

Decision No. 84299**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

(For appearances see Decision No. 83124.)

Additional Appearances

Les Calkins, for Les Calkins Trucking; E. M. Griffiths,
for Griffiths Trucking; and La Fay Lindeman, for
Lindeman Bros., Inc.; respondents.
James R. Foote, for Associated Independent Owner-
Operators, Inc., interested party.
J. M. Jenkins, for the Commission staff.

FINAL OPINION

Minimum Rate Tariff 7-A (MRT 7-A) contains rates and rules for the transportation of earth, rock, sand, gravel, asphaltic concrete, and similar commodities in bulk in dump truck equipment. MRT 7-A was established by Decision No. 82061 dated October 30, 1973 in Case No. 5437 (OSH 213). MRT 7-A revised and restated the rates formerly contained in MRT 7.

Interim Decision No. 83124 issued July 9, 1974 revised certain rules and increased the rates in MRT 7-A following hearing in the captioned proceedings. Further hearings were held on December 11 and 12, 1974 in San Francisco before Examiner Mallory to resolve

those issues not fully considered in the interim order.^{1/} The matters were submitted on February 3, 1975 upon receipt of late-filed exhibits prepared by California Trucking Association (CTA) and the Commission staff.

Decision No. 83124 describes the issues raised in the rehearing granted in Decision No. 82592 and in Petition 265. Of the issues described in that decision, the following remain for consideration:

- (a) Increases in rates in MRT 7-A to offset increases in wages and fringe benefits, fuel, and taxes which have occurred since Decision No. 83124 was issued.
- (b) The manner in which rates for the so-called "non-studied" items should be increased.
- (c) Different running speeds and distance rates in Northern Territory in MRT 7-A should be established.
- (d) 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 Territory, on the one hand, and the remainder of Northern Territory, on the other hand.
- (e) Consolidation of certain scales of distance rates applicable to different commodities which are transported under substantially the same conditions.

1/ Decision No. 83124 concluded as follows:

- "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."

Evidence concerning issues (a) through (c) above was presented by CTA.^{2/} The proposals of CTA with respect to distance rates in Northern Territory result in higher distance rates for the San Francisco Bay Area Territory than elsewhere in Northern Territory because of the lowering of the round trip running times for points in Northern Territory outside of the San Francisco Bay Area Territory. To that extent evidence was presented on the issue described in (d) above. CTA and California Dump Truck Owners Association (CDTOA) did not present evidence on the issue described in (e) above and that issue was withdrawn by petitioners.

The minimum rates in MRT 7-A are bottomed on cost and rate studies prepared and introduced in evidence in OSH 213 by the Commission staff. The principal commodities covered by the tariff were studied by the staff, but some commodities were not included in the staff study.

A staff engineer revised the cost data introduced in OSH 213 to include current carrier wages and related payroll costs, fuel costs, and operating taxes and licenses. The revised cost data set forth in the staff's Exhibit 265-7 reflect the following:

1. Labor and fringe benefits in effect as of January 1, 1975.
2. FICA (Social Security) taxable income increased from \$13,200 to \$14,100.
3. Workmens Compensation insurance reduced from 6.6 percent to 6.54 percent.
4. Increase in statutory vehicle weight fees.
5. Increase to 50.4 cents per gallon for gasoline and 46.5 cents per gallon for diesel (both figures include applicable taxes) to reflect the latest fuel cost information available from the Commission's Systems and Procedures Branch data bank.

^{2/} CTA and CDTOA jointly filed Petition 265. The petition for rehearing partially granted in Decision No. 82592 dated March 12, 1974 was filed by CTA.

The cost information set forth in Exhibit 265-7 served as a basis for the tariff revisions proposed by the staff and by CTA on so-called "studied items". The staff and CTA used different methods for adjusting the rates for "non-studied" commodities, which are discussed hereinafter.

CTA proposed that the mileage rates for Northern Territory (excluding San Francisco Bay Area Territory) be based on revised distance costs which reflect a uniform increase of five miles per hour in average speed, resulting in a decrease in the equipment hours ✓ per trip for each length of haul. The president of a large carrier operating generally throughout Northern Territory testified that the alternative hourly and distance rates applicable in Northern Territory do not generate the same revenue per trip; more revenue is generated under the distance rates than under hourly rates for the same hauls when service is performed over good roads and where average traffic conditions are encountered. Such conditions assertedly are generally found in Northern Territory outside of the San Francisco Bay Area.^{3/} The witness explained that a substantial difference in revenue per trip in favor of hourly rates causes an adverse impact on the industry as a whole in the form of rate conversions, additional proprietary operations, and buy-and-sell operations.

Two witnesses appeared for CDTOA to show that the increased speeds used in the CTA study may not be achieved in all instances under operating conditions experienced in the extreme northern part of the State.

A transportation analyst employed by CTA presented Exhibit 265-8 which contains revisions of certain cost tables contained in the staff's cost study in Exhibit 265-7 to reflect the uniform

^{3/} The witness testified that in San Francisco Bay Area Territory the higher speeds could not be achieved because of congestion. The witness also stated that higher levels of hourly rates are applicable within San Francisco Bay Area Territory than elsewhere in Northern Territory which give recognition to the difference in wage scales.

decrease in equipment hours per trip resulting from the five mile per hour increase in running speeds. The CTA rate witness proposed that the Northern Territory distance rates be based on the cost data in Exhibit 265-8 in order to minimize the revenue differences between hourly rates and distance rates. The distance rates proposed by CTA are less than would result from the staff cost study.

