

Decision No. 85919

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation
for the purpose of considering and
determining minimum rates for trans-
portation of rock, sand, gravel and
related items in bulk, in dump truck
equipment in Southern California as
provided in Minimum Rate Tariff 17-A)
and Southern California Production)
Area and Delivery Zone Directory 1,
and the revisions or reissues thereof.

Case No. 9819
Petition for Modification
No. 4

(Filed February 4, 1975)

Petition for Modification
No. 7

(Filed February 28, 1975)

OPINION AND ORDER

Minimum Rate Tariff 17-A (MRT 17-A) names minimum rates for the transportation of rock, sand, gravel, and related commodities by highway carriers in dump truck equipment.

Decision No. 85918 issued today in the captioned proceedings and in Case No. 5437 (OSH 238) et al. found that the provisions of MRTs 7-A, 17-A, and 20 should be revised to provide divisions of revenues between overlying and underlying carriers when trailers are furnished by the former, and that MRT 17-A should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff 17-A (Appendix C to Decision No. 80578, as amended) is further amended by incorporating therein, to become effective July 10, 1976, the tariff pages included 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. 80578, as amended, are directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered by this decision.

C.9819, Pets. 4 and 7 bm/vg **

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 shall be made effective not later than July 10, 1976. ✓

4. Common carriers, in establishing and maintaining the rule 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 rule 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. 80578, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 8th day of
JUNE 1, 1976.

I dissent
Leonard Ross

I dissent
Robert B. Berman

William J. Quinn
President
James L. Sturgeon
Commissioners

G 9819 (Per 4 & 7)

APPENDIX A

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

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Correction	

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>ASPHALTIC CONCRETE is a mixture of liquid or penetration type asphalt and rock, sand, gravel and/or similar material. The term is inclusive of products known as "hot stuff," "plant mix," "cold road oil mixture" and "cold liquid asphalt, in containers".</p> <p>BATCHING PLANT means an installation (structure and appurtenant storage area) at which the ingredients for the production of concrete are received, stored, weighed, batched and subsequently transported therefrom.</p> <p>CARRIER means a radial highway common carrier, a highway contract carrier or a dump truck carrier, as defined in the Highway Carriers' Act.</p> <p>COLD ROAD OIL MIXTURE--See asphaltic concrete.</p> <p>COMMERCIAL PRODUCING PLANT means an installation (structure and appurtenant storage area) at which rock, sand and/or gravel are processed as to size and/or grade and placed in stockpiles or bunkers.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>CONCRETE ARTICLE FACTORY means an installation (structure and appurtenant storage area) at which the ingredients of concrete are received, stored, weighed and batched, and concrete articles are manufactured therefrom on the premises.</p> <p>CONSIGNEE means the person, firm or corporation to whom the property is to be physically delivered by the carrier.</p> <p>CONSIGNOR means the person, firm or corporation from whom the property was physically received by the carrier for transportation.</p> <p>DEBTOR means the person assuming responsibility for payment of transportation charges. It also includes an overlying carrier when he utilizes the services of an underlying carrier.</p> <p>DECOMPOSED GRANITE is disintegrated granite which crumbles readily when removed from its normal geographic location.</p> <p>DRY MIXTURE OR 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.</p> <p>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.</p> <p style="text-align: center;">(Continued)</p>	20
<p>No change on this page, Decision No. 85919</p>	
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<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Continued)</p> <p>MULTIPLE LOT SHIPMENT means a shipment transported in accordance with the provisions of Item 520.</p> <p>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)</p> <p>NOTE.--The term "Overlying Carrier" also includes an underlying carrier which employs another carrier to perform transportation service.</p> <p>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.</p> <p>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. 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.</p> <p>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. ** It also includes truck loading facilities of plants or industries located at such rail ** loading or unloading point.</p> <p>RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>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.</p> <p>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 and transported at one time in one unit of equipment. *Shipment does not include the unit of equipment utilized to transport property for which rates are provided in this tariff, nor any trailer, semitrailer or dolly when moved empty in connection with transportation of such commodities. (See also exceptions in rule and definition for multiple lot shipment.)</p> <p>SHIPPER means the person, firm or corporation (other than a carrier) who arranges with the carrier for the transportation of the property.</p> <p style="text-align: center;">(Continued)</p>	<p style="text-align: center;">620</p>
<p> * Change) * Addition) * Increase) ** Eliminated) </p>	<p>Decision No. 85919</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;">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p>SYSTEM OF DELIVERY ZONES means the following delivery zones which, in total, shall be deemed as comprising a single system of delivery zones (not applicable when point of origin is in San Diego County):</p> <p style="padding-left: 40px;">All zones in Los Angeles County except zones numbered 19800 to 19948, inclusive; all zones in Orange County; all zones in Riverside County; all zones in San Bernardino County except zones numbered 36500 to 36510, inclusive; San Diego County zones numbered 29 to 89, inclusive; all zones in Santa Barbara County; and all zones in Ventura County.</p> <p>(When point of origin is in San Diego County, the following delivery zones, in total, shall be deemed as comprising a single system of delivery zones: Orange County Delivery Zones 30066 to 30071, inclusive, 30094 to 30118, inclusive, and all zones in San Diego County except zones numbered 29 to 89, inclusive.)</p> <p>*TEAM TRACK means a point at which property may be loaded into or upon, or unloaded from rail cars by the public generally. **</p> <p>TON means 2,000 pounds.</p> <p>*TRACTOR means a motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.</p> <p>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.</p> <p>UNIT OF EQUIPMENT means a truck, a tractor, a trailer, a semitrailer, or any combination of the foregoing operated in a train.</p> <p>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.</p>	20
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="margin-top: 20px;"> <p>o Change)</p> <p>* Addition)</p> <p>o Increase)</p> <p>** Eliminated)</p> </div> <div style="margin-top: 20px;"> <p>Decision No.</p> </div> <div style="margin-top: 20px;"> <p style="font-size: 1.5em; font-weight: bold;">85919</p> </div> </div>	
EFFECTIVE	
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Correction

