17-A.

2. In connection with transportation from Orange County Production Area 30-Q to points which lie along Santiago Canyon Road or El Toro Road and which are intermediate to Orange County Delivery Zone 30026 or 30069, the rates to be assessed under this section shall not exceed the rates in Section 5 of Minimum Rate Tariff 17-A for like transportation from Orange County Production Area 30-Q to Delivery Zone 30026 or 30069 as the case may be. 250

3. In connection with transportation of commodities as described in Item 30 of this tariff from a production area, as defined in Directory 1, to a point of destination 10 or more miles, by route of movement, beyond a system of delivery zones, as so defined in Minimum Rate Tariff 17-A the charge under the rates in this section shall not be less than that accruing under the rates in Minimum Rate Tariff 17-A for the transportation of a like shipment from the same point of origin along the same route of movement to a point of destination just under 10 miles from the system of delivery zones.

ADDITIONAL CHARGE FOR SERVICE PERFORMED ON SATURDAYS, SUNDAYS AND HOLIDAYS

When commodities for which rates are provided in this section, and specifically referred to herein, are picked up at point of origin and transported on Saturday, Sunday and/or the day legally observed as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, (1) Washington's Birthday, (2) (1) Admission Day and (2) Veteran's Day, rates provided therefor in this section shall be increased by the percent shown below:

Rates in Item:	Northern Territory (See Item 160) Saturday	Northern Territory (See Item 160) Sunday and Holiday	Southern Territory (See Item 160) Saturday	Southern Territory (See Item 160) Sunday and Holiday	◊260
290, 300, 310 and 320	17	37	18	38	

(1) Applies when point of origin is within Northern Territory.
(2) Applies when point of origin is within Southern Territory.

INTERTERRITORIAL MOVEMENTS

When a shipment originates in one territory and terminates in another, the rates applicable in the originating territory will apply. *265

* Addition)
◊ Increase) Decision No. 83124

EFFECTIVE

Correction

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

SECTION 2--DISTANCE RATES (Continued)

ITEM

APPLICATION OF ASPHALTIC CONCRETE AND COLD ROAD OIL MIXTURE
RATES FOR USE OF EQUIPMENT OTHER THAN TRACTOR WITH
BOTTOM DUMP DOUBLES IN TRAIN

The provisions of this item apply only when the dump truck equipment specified below is requested by the shipper, debtor or overlying carrier. The provisions of this item apply only to rates contained in Item 300.

(a) When transportation service is requested to be performed by two or three-axle truck with transfer type end dump pull trailer, the rates in this section shall be increased, as follows, subject to minimum weight of 24 tons transported in one unit of equipment at one time:

	Rate In Cents Per Ton	
	Northern Territory (See Item 160)	Southern Territory (See Item 160)
Asphaltic Concrete and Cold Road Oil Mixture.....	41	41

(b) When transportation service is requested to be performed by two or three-axle truck without trailing equipment, the rates in this section shall be increased by the following percetages, subject to the minimum charge provided in Item 200 when transported in one truck at one time:

Miles Over	But Not Over	Percent Increase (1)
0	5	70
5	35	60
35	-	50

ø◊280

(c) When transportation service is requested to be performed by dump truck equipment, other than described in Paragraphs (a) and (b) above, and other than tractors with bottom dump doubles in train, the rates in this section shall be increased as follows, subject to minimum weight of 23 tons transported in one unit of equipment at one time:

Miles Over	But Not Over	Rate In Cents Per Ton
0	5	9
5	10	10
10	15	11
15	20	12
20	30	14
30	40	16
40	50	18
50	60	20
60	70	22
70	-	22

(1) In computing a rate based on a multiple or proportion of another rate, the following will govern in the disposition of fractions:
Fractions of less than ½ or .50 of a cent, omit.
Fractions of ½ or .50 of a cent or greater, increase to next whole figure.

ø Change)
◊ Increase) Decision No. 83124

EFFECTIVE

Correction

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

ITEM

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

COMMODITIES, as described in List A of Item 30.