The CTA and staff rate proposals are based on the use of a cost/rate relationship of 92 percent to provide an allowance in the minimum rates for profit, interest expense, and income taxes (hereafter "profit factor"). That profit factor was used in the development of the rates initially prescribed in Decision No. 82061 and in the interim rate adjustment accomplished in Decision No. 83124. CDTOA's consultant (formerly its secretary-manager) requested that the hourly rates for 2- and 3-axle dump truck equipment (hereafter "bobtails") be held to a level which would provide no profit factor above the increased costs measured in Exhibit 265-7. In support of that request the witness testified that in the most recent contract provisions, labor costs per hour for bobtail equipment are within five cents per hour of the labor cost for 4- and 5-axle equipment, thus, bringing the total costs for bobtail equipment closer to those for 4- and 5-axle equipment. According to the witness 4- and 5-axle equipment is more efficient and, therefore, bobtail equipment is becoming obsolete. The witness testified that most of the carriers owning bobtail equipment are in an economic status where investment in new and larger equipment is not feasible. The witness stated that the members of his organization have requested that increases in rates for bobtail equipment be held down in light of the current competitive problems faced by owners of said equipment. Two owner-operators of bobtail equipment testifying in support of the foregoing proposal stated that a difference in rates of \$2.00 to \$3.00 per hour between bobtails and 4- and 5-axle equipment is necessary to make the use of bobtail equipment economically feasible for those kinds of dump truck work where all types of equipment can be used interchangeably.

CDTOA also presented evidence in support of further amendments of Items 270 and 280 to define more precisely the circumstances under which higher rates are applicable for dump truck equipment other than a tractor and two bottom-dump trailers in train (Exhibit 265-15). This proposal was supported by California Asphalt Pavement Association (CAPA) and Associated Independent Owner-Operators, Inc. (AIOO). No one opposed that proposal.

Many of the rates for "non-studied" commodities were transferred from MRT 7 to MRT 7-A without change, even though rates for studied commodities were generally increased to reflect higher costs.^{4/} The interim decision (Decision No. 83124) increased the rates for "non-studied" commodities based on the methods advanced by the Commission staff. The staff rate proposals were received as late-filed exhibits in the interim phase of this proceeding. The staff witness explained in the current phase of the proceeding the methods used by him in the development of the rate proposals in his late-filed exhibit introduced in the initial phase. The witness did not complete the staff rate proposals in exhibit form for the instant hearing. His recommendations were received in late-filed Exhibit 265-14.

4/ The items at issue are:

<u>Commodity</u>	<u>MRT 7-A Items</u>
Lightweight Aggregates	330, 340
Fodder	350
Debris	400
Asphaltic Concrete,	280, 300
Cold Road Oil Mixture and	530, 540
Concrete Aggregates transported at	550, 560
Zone Rates	

CTA opposed the staff's methods for adjusting the rates on non-studied items. CTA introduced Exhibit 265-10 containing the rate adjustments proposed by it in lieu of the staff recommendations. Late-filed Exhibit 265-13 contains the explanation of the methods followed by the witness in developing the increased rates on non-studied items in CTA's Exhibit 265-10.

Position of the Parties

CAPA advocates the adoption of the cost studies and rate proposals of the staff except with respect to hourly rates. CAPA urges that the hourly rates for 2- and 3-axle equipment be set on the level requested by CDTOA in order that such vehicles can continue to compete with 4- and 5-axle equipment. CAPA does not support the lower Northern Territory distance rates proposed by CTA. CAPA pointed out that carriers and shippers intend to review the Antelope Valley rates in Items 490 through 520; therefore, CAPA concurs that no changes in such rates be made at the present time.

AI00 supports the adoption of staff cost and rate studies, except with respect to hourly rates. AI00 urges that the CDTOA proposal with respect to hourly rates be adopted. AI00 opposes the establishment of a separate scale of distance rates applicable within the San Francisco Territory, as advocated by CTA. AI00 argued that transportation of rock, sand, and concrete aggregates within the greater portion of the San Francisco Territory is subject to point-to-point rates in Minimum Rate Tariff 20 (MRT 20). The rates in MRT 20 now produce lower charges for similar lengths of haul than the existing MRT 7-A distance rates. Establishment of the greater rate differential that would result from CTA's proposal would lessen the opportunity of shippers located within San Francisco Territory to compete with shippers who can use the MRT 20 rates.

The Commission staff opposes the adoption of a separate scale of distance rates for San Francisco Territory because such rates would have little application, because most of the geographic area and the preponderance of shippers within the San Francisco Territory are subject to MRT 20 rather than MRT 7-A, and because an additional scale of rates having limited application complicates tariff publication and interpretation.

CTA does not support the establishment of 2- and 3-axle hourly rates as proposed by CDTOA, for the reason that CTA believes all rates should contain a profit factor. CTA urges that holding down the rates on 2- and 3-axle equipment will not remove the inherent disadvantage of that equipment as compared with the larger 4- and 5-axle equipment.

Findings

1. MRT 7-A, containing hourly, distance and zone rates for the transportation of rock, sand, aggregates, earth, asphaltic concrete, and other commodities in bulk in dump truck equipment, was promulgated by Decision No. 82061 dated October 30, 1973 in Case No. 5437 (OSH 213).
2. Hourly and distance rates for rock, sand, earth, and asphaltic concrete in MRT 7-A were bottomed upon full-scale cost and rate studies introduced by the Commission staff. All commodities and items covered by MRT 7-A were not studied by the staff. The rates for some of the so-called non-studied items were adjusted in Decision No. 82061, and the rates for others were carried forward into MRT 7-A without adjustment from MRT 7.
3. Partial rehearing of Decision No. 82061 was granted in response to petitions filed by CAPA and CTA (Decisions Nos. 82325 and 82592, respectively).
4. Petition 265 filed jointly by CTA and CDTOA seeks amendment of MRT 7-A. Certain of the proposals in Petition 265 paralleled the matters to which rehearing was granted.

5. Following public hearing, Interim Decision No. 83124 was issued on July 9, 1974. That decision disposed of the issues raised in the order granting rehearing in response to CAPA's petition (Decision No. 82325). Decision No. 83124 also increased the rates and charges in MRT 7-A to reflect carrier operating costs as of July 1, 1974.