ITEM	SECTION 1--RULES (CONTINUED)
40	<p style="text-align: center;">APPLICATION OF TARIFF--CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act. They apply for transportation of property by radial highway common carriers, highway contract carriers and dump truck carriers, as defined in said Highway Carriers' Act, in bulk in dump truck equipment.</p>
60	<p style="text-align: center;">APPLICATION OF TARIFF--COMMODITIES</p> <p>Rates in this tariff making specific reference to this item apply for the transportation of the following commodities:</p> <p>Rock, natural, crushed, chips, waste or dust (Subject to Notes 1 and 2);</p> <p>Sand;</p> <p>Gravel;</p> <p>Cement, in dry mixtures with the above commodities, in batches (Subject to Note 3).</p> <p>NOTE 1.--The term "rock", as used herein, includes stone.</p> <p>NOTE 2.--The term "rock", as used herein, does not include any rock or rocks, having a combined length and girth in excess of 65 inches per single rock.</p> <p>NOTE 3.--Rates in this tariff apply for the transportation of cement only when the volume of the cement does not exceed one-third of the volume of the shipment.</p>
65	<p style="text-align: center;">APPLICATION OF TARIFF--COMMODITIES</p> <p>Rates in this tariff making specific reference to this item apply for the transportation of the following commodities (Subject to Notes 2 and 3):</p> <p>Asphaltic concrete;</p> <p>Cold road oil mixture;</p> <p>Cold liquid asphalt in containers not exceeding 5 gallons capacity per container (Subject to Note 1).</p> <p>NOTE 1.--Cold liquid asphalt will be transported under the provisions of this tariff, at rates which apply for the transportation of asphaltic concrete, when tendered for transportation with, and as part of, a shipment of asphaltic concrete, and when the quantity so tendered does not exceed 15 gallons per shipment.</p> <p>NOTE 2.--When these commodities are transported in trucks without trailing equipment the rates in Sections 11, 12, 13, 14 and 15 will apply.</p> <p>NOTE 3.--When these commodities are transported in trucks with trailing equipment or tractors with trailers, the hourly rates in Minimum Rate Tariff 7-A will apply.</p>
<p style="text-align: center;">No change on this page, Decision No. 85919</p>	
EFFECTIVE	
<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 data-bbox="393 327 1133 349">CHARGE FOR TRACTOR AND DRIVER WITHOUT TRAILING EQUIPMENT</p> <p data-bbox="221 393 1400 606">Charges to be paid by a consignor, consignee or other person responsible for payment of freight charges (except an overlying carrier) to a carrier furnishing a tractor and driver without trailing equipment, but towing trailing equipment furnished by the debtor, consignee or consignor, shall be not less than 86 percent of the otherwise applicable charge. In assessing charges under the tonnage (zone) rates contained in Sections 3, 4, 5, 6, 7, 8, 9, 10 and 16 of this tariff, the carrier furnishing the tractor and driver, need not assess a charge for the amount of the unladen weight of the trailing equipment when under load, nor assess a charge for the empty return movement. (See Exception)</p> <p data-bbox="287 628 1334 703">EXCEPTION: The provisions of this item shall not apply when trailing equipment is furnished by any party other than the debtor, consignee or consignor, of the specific transportation charges involved. (See Item 460)</p>	*250
<p data-bbox="287 814 598 836">* Addition, Decision No.</p> <p data-bbox="700 827 835 871">85919</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