MILES Over	MILES But Not Over	RATES (1) (2) Minimum Weight 24 Tons (3) Northern Territory	RATES (1) (2) Minimum Weight 24 Tons (3) Southern Territory	MILES Over	MILES But Not Over	RATES (1) (2) Minimum Weight 24 Tons (3) Northern Territory	RATES (1) (2) Minimum Weight 24 Tons (3) Southern Territory
0	1	32	33	30	31	194	197
1	2	38	39	31	32	199	202
2	3	44	45	32	33	204	207
3	4	50	50	33	34	209	212
4	5	56	56	34	35	214	217
5	6	62	62	35	36	219	222
6	7	68	68	36	37	224	227
7	8	74	73	37	38	229	232
8	9	80	79	38	39	234	237
9	10	86	85	39	40	239	242
10	11	92	91	40	41	244	247
11	12	97	96	41	42	249	252
12	13	103	102	42	43	254	257
13	14	108	108	43	44	259	262
14	15	113	113	44	45	264	267
15	16	118	118	45	46	269	272
16	17	123	124	46	47	274	278
◊290 17	18	128	129	47	48	279	283
18	19	133	135	48	49	284	288
19	20	138	140	49	50	289	293
20	21	143	145	50	52	296	300
21	22	149	150	52	54	305	309
22	23	154	156	54	56	314	318
23	24	159	161	56	58	323	328
24	25	164	166	58	60	332	337
25	26	169	172	60	63	343	348
26	27	174	177	63	66	357	362
27	28	179	182	66	69	371	376
28	29	184	187	69	72	385	390
29	30	189	192	72	75	399	404

(Continued)

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

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

ITEM

COMMODITIES, as described in List A of Item 30.

MILES Over	MILES But Not Over	RATES (1) (2) MINIMUM WEIGHT 24 TONS Northern Territory (See Item 160)	Southern Territory (See Item 160)	
75	80	421	423	
80	85	446	449	
85	90	471	476	
90	95	496	502	
95	100	521	529	
100	110	555	564	
110	120	600	609	
120	130	644	653	
130	140	687	698	
140	150	732	743	
150	160	776	788	
160	170	820	833	
170	180	865	877	
180	190	909	922	
190	200	953	967	
200	210	997	1012	◊290
210	220	1041	1057	
220	230	1086	1101	
230	240	1130	1146	
240	250	1174	1190	
250	260	1218	1235	
260	270	1262	1280	
270	280	1307	1325	
280	290	1351	1370	
290	300	1395	1415	
(3)		46	49	

(Concluded)

(1) The minimum weight must be transported in one unit of dump truck equipment at one 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 therein.
(3) For each additonal 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

ITEM

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

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 per shipment.

(1)Minimum Weight 24 Tons.

MILES		(2)RATES FROM: Points of Origin in:		MILES			
Over	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)	Over	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)
0	1	46	46	25	26	183	186
1	2	52	52	26	27	188	191
2	3	57	57	27	28	193	196
3	4	63	63	28	29	198	201
4	5	69	69	29	30	203	206
5	6	75	75	30	31	208	211
6	7	81	81	31	32	213	216
7	8	86	87	32	33	218	221
◊300 8	9	92	93	33	34	223	226
9	10	98	99	34	35	228	231
10	11	104	104	35	36	233	236
11	12	109	110	36	37	238	241
12	13	115	116	37	38	243	246
13	14	120	122	38	39	248	251
14	15	126	127	39	40	253	256
15	16	131	133	40	41	258	261
16	17	137	138	41	42	263	266
17	18	142	144	42	43	268	272
18	19	147	149	43	44	273	277
19	20	152	154	44	45	278	282
20	21	157	159	45	46	283	287
21	22	162	164	46	47	288	292
22	23	167	170	47	48	293	297
23	24	172	175	48	49	298	302
24	25	178	180	49	50	303	307

(Continued)

(1)The minimum weight must be transported in one unit of dump truck equipment at one time.
(2)Subject to Item 280.

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

SECTION 2--DISTANCE RATES (Continued)
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 per shipment.

(1)Minimum Weight 24 Tons.