6. Further hearings were held in OSH 213 and Petition 265 to dispose of the issues not decided in the interim order.

7. Evidence on all material issues remaining for disposal was received except with respect to:

- (a) The use of the so-called Teamster - AGC wage contracts in lieu of the so-called rock and sand wage agreements.
- (b) The consolidation of certain scales of distance rates.

8. The Southern California and Northern California AGC wage contracts were introduced as Exhibits 265-11 and 265-12 for information only. CTA and CDTOA introduced no additional evidence with respect to the issues described in Finding 7(a) and 7(b) above. Requests for tariff changes involving such issues were abandoned by petitioners in these proceedings.

9. The Commission staff in its Exhibit 265-7 revised the basic cost data introduced in OSH 213 to reflect carrier cost conditions existing on January 1, 1975. CTA introduced modifications of the data in its Exhibit 265-8 to give effect to increased running speeds by 5 miles per hour for Northern Territory distance rates, and a development of separate operating costs on a distance basis for San Francisco Bay Area Territory without modification for the increased speeds.

10. The Commission staff developed proposed rate adjustments for so-called studied items by using the cost data in Exhibit 265-7, adjusted to provide a cost/rate relationship of 92 percent. A similar cost/rate relationship was used by CTA in its rate proposals. Such cost/rate relationship was used in the development of the rates approved in Decision No. 82061, and will be reasonable for the purposes of this proceeding (except as provided in Finding 13).

11. CTA proposed that lower distance rates in Northern Territory (exclusive of San Francisco Bay Area) be established based on the revised distance costs which are calculated on running speeds increased by 5 miles per hour. Lower distance rates for Northern Territory will tend to reduce the disparity in revenues per trip in favor of the alternative hourly rates, and are based on running speeds which more nearly reflect average operating conditions in Northern Territory. Lower distance rates for Northern Territory will be reasonable.

12. It will not be reasonable to establish a scale of distance rates in the San Francisco Bay Area higher than the Northern Territory scale because such higher rates would have limited geographical application and would decrease the ability of concrete aggregate producers located in the San Francisco Bay Area to compete with producers subject to MRT 20 rates.

13. CDIOA proposed that the hourly rates for 2- and 3-axle equipment be established without provision for a profit factor, in order to permit such units to compete with the more efficient 4- and 5-axle equipment. That proposal is reasonable and will be adopted.

14. Except as provided in findings 11, 12, and 13 the rate proposals of the staff in Exhibit 265-14 for so-called studied items will result in just, reasonable, and non-discriminatory minimum rates. Northern Territory distance rates set forth in CTA's Exhibit 265-9 applicable to all points in that territory including the San Francisco Bay Area will result in just, reasonable, and non-discriminatory minimum rates for the commodities subject thereto. Hourly rates set forth on page 23-A of Exhibit 265-14, which reflect a profit factor for 4- and 5-axle equipment as measured by a cost/rate relationship of 92 percent, and no profit factor for 2- and 3-axle equipment will result in just, reasonable, and non-discriminatory minimum rates for the services to which they apply.

15. Petitioners propose no increase in the rates set forth below because rate adjustments are or will be considered with respect to said items in other proceedings:

- Item 480 - San Diego County Zone Rates
- Item 490 - Antelope Valley Rates
- Item 510 - Antelope Valley Rates

For the purpose stated, no increases should be made in said rates in these proceedings.

16. In its Exhibit 265-10, CTA proposed a revised scale of rates for Item 350 - Fodder, in which the California Farm Bureau Federation concurs. That scale of rates will be reasonable.

17. The scale of rates and methods of adjusting rates proposed by the Commission staff for so-called non-studied items will be reasonable for the purposes of this proceeding, except as provided in Finding 16.

18. The revisions of Item 270 - Application of Rates for Use of Equipment Other Than Tractor With Bottom Dump Doubles In Train as proposed by CDTOA in Exhibit 265-15 (substituted) will result in just, reasonable, and non-discriminatory provisions to govern the minimum rates in MRT 7-A.

19. The rate increases authorized herein are estimated to produce additional annual revenues of \$10,413,000.

Conclusions

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

2. The rehearing of Decision No. 82061 ordered in Decisions Nos. 82325 and 82592 is completed and all issues raised therein will be disposed of by the tariff revisions ordered herein or have been withdrawn by petitioners.

3. To the extent not granted by the order which follows, Petition No. 265 should be denied.

FINAL ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff 7-A (Appendix B to Decision No. 82061, as amended) is further amended by incorporating therein, to become effective May 6, 1975, the 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 tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than May 6, 1975; and the tariff publications which are authorized but not required to be made by common carriers as a result of this order may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

4. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 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.

6. To the extent not granted herein, Petition No. 265 in Case No. 5437 is denied.

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

Dated at San Francisco, California, this 8th
day of APRIL, 1975.

James L. Steiner
President
William J. ...
...
Leonard ...

Commissioners

Commissioner ROBERT BATNOVICH

Present but not participating.

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 7-A

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FIFTH	REVISED	PAGE	11
SECOND	REVISED	PAGE	12
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(END OF APPENDIX A)

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:		
Concrete, broken, asphaltic or hydraulic; Concrete, premixed, wet; Debris: From street or highway maintenance, including ice, mud, and slush; also debris from drainage or flood control construction and/or maintenance projects;	Fodder: Chopped green corn and sorghum grain plants, including heads, stalks, and leaves; Ore; Salt cake (crude sulphate of soda); Slurry (mixed sand, dust, crushed stone and/or gravel, wet).	60
No change on this page, Decision No.		84299
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