MINIMUM RATE TARIFF 17-A

SECTION 1--RULES (CONTINUED)	ITEM
<p style="text-align: center;">COMPUTATION OF CHARGES FOR SHIPMENTS TO DELIVERY ZONES FOR WHICH SPECIFIC ZONE RATES ARE NOT PROVIDED</p> <p>When a shipment is transported from a production area to a delivery zone, both of which are located within a same system of delivery zones, and when a specific zone rate is not provided for the transportation performed, the applicable rate shall be calculated as follows:</p> <ol style="list-style-type: none"> Determine the delivery zone (along route of movement) which is nearest to point of destination and to which a zone rate from the same production area is provided in the tariff. Add to the rate to said delivery zone from said production area an additional 5 cents per ton for each mile or fraction thereof traversed from point of departure from said delivery zone to point of destination. (Subject to Note 1) Add to the rate to said delivery zone from said production area a rate of 8 cents per ton for each mile or fraction thereof traversed from point of departure from said delivery zone to point of destination. (Subject to Note 2) <p>NOTE 1.--Applies in computation of rate for commodities named in Item 60.</p> <p>NOTE 2.--Applies in computation of rate for commodities named in Items 65 and 70.</p>	320
<p style="text-align: center;">COMPUTATION OF CHARGES FOR SHIPMENTS TO DESTINATIONS OUTSIDE OF A SYSTEM OF DELIVERY ZONES</p> <p style="text-align: center;">(For limitation on applicability of this item, see Note 1)</p> <p>When a shipment is transported from a production area to a point of destination outside of a system of zones, the zone rates shall be used as a bases for computing charges as follows:</p> <ol style="list-style-type: none"> (Does not apply when the point of origin of the shipment is a San Diego County production area.) Add to the zone rate from the same production area to the last delivery zone passed through on the route of movement a rate of 9 cents per ton for each mile or fraction thereof traversed from point of departure from the last delivery zone to point of destination. (Subject to Note 2) (Applies only when the point of origin of the shipment is a San Diego production area.) Add to the zone rate from the same production area to the last delivery zone passed through on the route of movement a rate of 7 cents per ton for each mile or fraction thereof traversed from point of departure from the last delivery zone to point of destination. (Subject to Note 3) <p style="text-align: center;">(Continued)</p>	340
<p>No change on this page, Decision No. 85919</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