MILES Over	MILES But Not Over	(2)RATES FROM: Points of Origin in: Northern Territory (See Item 160)	Southern Territory (See Item 160)	ITEM
50	52	308	312	
52	54	318	322	
54	56	328	332	
56	58	337	342	
58	60	346	351	
60	63	359	365	
63	66	373	380	
66	69	387	394	
69	72	402	408	
72	75	417	423	
75	80	435	443	◊300
80	85	458	467	
85	90	481	489	
90	95	504	512	
95	100	527	535	
100	110	564	570	
110	120	610	617	
120	130	656	664	
130	140	702	711	
140	150	749	759	
(3)		46	47	

(Concluded)

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

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

ITEM

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

COMMODITIES, viz.:

Earth, including 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.

	MILES		RATES	
			FROM: Points of Origin in:	
			Northern Territory (See Item 160)	Southern Territory (See Item 160)
	Over	But Not Over	(1) (2) Minimum Weight 24 Tons	(1) (2) Minimum Weight 24 Tons
	0	1	31	32
	1	2	36	38
	2	3	42	44
	3	4	48	50
	4	5	54	56
	5	6	60	61
	6	7	66	67
	7	8	72	73
	8	9	78	79
	9	10	84	85
	10	11	90	91
	11	12	95	97
	12	13	101	103
	13	14	107	109
	14	15	113	115
	15	16	118	121
	16	17	124	127
◊310	17	18	130	132
	18	19	135	138
	19	20	141	143
	20	21	146	149
	21	22	152	154
	22	23	157	160
	23	24	162	165
	24	25	168	170
	25	26	173	176
	26	27	178	181
	27	28	184	186
	28	29	189	192
	29	30	194	197
	(3)			

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

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

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

ITEM

COMMODITIES, as described in Item 40, subject to Note 1.

MILES		RATES (1) (2) Minimum Weight 24 Tons		MILES		RATES (1) (2) Minimum Weight 24 Tons		
Over	But Not Over	(3) Northern Territory	(3) Southern Territory	Over	But Not Over	(3) Northern Territory	(3) Southern Territory	
0	1	32	33	30	31	176	178	
1	2	37	38	31	32	180	182	
2	3	43	44	32	33	184	186	
3	4	49	49	33	34	189	190	
4	5	55	55	34	35	193	194	
5	6	60	60	35	36	197	199	
6	7	65	65	36	37	202	204	
7	8	70	70	37	38	206	208	
8	9	75	75	38	39	210	213	
9	10	80	80	39	40	214	217	
10	11	85	85	40	41	219	221	
11	12	90	90	41	42	223	225	◊320
12	13	95	95	42	43	228	230	
13	14	100	100	43	44	232	234	
14	15	105	105	44	45	237	238	
15	16	109	110	45	46	241	242	
16	17	114	115	46	47	246	247	
17	18	118	119	47	48	250	252	
18	19	122	124	48	49	254	256	
19	20	126	128	49	50	258	261	
20	21	131	132	50	52	264	267	
21	22	136	136	52	54	272	275	
22	23	141	141	54	56	280	283	
23	24	146	146	56	58	287	291	
24	25	150	151	58	60	295	299	
25	26	154	155	60	63	303	307	
26	27	159	160	63	66	313	317	
27	28	163	164	66	69	325	329	
28	29	167	169	69	72	337	341	
29	30	171	173	72	75	349	353	

(Continued)

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

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-Q, 19-QA, 19-QB, 19-R and 19-Z.

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

ITEM

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

COMMODITIES, as described in Item 40, subject to Note 1.

	MILES Over	MILES But Not Over	RATES (1) (2) MINIMUM WEIGHT 24 TONS (3) Northern Territory	(3) Southern Territory
	75	80	365	368
	80	85	386	389
	85	90	407	410
	90	95	428	431
	95	100	448	452
	100	110	469	472
	110	120	504	508
	120	130	541	546
	130	140	578	584
	140	150	615	622
	150	160	652	660
	160	170	689	698
	170	180	726	736
	180	190	763	774
	190	200	800	812
◊320	200	210	837	850
	210	220	874	888
	220	230	912	926
	230	240	949	964
	240	250	986	1002
	250	260	1023	1040
	260	270	1061	1078
	270	280	1099	1116
	280	290	1137	1154
	290	300	1174	1192
	(4)		38	41

(Concluded)

(1) The minimum weight must be transported in one unit of dump truck equipment at one 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.
(4) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.

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

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

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

ITEM

MATERIAL, viz.:

Lightweight Aggregates as described in Item 50.