ITEM	SECTION 1--RULES (Continued)																
	<p style="text-align: center;">APPLICATION OF TARIFF--GENERAL</p> <p>Rates in this tariff do not apply to the transportation of:</p> <p>(a) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency.</p> <p>70 (b) Property of the United States as property transported under agreement whereby the United States contracted for the carrier's service.</p> <p>(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.</p> <p>(d) Property transported for a displaced person when the cost thereof is borne by a public entity as provided in Section 7262 of the Government Code.</p> <p>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.</p>																
	<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL</p> <p>80 Rates in this tariff apply for transportation between all points within the State of California.</p>																
	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>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:</p> <table><thead><tr><th></th><th><u>a</u></th><th><u>b</u></th><th><u>c</u></th></tr></thead><tbody><tr><td>Charge per unit of carrier's equipment for delay beyond the time allowance shown below.</td><td>(</td><td>(</td><td>(</td></tr><tr><td>Charge applies for each six(6) minutes (one-tenth of an hour) or fraction thereof</td><td>(0160</td><td>(0160</td><td>(0160</td></tr><tr><td>Time allowance in minutes, per unit of carrier's equipment (See Note)</td><td>(30</td><td>(45</td><td>(30</td></tr></tbody></table> <p>890</p> <p>a. Applies when transportation is performed by truck without trailing equipment.</p> <p>b. Applies when transportation is performed by truck with transfer type trailer.</p> <p>c. Applies when transportation is performed by truck with other than transfer type pull trailers, tractors with semitrailers or tractors with semitrailers and pull trailers operating in train.</p> <p>NOTE:--In computing the time allowances under this rule, time shall commence when the carrier arrives at point of destination.</p>		<u>a</u>	<u>b</u>	<u>c</u>	Charge 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	(0160	(0160	(0160	Time allowance in minutes, per unit of carrier's equipment (See Note)	(30	(45	(30
	<u>a</u>	<u>b</u>	<u>c</u>														
Charge 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	(0160	(0160	(0160														
Time allowance in minutes, per unit of carrier's equipment (See Note)	(30	(45	(30														
	<p>ø Change) ø Increase) Decision No. 84299</p> <p style="text-align: center;">EFFECTIVE</p> <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>																

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>NOTE 5.--In the event the common carrier rate which is used does not include loading and/or unloading services, a charge of 014¢ cents per ton for loading and/or a charge of 014¢ 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.</p>	§100
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

ITEM	SECTION 1--RULES (Continued)
110	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Subject to Notes 1, 2, 3, 4 and 5 of Item 100)</p> <p>When lower aggregate charges result, tonnage rates provided in this tariff may be used in combination with the published rates of common carriers by land filed with the Commission for the transportation of shipments of the same kind of property between the same points, subject to the following conditions:</p> <p>(a) When the point of origin is located beyond a railhead and the point of destination is located at a railhead, add to the common carrier rate applying from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from the point of origin to any such team track or private railhead from which the common carrier rate used applies. (See Note 1)</p> <p>(b) When the point of origin is located at a railhead and the point of destination is located beyond a railhead, add to the common carrier rate applying from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any such team track or private railhead to point of destination. (See Note 1)</p> <p>(c) When both the point of origin and the point of destination are located beyond railhead, add to the common carrier rate applying between any railheads, the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, from which the common carrier rate used applies, plus the tonnage rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to which the common carrier rate used applies to point of destination. (See Note 1)</p> <p>NOTE 1.--(Applicable only within or from Northern Territory) (Exception to Note 5 of Item 100)--The additional charge for loading will not apply when the railhead from which a common carrier rate applies has a facility by which rail cars can be loaded by gravity directly from a unit of dump truck equipment. The additional charge for unloading will not apply when the railhead to which a common carrier rate applies has a facility by which a unit of dump truck equipment can be loaded by gravity directly from a rail car.</p>
120	<p style="text-align: center;">BRIDGE AND FERRY TOLLS</p> <p>Except as provided in Items 530 to 560 inclusive, and except on shipments transported under distance rates determined by the use of the Distance Table, the actual bridge or ferry tolls shall be added to the transportation charge when such facilities are used by the carrier.</p>
<p style="text-align: center;">No change on this page, Decision No. 84299</p>	
<p style="text-align: center;">EFFECTIVE</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 2--DISTANCE RATES (Continued)				ITEM														
<p align="center">APPLICATION OF DISTANCE RATES--GENERAL</p> <p>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:</p> <ol style="list-style-type: none"> 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. 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. 				250														
<p align="center">ADDITIONAL CHARGE FOR SERVICE PERFORMED ON SATURDAYS, SUNDAYS AND HOLIDAYS</p> <p>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:</p> <table border="1"> <thead> <tr> <th rowspan="2">Rates in Item:</th><th colspan="2">Northern Territory (See Item 160)</th><th colspan="2">Southern Territory (See Item 160)</th></tr> <tr> <th>Saturday</th><th>Sunday and Holiday</th><th>Saturday</th><th>Sunday and Holiday</th></tr> </thead> <tbody> <tr> <td>290, 300, 310 and 320-----</td><td align="center">018</td><td align="center">038</td><td align="center">18</td><td align="center">38</td></tr> </tbody> </table> <p>(1) Applies when point of origin is within Northern Territory. (2) Applies when point of origin is within Southern Territory.</p>				Rates in Item:	Northern Territory (See Item 160)		Southern Territory (See Item 160)		Saturday	Sunday and Holiday	Saturday	Sunday and Holiday	290, 300, 310 and 320-----	018	038	18	38	#260
Rates in Item:	Northern Territory (See Item 160)		Southern Territory (See Item 160)															
	Saturday	Sunday and Holiday	Saturday	Sunday and Holiday														
290, 300, 310 and 320-----	018	038	18	38														
<p align="center">INTERTERRITORIAL MOVEMENTS</p> <p>When a shipment originates in one territory and terminates in another, the rates applicable in the originating territory will apply.</p>				265														
<p>o Change) Decision No. 84299 o Increase)</p>																		
<p align="center">EFFECTIVE</p>																		
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO</p>																		
<p>Correction</p>																		