Between points in Northern Territory (See Item 160).

MILES (1) Over	But Not Over	Rates (2) (3) Minimum Weight (Per Unit of Carrier's Equipment) 8 Tons	13 Tons	18 Tons	MILES (1) Over	But Not Over	Rates (2) (3) Minimum Weight (Per Unit of Carrier's Equipment) 8 Tons	13 Tons	18 Tons
0	1	60	47	42	25	26	259	207	180
1	2	71	56	50	26	27	265	212	184
2	3	82	65	58	27	28	271	217	188
3	4	93	74	65	28	29	277	222	192
4	5	103	83	72	29	30	283	227	196
5	6	113	92	79	30	31	289	232	200
6	7	121	100	85	31	32	295	237	205
7	8	130	107	91	32	33	301	242	209
8	9	139	114	97	33	34	307	247	213
9	10	147	121	103	34	35	313	253	218
10	11	155	128	109	35	37	326	264	227
11	12	163	134	115	37	39	340	275	237
12	13	171	140	121	39	41	356	286	247
13	14	179	146	127	41	43	370	298	257
14	15	187	152	132	43	45	384	310	267 ◊330
15	16	194	157	137	45	50	418	338	291
16	17	201	162	141	50	55	453	366	315
17	18	208	167	145	55	60	488	394	339
18	19	215	172	150	60	65	523	422	363
19	20	222	177	154	65	70	558	450	387
20	21	229	182	159	70	75	593	478	411
21	22	235	187	163	75	80	628	506	435
22	23	241	192	167	80	85	663	534	460
23	24	247	197	171	85	90	698	562	485
24	25	253	202	175	90	95	733	590	510
					95	100	768	618	535
					(4)		35	28	25

(1) 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.

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

ITEM

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

MATERIAL, viz.:

Lightweight Aggregates as described in Item 50.

(1) SOUTHERN TERRITORY INTERPLANT DISTANCE RATES (See Item 160)

	MILES Over	But Not Over	Rates (2) Minimum Weight 8 Tons (Per Shipment)	(3) 13 Tons	(3) 18 Tons
	0	1	62	48	43
	1	2	73	57	51
	2	3	83	66	59
	3	4	93	75	66
	4	5	103	84	73
	5	6	113	92	79
	6	7	121	100	85
	7	8	130	107	91
	8	9	139	114	97
	9	10	147	121	103
	10	11	156	128	109
◊340	11	12	165	134	115
	12	13	173	140	121
	13	14	181	146	127
	14	15	189	152	133
	15	16	197	158	138
	16	17	205	164	143
	17	18	212	169	148
	18	19	218	174	152
	19	20	224	179	156
	20	21	230	184	160
	21	22	236	189	164
	22	23	242	194	168
	23	24	248	199	172
	24	25	254	204	176
	25	26	261	209	181
	26	27	267	214	185
	27	28	273	219	189
	28	29	279	224	194
	29	30	285	229	198
	30	31	291	234	202
	31	32	297	239	206
	32	33	303	244	210
	33	34	309	249	214
	34	35	315	254	219

(Continued)

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

SECTION 2—DISTANCE RATES (Concluded)
In Cents Per Ton

ITEM

MATERIAL, viz.:

Lightweight Aggregates as described in Item 50.

(1) SOUTHERN TERRITORY INTERPLANT DISTANCE RATES (See Item 160) (Concluded)

MILES Over	But Not Over	Rates (2) Minimum Weight 8 Tons (Per Shipment)	(3) 13 Tons	(3) 18 Tons
35	37	329	265	228
37	39	343	276	238
39	41	357	287	248
41	43	372	299	258
43	45	387	311	268
45	50	422	339	292
50	55	457	367	316
55	60	492	395	340
60	65	527	423	364
65	70	562	451	388
70	75	597	479	413
75	80	632	508	438
80	85	667	537	463
85	90	703	566	488
90	95	739	595	514
95	100	775	624	540
(4)		36	29	26

(Concluded)

◊340

(1) Rates in this item apply only as follows:
(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.
(4) For each additional 5 miles or fraction thereof, add to the rate for 100 miles the amount shown opposite this reference.

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

ITEM

SECTION 2—DISTANCE RATES (Concluded)
In Cents Per Ton

FODDER, viz.:

Chopped green corn and sorghum grain plants, including heads, stalks and leaves, in bulk.

Minimum weight 8 tons.

Between points in territories as described in Item 160.

	MILES Over	But Not Over	Rates (1) (2) (3) (4) Southern Territory	Northern Territory	MILES Over	But Not Over	Rates (1) (2) (3) (4) Southern Territory	Northern Territory
	0	1	31	43	25	26	185	185
	1	2	40	50	26	27	196	189
	2	3	49	57	27	28	196	194
	3	4	58	64	28	29	196	198
	4	5	67	71	29	30	196	203
	5	6	76	78	30	31	217	208
	6	7	85	85	31	32	217	212
	7	8	93	91	32	33	217	217
	8	9	101	97	33	34	217	222
	9	10	109	103	34	35	217	227
	10	11	121	109	35	37	240	235
	11	12	121	115	37	39	240	243
	12	13	133	121	39	40	240	251
	13	14	133	127	40	41	274	259
	14	15	146	133	41	43	274	267
	15	16	146	138	43	45	274	275
◊350	16	17	155	143	45	50	299	296
	17	18	155	148	50	55	325	317
	18	19	163	152	55	60	351	338
	19	20	163	157	60	65	377	359
	20	21	174	162	65	70	403	380
	21	22	174	166	70	75	429	401
	22	23	174	171	75	80	455	422
	23	24	185	176	80	85	481	443
	24	25	185	180	85	90	507	464
					90	95	534	485
					95	100	561	506
					100 or (See Note)			
					NOTE: Add to rate for 100 miles for each 5 miles or fraction thereof		21	27

(Continued)

(1) Loading shall be performed by the shipper or consignor.
(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 truck equipment:
(a) In Southern Territory, 2800 pounds.

(4) Rates are not subject to Item 90.

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

SECTION 3--HOURLY 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 or 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:

ø(a) From time reporting for work to the time completed hourly service. — ø360

(b) **

(c) Allowances may be made only for delays caused by failure of carrier's equipment or for time taken out for meals. Time to be charged shall include 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.

MINIMUM CHARGE UNDER HOURLY RATES

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. — 370

ø Change)
* Addition) Decision No. 83124
** Eliminated)

EFFECTIVE

Correction

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

ITEM	SECTION 3—HOURLY RATES (Continued)
380	INTER-REGIONAL MOVEMENTS 1. When dump truck equipment moves between two or more regions named in this item during one day's engagement at hourly rates, the rates applicable shall be that for the district within which the unit of dump truck equipment and driver reported for service pursuant to the shipper's order. 2. Northern Territory is divided into two regions as follows: (a) San Francisco Bay Area Region consists of the City and County of San 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; northeasterly along Roberts Road and Pressley Road to Sonoma Mountain Road; easterly 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; northeasterly 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 (See Item 160) except as provided in (a) above. 3. Southern Territory is divided into two regions as follows: (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.

No change on this page, Decision No. 83124

EFFECTIVE

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

ITEM

COMMODITIES, as described in Items 30 and 60

Number of Axles Per Unit of Equipment	(1) COLUMN	FROM: Points of Origin in				
		Northern Territory (See Items 160 and 380)		Southern Territory (See Items 160 and 380)		
		Northern Region	San Francisco Bay Area Region	Southern Region	San Diego Region	
	M	1812	2026	1854	1871	
2	O	2590	2869	2649	2696	
	P	2180	2425	2230	2262	
	M	2157	2378	2152	2169	
3	O	2963	3255	2953	3000	◊390
	P	2538	2793	2531	2562	
	M	2172	2424	2229	2285	
4	O	2979	3313	3037	3152	
	P	2554	2845	2612	2695	
	M	2323	2592	2374	2418	
5	O	3125	3482	3188	3285	
or more	P	2703	3013	2759	2828	

(1)See Item 410.