ITEM	SECTION 2--DISTANCE RATES (Continued)	
APPLICATION OF RATES FOR USE OF EQUIPMENT OTHER THAN TRACTOR WITH BOTTOM DUMP DOUBLES IN TRAIN		
**The provisions of this item do not apply to rates contained in Items 300, 330, 340 and 350.		
§(a) When the unloading condition at the point of destination requires the use of a dump truck with transfer type end dump pull trailer, the rates in this section shall be increased as follows, subject to a minimum weight of 23 tons transported in one unit of equipment at one time:		
		oRate In Cents Per Ton
		Northern Southern
		Territory Territory
		(See Item 160) (See Item 160)
Commodities, other than Asphaltic		
Concrete and Cold Road Oil Mixture.....		25 27
(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 percentages: subject to the minimum charge for 12 tons (Item 200) transported in one truck at one time:		
Miles		
Over	But Not Over	Percent Increase (1) (2)
0	5	70
5	35	65
35	-	60
6270		
§(c) When the unloading condition at the point of destination requires the use of 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, subject to a minimum weight of 23 tons transported in one unit of equipment at one time, as follows: (See Exception.)		
Miles		
Over	But Not Over	oRate In Cents Per Ton (2)
0	5	10
5	10	10
10	15	10
15	20	9
20	30	8
30	40	7
40	50	6
50	60	5
60	70	4
70	-	3
(1) In computing a rate based on a multiple or proportion of another rate, the follow- ing will govern in the disposition of fractions: Fractions of less than 1/4 or .50 of a cent, omit. Fractions of 1/4 or .50 of a cent or greater, increase to next whole figure.		
(2) Commodities, other than Asphaltic Concrete and Cold Road Oil Mixture.		
EXCEPTION: The minimum weight for shipment transported by a 2-axle tractor with semi-trailer shall be 10 tons.		
§ Change) o Increase, except as noted) Decision No. 84299 o No change) ** Eliminated)		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

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 to rates contained in Item 300.

§(a) When the unloading condition at the point of destination requires the use of a dump truck with transfer type end dump pull trailer, the rates in this section shall be increased as follows, subject to a minimum weight of 23 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.....	43	45

(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 percentages, subject to the minimum charge provided in Item 200 when transported in one truck at one time:

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

§280

§(c) When the unloading condition at the point of destination requires the use of 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, subject to a minimum weight of 23 tons transported in one unit of equipment at one time, as follows:

Miles		Rate In Cents Per Ton
Over	But Not Over	
0	5	09
5	10	11
10	15	12
15	20	13
20	30	15
30	40	17
40	50	20
50	60	22
60	70	24
70	-	30

(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 $\frac{1}{4}$ or .50 of a cent, omit.

Fractions of $\frac{1}{4}$ or .50 of a cent or greater, increase to next whole figure.

§ Change)
 o Increase, except as noted) Decision No.
 o No change)
 ** Eliminated)

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, subject to Note 1.								
	MILES		RATES		MILES		RATES	
	Over	But Not Over	(1) (2) Minimum Weight 23 Tons		Over	But Not Over	(1) (2) Minimum Weight 23 Tons	
			(3) Northern Territory	(3) Southern Territory			(3) Northern Territory	(3) Southern Territory
0290	0	1	032	38	30	31	0190	216
	1	2	038	45	31	32	0194	222
	2	3	044	51	32	33	0199	227
	3	4	050	58	33	34	0204	231
	4	5	055	64	34	35	0208	236
	5	6	061	70	35	36	0213	242
	6	7	067	77	36	37	0218	247
	7	8	073	83	37	38	0223	253
	8	9	079	89	38	39	0228	259
	9	10	084	96	39	40	0233	265
	10	11	088	102	40	41	0238	270
	11	12	092	108	41	42	0243	276
	12	13	099	114	42	43	0247	281
	13	14	0105	120	43	44	0252	287
	14	15	0110	126	44	45	0257	293
	15	16	0114	131	45	46	0262	298
	16	17	0119	137	46	47	0267	304
	17	18	0123	141	47	48	0272	310
	18	19	0128	147	48	49	0277	316
	19	20	0134	154	49	50	0283	322
	20	21	0139	160	50	52	0291	328
	21	22	0144	166	52	54	0300	339
	22	23	0149	172	54	56	0309	349
	23	24	0155	177	56	58	0319	360
	24	25	0160	183	58	60	0329	371
	25	26	0164	188	60	63	0342	384
	26	27	0169	193	63	66	359	400
	27	28	0174	199	66	69	372	416
	28	29	0180	205	69	72	387	432
29	30	0185	210	72	75	402	447	
(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.								
0 Change 0 Increase, except as noted 0 Reduction 0 No change				Decision No.		84299		
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton				ITEM
COMMODITIES, as described in List A of Item 30, subject to Note 1.				
MILES		RATES		
		(1) (2) MINIMUM WEIGHT 23 TONS		
Over	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)	
75	80	426	472	
80	85	449	497	
85	90	0471	522	
90	95	0495	547	
95	100	0518	572	
100	110	564	610	
110	120	609	659	
120	130	654	708	
130	140	700	757	
140	150	746	806	
150	160	791	855	
160	170	835	904	
170	180	879	953	
180	190	924	1002	
190	200	970	1051	
200	210	1015	1100	6290
210	220	1061	1149	
220	230	1097	1198	
230	240	1142	1247	
240	250	1186	1296	
250	260	1230	1345	
260	270	1274	1394	
270	280	1318	1443	
280	290	1362	1492	
290	300	1407	1541	
(3)		046	049	
		(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 additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.				
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.				
o Change)		
o Increase, except as noted)		
o Reduction)		
o No change)		
		Decision No. 84299		
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