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

ITEM

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

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) Over	But Not Over	Northern Territory (See Item 160) (1) Columns M	O	P	Kern and San Luis Obispo Counties (1) Columns M	O	P	Southern Territory (See Item 160) Except Kern and San Luis Obispo Counties
0	6	1740	2526	2132	1497	2130	1812	1415
6	7	1835	2649	2240	1558	2191	1873	1466
7	8	1892	2706	2297	1615	2248	1930	1524
8	9	1992	2839	2414	1676	2315	1994	1576
9	10	2050	2897	2472	1728	2367	2047	1621
10	11	2104	2952	2526	1777	2416	2096	1666
11	12	2156	3003	2578	1823	2462	2142	1723
12	13	2208	3061	2635	1874	2523	2198	1774
13	14	2249	3102	2675	1911	2560	2235	1806
14	15	2288	3140	2714	1943	2592	2267	1839
15	16	2322	3175	2748	1977	2614	2300	1884
16	17	2371	3241	2805	2031	2706	2368	1916
17	18	2410	3280	2845	2067	2742	2404	1948
18	19	2435	3305	2870	2090	2764	2426	1980
19	20	2458	3328	2892	2107	2785	2447	2012
20	21	2480	3350	2915	2128	2805	2467	2044
21	22	2503	3373	2937	2148	2825	2487	2077
22	23	2525	3395	2959	2168	2845	2507	2109
23	24	2548	3417	2987	2188	2865	2528	2141
24	25	2570	3440	3004	2209	2886	2548	2173
25	26	2592	3462	3027	2256	2961	2610	2232
26	(2)	22	22	22	22	22	22	32

◊400

(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 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.

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

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

ITEM

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

FROM (1) SAN DIEGO COUNTY PRODUCTION AREA 37-B
TO (2) ORANGE COUNTY DELIVERY ZONES SHOWN BELOW

Minimum Weight 8 Tons

Zone	Rate	Zone	Rate	Zone	Rate
30095	232	30098	203	30116	164
30094	245	30101	194	30117	156
30097	215	30102, 30103	181	30118	143

Minimum Weight 6 Tons

TO (1) San Diego County Delivery Zones	FROM (1) San Diego County Production Areas 37-B	37-C	37-D	TO (1) San Diego County Delivery Zones	FROM (1) San Diego County Production Areas 37-B	37-C	37-D
29	126	157	236	59	179	134	63
30	112	142	219	60	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
34	130	159	237	64	164	157	134
35	126	168	237	65	146	142	154
36	106	151	212	66	192	145	63
37	77	109	186	67	173	155	155
38	64	79	167	68	170	151	142
39	81	70	150	69	192	174	123
40	98	89	167	70	213	174	96
41	112	104	181	71	194	154	76
42	125	117	171	72	179	138	61
43	138	131	167	73	115	71	109
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	77	158	168	220
48	142	121	158	78	143	174	261
49	150	134	165	79	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
54	126	83	121	84	145	175	253
55	129	98	133	85	126	157	236
56	131	89	93	86	98	127	205
57	148	104	76	87	111	140	215
58	161	117	64	88	125	156	227
				89	114	157	212

◊480

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

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

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

ITEM 490

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

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

FROM ANTELOPE VALLEY PRODUCTION AREA A
TO ANTELOPE VALLEY DELIVERY ZONES
MINIMUM WEIGHT 8 TONS

FOR ROUND-TRIP DELIVERY TIMES (in minutes) TO DETERMINE
ZONE RATES ON THIS PAGE SEE ITEM 500

Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate
40	73	80	129	120	186	160	243	200	299	240	373
41	75	81	131	121	188	161	245	201	301	241	374
42	77	82	132	122	189	162	246	202	302	242	375
43	78	83	134	123	191	163	248	203	304	243	376
44	79	84	136	124	192	164	249	204	306	244	377
45	81	85	138	125	194	165	251	205	308	245	378
46	82	86	139	126	195	166	252	206	309	246	379
47	83	87	140	127	196	167	253	207	310	247	380
48	84	88	141	128	197	168	254	208	311	248	381
49	85	89	142	129	198	169	255	209	312	249	382
50	88	90	144	130	201	170	257	210	314	250	383
51	89	91	146	131	203	171	259	211	315	251	384
52	90	92	147	132	204	172	260	212	317	252	385
53	91	93	148	133	205	173	262	213	318	253	386
54	94	94	150	134	207	174	264	214	320	254	388
55	95	95	151	135	208	175	265	215	321		
56	96	96	152	136	209	176	266	216	322		
57	97	97	153	137	210	177	267	217	323		
58	100	98	154	138	211	178	268	218	325		
59	101	99	158	139	214	179	272	219	327		
60	102	100	159	140	215	180	272	220	329		
61	103	101	160	141	216	181	273	221	330		
62	104	102	161	142	217	182	274	222	331		
63	106	103	163	143	220	183	276	223	333		
64	107	104	164	144	221	184	277	224	334		
65	108	105	165	145	222	185	278	225	335		
66	109	106	166	146	223	186	279	226	336		
67	112	107	169	147	226	187	283	227	337		
68	113	108	170	148	227	188	284	228	340		
69	115	109	171	149	228	189	285	229	341		
70	116	110	172	150	229	190	286	230	342		
71	117	111	173	151	230	191	287	231	343		
72	119	112	175	152	232	192	289	232	346		
73	120	113	176	153	233	193	290	233	347		
74	121	114	178	154	234	194	291	234	348		
75	123	115	180	155	236	195	292	235	349		
76	125	116	182	156	238	196	295	236	352		
77	126	117	183	157	239	197	296	237	353		
78	127	118	184	158	241	198	297	238	354		
79	128	119	185	159	242	199	298	239	355		

No change on this page, Decision No. 83124

EFFECTIVE

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

Correction

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

Item 520

ROUND-TRIP DELIVERY TIMES
in Minutes

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

FOR RATES APPLICABLE TO ROUND-TRIP DELIVERY TIMES
SHOWN BELOW, SEE ITEM 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	15-023	193	15-030	254	15-037	139
15-003	120	15-010	158	15-017	219	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	15-027	230	15-034	153	15-041	117
15-007	134	15-014	193	15-021	163	15-028	238	15-035	146	15-042	124
										15-043	115
										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	19-927	75
19-803	117	19-828	55	19-853	55	19-878	84	19-903	79	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	80	19-930	97
19-806	86	19-831	35	19-856	50	19-881	67	19-906	85	19-931	106
19-807	79	19-832	42	19-857	48	19-882	66	19-907	96	19-932	114
19-808	71	19-833	37	19-858	54	19-883	70	19-908	100	19-933	125
19-809	71	19-834	41	19-859	60	19-884	77	19-909	108	19-934	124
19-810	62	19-835	49	19-860	54	19-885	82	19-910	115	19-935	123
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	90	19-941	82
19-817	50	19-842	41	19-867	94	19-892	100	19-917	83	19-942	100
19-818	62	19-843	43	19-868	86	19-893	95	19-918	83	19-943	120
19-819	57	19-844	55	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
19-821	65	19-846	56	19-871	67	19-896	73	19-921	90	19-946	193
19-822	71	19-847	61	19-872	61	19-897	73	19-922	96	19-947	93
19-823	80	19-848	69	19-873	61	19-898	72	19-923	95	19-948	101
19-824	88	19-849	81	19-874	61	19-899	73	19-924	77		
36-500	166	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		

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

No change on this page, Decision No. 83124

EFFECTIVE

Correction

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

ITEM	SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)		
	MATERIAL, viz.: Mixture, Cold Road Oil (See Notes 1 and 2)		
		RATES	
		FROM (1) Alameda County Production Area A	
	TO (1) Alameda County Delivery Zones	Minimum Weight 18 Tons	24 Tons
	1	170	149
	2	164	144
	3	154	136
	4	148	129
	5	147	128
	6	144	125
	7	135	117
	8	131	114
	9	125	107
	10	111	96
	11	103	86
	13	197	168
	TO (2) San Mateo County Delivery Zones		
0530	1	149	131
	2	160	140
	3	174	149
	4	201	170
	5	222	189
	6	248	211
	7		
	TO (3) Santa Clara County Delivery Zones		
	1	149	131
	2	157	140
	3	164	133
	4	147	128
	5	127	110
	6	136	117
	7	136	117
	8	154	133
	10	205	174

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 Area and Delivery Zones see Pages 46, 47 and 48.
(2) For descriptions of San Mateo County Delivery Zones see Page 50.
(3) For descriptions of Santa Clara County Delivery Zones see Page 51.