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 23 Tons.								
§300	MILES		(2) RATES					
			FROM: Points of Origin in:					
					MILES			
	But Not Over	Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)	
	0	1	044	53	25	0180	205	
	1	2	050	59	26	0185	210	
	2	3	056	65	27	0190	216	
	3	4	062	71	28	0194	220	
	4	5	069	77	29	0199	226	
	5	6	074	83	30	0204	232	
	6	7	080	90	31	0209	238	
	7	8	085	96	32	0213	244	
	8	9	091	103	33	0218	249	
	9	10	097	109	34	0222	255	
	10	11	0103	115	35	0227	260	
	11	12	0108	121	36	0232	265	
	12	13	0112	127	37	0238	270	
	13	14	0118	133	38	0244	275	
	14	15	0124	139	39	0249	281	
	15	16	0130	145	40	0253	287	
	16	17	0135	151	41	0258	292	
	17	18	0140	157	42	0264	297	
	18	19	0145	163	43	0269	303	
	19	20	0150	169	44	0273	308	
	20	21	0155	175	45	0278	314	
	21	22	0160	181	46	0283	319	
	22	23	0165	187	47	0288	325	
23	24	0170	193	48	0293	330		
24	25	0175	199	49	0298	336		
(Continued)								
(1) The minimum weight must be transported in one unit of dump truck equipment at one time. (2) Subject to Item 280.								
o Change o Increase, except as noted o Reduction o No change) Decision No. 84299					
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 23 Tons.

MILES		o(2) RATES	
		FROM: Points of Origin in:	
Over	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)
50	52	o307	344
52	54	o317	354
54	56	o327	365
56	58	o337	375
58	60	o346	385
60	63	360	400
63	66	374	416
66	69	388	432
69	72	o402	448
72	75	o416	464
75	80	438	485
80	85	460	510
85	90	483	534
90	95	506	559
95	100	530	583
100	110	574	626
110	120	621	677
120	130	668	728
130	140	715	779
140	150	762	830
(3)		o46	o47

(Concluded)

o300

- (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.

- o Change)
o Increase, except as noted)
o Reduction)
o No change)

Decision No.

84299

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			
6310	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:	
	But Not		Northern Territory	
	Over Over		(See Item 160)	
			(1) (2) Minimum Weight 23 Tons	
			(1) (2) Minimum Weight 23 Tons	
	0	1	27	34
	1	2	33	41
	2	3	40	47
	3	4	47	54
	4	5	53	61
	5	6	58	68
	6	7	63	75
	7	8	69	81
	8	9	75	88
	9	10	81	95
	10	11	86	101
	11	12	92	108
	12	13	99	114
	13	14	105	121
	14	15	111	127
	15	16	116	134
	16	17	121	140
	17	18	126	147
	18	19	131	153
	19	20	135	159
	20	21	140	165
	21	22	145	171
	22	23	150	177
	23	24	156	183
24	25	163	189	
25	26	168	194	
26	27	173	200	
27	28	178	205	
28	29	183	211	
29	30	187	217	
(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.				
Change) Increase) Decision No. 84299 Reduction)				
EFFECTIVE				
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				

SECTION 2--DISTANCE RATES (Continued)								ITEM
In Cents Per Ton								
COMMODITIES, as described in Item 40.								
MILES		RATES		MILES		RATES		
Over	But Not Over	(1) (2) Minimum Weight 23 Tons		Over	But Not Over	(1) (2) Minimum Weight 23 Tons		
		(3) Northern Territory	(3) Southern Territory			(3) Northern Territory	(3) Southern Territory	
0	1	34	38	30	31	185	194	
1	2	39	44	31	32	189	199	
2	3	45	50	32	33	193	203	
3	4	51	57	33	34	198	207	
4	5	57	63	34	35	202	212	
5	6	63	68	35	36	207	216	
6	7	68	73	36	37	212	221	
7	8	73	78	37	38	216	226	
8	9	79	84	38	39	220	231	
9	10	84	90	39	40	225	236	
10	11	89	95	40	41	230	241	
11	12	94	100	41	42	234	246	
12	13	100	105	42	43	239	251	
13	14	105	110	43	44	243	256	
14	15	110	115	44	45	248	261	0320
15	16	115	120	45	46	253	266	
16	17	120	125	46	47	258	271	
17	18	124	130	47	48	262	276	
18	19	128	135	48	49	266	281	
19	20	132	140	49	50	271	286	
20	21	137	145	50	52	276	292	
21	22	143	150	52	54	285	302	
22	23	148	155	54	56	294	311	
23	24	153	160	56	58	302	320	
24	25	157	165	58	60	309	329	
25	26	162	169	60	63	318	341	
26	27	167	174	63	66	329	353	
27	28	171	179	66	69	341	366	
28	29	175	184	69	72	354	378	
29	30	180	189	72	75	366	390	
(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.		84299						
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.					
0320	MILES		RATES		
	Over	But Not Over	(1) (2) MINIMUM WEIGHT 23 TONS		
			(3) Northern Territory		(3) Southern Territory
	75	80	383		410
	80	85	405		430
	85	90	427		449
	90	95	449		469
	95	100	470		489
	100	110	492		526
	110	120	529		563
	120	130	568		601
	130	140	606		638
	140	150	645		675
	150	160	684		718
	160	170	723		760
	170	180	762		802
	180	190	800		845
	190	200	839		888
	200	210	878		929
	210	220	917		969
	220	230	957		1009
	230	240	996		1052
	240	250	1034		1091
	250	260	1073		1133
	260	270	1113		1174
270	280	1153		1215	
280	290	1192		1257	
290	300	1232		1298	
	(4)	038		041	
(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.					
◊ Increase, except as noted ◊ No change			} Decision No. 84299		
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