o Increase, Decision No. 83124

EFFECTIVE

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

TO (1) Alameda County Delivery Zones	RATES FROM (1) Alameda County Production Areas B Minimum Weight 18 Tons	B 24 Tons	C Minimum Weight 18 Tons	C 24 Tons
1	207	178	219	186
2	197	172	209	177
3	187	164	203	173
4	183	160	197	168
5	180	157	193	164
6	178	156	186	158
7	170	149	183	156
8	164	145	177	153
9	157	136	170	145
10	140	121	154	117
11	136	116	140	119
12	127	107	96	82
13	232	198	238	202
TO (2) Contra Costa County Delivery Zones				
1	164	145	183	156
2	207	180	226	191
TO (3) Santa Clara County Delivery Zones				
5	168	147	128	110
6	180	157	143	120
7	180	157	139	117
8	201	173	157	135
10	252	215	209	177

0540

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. 83124

EFFECTIVE

Correction

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

ITEM

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

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

TO	RATES FROM (1) Santa Cruz County Production Areas A Minimum Weight 18 Tons	A Minimum Weight 24 Tons	B, C Minimum Weight 18 Tons	B, C Minimum Weight 24 Tons
(2) Alameda County Delivery Zones				
1	397	339	412	352
2	388	331	403	346
3	385	329	400	342
4	374	321	388	334
5	372	319	387	333
6	364	314	379	327
7	363	310	378	323
8	359	306	374	319
9	350	301	364	314
10	338	288	252	301
11	329	279	343	292
12	286	244	301	257
13	412	352	426	366
(3) Contra Costa County Delivery Zones				
1	409	350	424	363
2	447	380	462	393
(4) San Mateo County Delivery Zones				
2	247	211	261	223
3	264	227	279	240
4	276	235	290	248
5	309	263	323	276
6	329	279	343	292
7	351	301	366	314
(5) Santa Clara County Delivery Zones				
1	242	205	256	218
2	235	201	249	214
3	216	185	231	198
4	202	172	216	185
5	201	170	215	183
6	202	172	216	185
7	187	160	202	173
8	191	162	206	176
10	177	150	191	164

0550

NOTE 1.--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 Pages 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.

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

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

ITEM

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

TO (1) Contra Costa County Delivery Zones (5)	RATES FROM (1) Contra Costa County Production Area A Minimum Weight 18 Tons	24 Tons
1	79	69
2	71	61

TO (3) Placer County Delivery Zones	FROM (2) Sacramento County Production Areas A Minimum Weight 18 Tons	A 24 Tons	B Minimum Weight 18 Tons	B 24 Tons
1	86	73	117	100
2	95	81	127	107
TO (2) Sacramento County Delivery Zones				
1	121	106	69	58
2	99	84	54	45
TO (4) Yolo County Delivery Zone				
1	129	111	75	63

TO (2) Sacramento County Delivery Zones	FROM (4) Yolo County Production Area A Minimum Weight 18 Tons	24 Tons
1	164	147
2	185	160
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.

◊560

◊ Increase, Decision No. 83124

EFFECTIVE

Correction

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

SECTION 5--FORMS OF DOCUMENTS (Concluded)
øItem 580

COMBINED SHIPPING ORDER AND FREIGHT BILL

P.U.C. No.	Carrier Name		Date	Freight Bill No.
	Address		Equipment No.	Type of Equipment
Consignor	Debtor if Other Than Consignor	Consignee	Underlying Carrier (If Any)	
Address	Address	Address	Address	

Distance or Zone Rate Freight Bill

Point of Origin	Point of Destination	Miles	Production Area	Delivery Zone

Commodity	Tag No.	Weight	Rate	Charges
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
Total Weight	Rate	Charges	Accessorial Charges	Total Charges

øHourly Service Freight Bill

Reporting Location	Commodity	Distance Between Axles	Number of Axles

Time Reporting for Work	Meal Deductions
Time Completed Last Loading	
Time Commenced Discharging Last Load	Breakdown Deductions
Time Completed Discharging Last Load	Chargeable Time
	Rate
	Charges
Time Completed Hourly Service	Capacity in Cubic Yards
Overall Time	

Signature Section

Consignee	Driver

ø Change, Decision No. 83124

END OF TARIFF

EFFECTIVE

Correction

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