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) But Not Over		Rates (2) (3) Minimum Weight (Per Unit of Carrier's Equipment)			MILES (1) But Not Over		Rates (2) (3) Minimum Weight (Per Unit of Carrier's Equipment)			0330
		8 Tons	13 Tons	18 Tons			8 Tons	13 Tons	18 Tons	
		Over	Over	Over			Over	Over	Over	
0	1	68	53	47	25	26	271	216	187	
1	2	78	61	54	26	27	277	221	192	
2	3	88	69	61	27	28	283	226	196	
3	4	97	78	68	28	29	289	231	200	
4	5	107	86	75	29	30	295	237	204	
5	6	115	94	81	30	31	301	242	208	
6	7	124	101	87	31	32	308	248	214	
7	8	133	108	93	32	33	315	254	218	
8	9	142	116	99	33	34	321	259	223	
9	10	150	124	105	34	35	328	265	228	
10	11	159	131	111	35	37	342	277	238	
11	12	168	138	118	37	39	357	288	248	
12	13	177	145	125	39	41	371	300	258	
13	14	186	152	131	41	43	386	311	268	
14	15	195	159	138	43	45	400	323	278	
15	16	203	164	143	45	50	438	353	304	
16	17	210	170	147	50	55	476	384	330	
17	18	218	175	152	55	60	514	415	357	
18	19	226	181	157	60	65	552	446	383	
19	20	233	186	162	65	70	591	477	410	
20	21	239	191	166	70	75	625	504	434	
21	22	246	196	171	75	80	659	531	458	
22	23	252	201	175	80	85	694	559	482	
23	24	259	207	179	85	90	728	586	506	
24	25	265	212	183	90	95	762	614	530	
					95	100	795	640	554	
					(4)		835	628	525	
(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, except as noted) Decision No.										84299
♦ No change)										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

ITEM		SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton			
MATERIAL, viz.: Lightweight Aggregates as described in Item 50. (1) SOUTHERN TERRITOPY INTERPLANT DISTANCE RATES (See Item 160)					
<u>MILES</u> Over		Rates (2)			
		Minimum Weight			
		8 Tons (Per Shipment)	(3) 13 Tons	(3) 18 Tons	
But Not Over					
0	1	71	55	49	
1	2	82	65	57	
2	3	94	75	65	
3	4	105	84	73	
4	5	117	94	81	
5	6	128	104	89	
6	7	137	112	96	
7	8	147	120	102	
8	9	156	127	109	
9	10	166	135	115	
10	11	175	143	122	
11	12	184	149	128	
12	13	193	156	134	
13	14	202	162	141	
14	15	211	169	147	
15	16	218	175	153	
16	17	225	181	158	
17	18	232	186	162	
18	19	239	192	167	
19	20	246	197	172	
20	21	253	203	177	
21	22	260	208	181	
22	23	266	213	185	
23	24	273	218	190	
24	25	280	223	194	
25	26	286	228	198	
26	27	293	234	203	
27	28	299	239	207	
28	29	306	245	211	
29	30	312	250	216	
30	31	318	256	221	
31	32	325	263	226	
32	33	331	269	232	
33	34	337	276	237	
34	35	343	282	243	
				(Continued)	
o Increase, Decision No.		84299			
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.:					0340	
Lightweight Aggregates as described in Item 50.						
(1) SOUTHERN TERRITORY INTERPLANT DISTANCE RATES (See Item 160) (Concluded)						
MILES		Rates (2)				
		Minimum Weight				
		8 Tons (Per Shipment)	(3) 13 Tons	(3) 18 Tons		
Over	But Not Over					
35	37	359	289	248		
37	39	375	306	262		
39	41	392	322	277		
41	43	408	339	291		
43	45	424	355	306		
45	50	463	372	320		
50	55	502	404	347		
55	60	542	435	375		
60	65	582	467	402		
65	70	621	498	430		
70	75	657	530	457		
75	80	693	559	482		
80	85	730	588	508		
85	90	765	617	533		
90	95	802	646	559		
95	100	838	675	584		
(4)		836	629	626		
(Concluded)						
<p>(1) Rates in this item apply only as follows:</p> <p>(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</p> <p>(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).</p> <p>(c) The rates do not apply to any location at which grading, excavating, paving or construction activity is in progress.</p> <p>(2) Rates are subject to Item 220.</p> <p>(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.</p> <p>(4) For each additional 5 miles or fraction thereof, add to the rate for 100 miles the amount shown opposite this reference.</p>						
o Increase, except as noted) o No change) Decision No.					84299	
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

ITEM	SECTION 2--DISTANCE RATES (Concluded) In Cents Per Ton							
0350	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		Rates (1) (2) (3) (4)		MILES		Rates (1) (2) (3) (4)	
	Over	But Not Over	Southern Territory	Northern Territory	Over	But Not Over	Southern Territory	Northern Territory
	0	1	32	44	25	26	198	196
	1	2	41	51	26	27	204	201
	2	3	50	59	27	28	208	207
	3	4	057	66	28	29	214	214
	4	5	064	72	29	30	219	220
	5	6	072	79	30	31	224	226
	6	7	079	085	31	32	229	232
	7	8	087	091	32	33	235	238
	8	9	094	98	33	34	239	245
	9	10	0101	104	34	35	245	251
	10	11	0108	0109	35	37	253	258
	11	12	0115	0115	37	39	262	264
	12	13	0122	0121	39	40	269	271
	13	14	0129	0127	40	41	0274	278
	14	15	0134	0133	41	43	281	285
	15	16	0140	140	43	45	290	293
	16	17	0147	146	45	50	314	316
	17	18	0153	151	50	55	336	338
	18	19	0159	156	55	60	358	360
	19	20	165	162	60	65	380	382
	20	21	0172	168	65	70	0403	404
	21	22	177	173	70	75	0428	426
	22	23	183	179	75	80	0450	448
	23	24	188	185	80	85	0473	469
	24	25	194	191	85	90	0496	489
					90	95	0519	509
					95	100	0541	530
					100	(See Note)		
				NOTE: Add to rate for 100 miles for each 5 miles or fraction thereof-----o21				o27
(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.								
o Increase, except as noted)								
o Reduction) Decision No. 84299								
o No change)								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

SECTION 3--HOURLY RATES (Continued) In Cents Per Hour						ITEM
COMMODITIES, as described in Items 30, 40 and 60						
Number of Axles Per Unit of Equipment	(1) C O L U M N	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	
2	M	01731	01893	1911	01810	
	O	02460	02708	2766	02614	
	P	02076	02279	2316	02191	
3	M	02045	02223	2192	02091	
	O	02793	03069	3053	02900	
	P	02400	02624	2599	02474	
4	M	2276	2463	2460	2389	0390
	O	3120	3396	3403	3306	
	P	2676	2905	2907	2824	
5 or more	M	2435	2638	2609	2528	
	O	3276	3570	3578	3445	
	P	2833	3080	3059	2962	
(1) See Item 410.						
o Increase, except as noted) o Reduction)		Decision No.		84299		
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)			Kern and San Luis Obispo Counties			Southern Territory (See Item 160) Except Kern and San Luis Obispo Counties			
		(1) Columns			(1) Columns						
		M	O	P	M	O	P				
400	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		
	<p>(1) See Item 410.</p> <p>(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.</p> <p>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.</p> <p>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.</p> <p>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.</p>										
	No change on this page, Decision No. 84299										
	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 MinutesFROM (1) ANTELOPE VALLEY PRODUCTION AREA A.
TO (1) ANTELOPE VALLEY DELIVERY ZONESFOR 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.

84299

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)		
	(1) Alameda County Delivery Zones	RATES	
		FROM	
		(1) Alameda County Production Area	
		A	
		Minimum Weight	
		18 Tons	23 Tons
	1	178	156
	2	172	151
	3	161	142
	4	155	135
	5	154	134
6	151	131	
7	141	122	
8	137	119	
9	131	112	
10	116	100	
11	108	90	
13	206	176	
0530	(2) San Mateo County Delivery Zones		
	2	156	137
	3	167	147
	4	182	156
	5	210	178
	6	232	198
	7	260	221
	(3) Santa Clara County Delivery Zones		
	1	156	137
	2	164	147
	3	172	139
	4	154	134
5	133	115	
6	142	122	
7	142	122	
8	161	139	
10	215	182	
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.		84299	
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
MATERIAL, viz.: Mixture, Cold Road Oil (See Notes 1 and 2)					
(1) Alameda County Delivery Zones	RATES				
	FROM				
	(1) Alameda County Production Areas				
	B Minimum Weight		C Minimum Weight		
	18 Tons	23 Tons	18 Tons	23 Tons	
1	217	186	229	195	
2	206	180	219	185	
3	196	172	212	181	
4	192	168	206	176	
5	188	164	202	172	
6	186	163	195	165	
7	178	156	192	163	
8	172	152	185	160	
9	164	142	178	152	
10	147	127	161	122	
11	142	121	147	125	
12	133	112	100	86	
13	243	207	249	211	
(2) Contra Costa County Delivery Zones					
1	172	152	192	163	
2	217	188	237	200	0540
(3) Santa Clara County Delivery Zones					
5	176	154	134	115	
6	188	164	150	126	
7	188	164	145	122	
8	210	181	164	141	
10	264	225	219	185	
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. 84299					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

ITEM	SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)				
	MATERIAL, viz.: Mixture, Cold Road Oil (See Notes 1 and 2)				
0550	(2) Alameda County Delivery Zones	RATES FROM			
		(1) Santa Cruz County Production Areas			
		A		B, C	
		Minimum Weight		Minimum Weight	
		18 Tons	23 Tons	18 Tons	23 Tons
	1	416	355	431	368
	2	406	346	422	362
	3	403	344	419	358
	4	391	336	406	350
	5	389	334	405	349
	6	381	329	397	342
	7	380	324	396	338
	8	376	320	391	334
	9	366	315	381	329
	10	354	301	364	315
	11	344	292	359	306
	12	299	255	315	269
	13	431	368	446	383
	(3) Contra Costa County Delivery Zones				
	1	428	366	444	380
	2	468	398	484	411
	(4) San Mateo County Delivery Zones				
	2	259	221	273	233
	3	276	238	292	251
	4	289	246	304	260
	5	323	275	338	289
	6	344	292	359	306
	7	367	315	383	329
	(5) Santa Clara County Delivery Zones				
	1	253	215	268	228
	2	246	210	261	224
	3	226	194	242	207
	4	211	180	226	194
	5	210	178	225	192
	6	211	180	226	194
	7	196	167	211	181
	8	200	170	216	184
	10	185	157	200	172
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 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.					
o Increase, Decision No. 84299					
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 (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		23 Tons	
1	83		72	
2	74		64	
TO (3) Placer County Delivery Zones	FROM			
	(2) Sacramento County Production Areas			
	A			
	Minimum Weight			
	18 Tons	23 Tons	18 Tons	23 Tons
1	90	76	122	105
2	99	85	133	112
TO (2) Sacramento County Delivery Zones				
1	127	111	72	61
2	104	88	57	47
TO (4) Yolo County Delivery Zone				
1	135	116	79	66
TO (2) Sacramento County Delivery Zones	FROM			
	(4) Yolo County Production Area			
	A			
	Minimum Weight			
	18 Tons		23 Tons	
1	172		154	
2	194		167	
TO (4) Yolo County Delivery Zone				
1	160		138	
NOTE 1.--Rates include bridge and ferry tolls. NOTE 2.--The minimum weight shall be transported in one unit of dump truck equipment at one time subject to Item 450. (1) For descriptions of Contra Costa County Production Area and Delivery Zones see Pages 46 and 49. (2) For descriptions of Sacramento County Production Areas and Delivery Zones see Pages 46 and 49. (3) For descriptions of Placer County Delivery Zones see Page 49. (4) For descriptions of Yolo County Production Area and Delivery Zone see Pages 46 and 52. (5) Applies only on Cold Road Oil Mixture.				
♦ Increase, Decision No. 84299				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				