ITEM	SECTION 1--RULES (CONTINUED)
340	<p>COMPUTATION OF CHARGES FOR SHIPMENTS TO DESTINATIONS OUTSIDE OF A SYSTEM OF DELIVERY ZONES (Concluded)</p> <p>(For limitation on applicability of this item, see Note 1)</p> <p>C. Add to the zone rate from the same production area to the last delivery zone passed through on the route of movement a rate of 13 cents per ton for each mile or fraction thereof traversed from point of departure from the last delivery zone to point of destination. (Subject to Note 4)</p> <p>NOTE 1.--The provisions of this item do not apply:</p> <p>a. to shipments delivered to destinations 10 or more miles, by route of movement, from point of departure from system of delivery zones, or</p> <p>b. to shipments to destinations in unzoned areas in Riverside or San Bernardino Counties, or</p> <p>c. to shipments to destinations in unzoned areas in Orange County when the point of origin is in a San Diego County production area.</p> <p>Charges for the transportation of shipments specified in this Note shall be computed in accordance with the provisions of Minimum Rate Tariff 7-A.</p> <p>NOTE 2.--Applies in computation of rate for commodities named in Items 60, 70 and 75.</p> <p>NOTE 3.--Applies in computation of rate for commodities named in Item 60.</p> <p>NOTE 4.--Applies in computation of rate for commodities named in Item 65.</p>
360	<p>COMPUTATION OF DISTANCES</p> <p>Except as is otherwise provided, distances to be used in connection with distance rates in this tariff shall be the actual mileages traversed, including any detour to and from scales to obtain weight of shipment.</p>
380	<p>DEBRIS CLEANUP</p> <p>When debris cleanup is performed by a carrier at the hourly rates in Minimum Rate Tariff 7-A, 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 the zone rates elsewhere provided herein, the minimum charge shall be that for one-half hour at the applicable hourly rate.</p>
*390	<p>DISPOSITION OF FRACTIONS</p> <p>In computing a rate or charge based on percentage, the following will govern the disposition of fractions:</p> <p>Fractions of less than $\frac{1}{4}$ or .50 of a cent omit.</p> <p>Fractions of $\frac{1}{4}$ or .50 of a cent or greater, increase to next whole figure.</p>
<p>* Addition, Decision No. 85919</p>	
<p>EFFECTIVE</p>	
<p>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;">METHOD OF DETERMINING WEIGHT OF SHIPMENT</p> <p>Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense.</p> <p>Otherwise, charges for commodities listed in:</p> <p>a. Items 60, 70 and 75 shall be computed upon the basis of 2,800 pounds per cubic yard when loaded in dump truck equipment.</p> <p>b. Item 65 shall be computed on the basis of 3,200 pounds per cubic yard when loaded in dump truck equipment.</p> <p>EXCEPTION.--When rail rates are used under the provisions of Items 200 and 220 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	420
<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge for:</p> <p>a. 14 tons at the applicable rate for commodities described in Item 60.</p> <p>b. 12 tons at the applicable rate for commodities described in Items 65 and 70. (See Exception)</p> <p>c. 13 tons at the applicable rate for commodities described in Item 75.</p> <p>EXCEPTION.--When a shipment of asphaltic concrete or cold road oil mixture (also cold liquid asphalt in containers) is transported in a two-axle dump truck, and when the freight bill is so noted and the truck is identified on the freight bill, the minimum charge for the transportation of the shipment shall be the charge for transporting, 10 tons at the applicable rate.</p>	440
<p>No change on this page, Decision No. 85919</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

ITEM	SECTION 1--RULES (CONTINUED)
<p>§460</p>	<p style="text-align: center;">PAYMENTS TO UNDERLYING CARRIERS</p> <p>*Except as provided in Note 3, charges paid by any overlying carrier to an underlying carrier and collected by the latter carrier from the former for the service of said underlying carrier shall be not less than 95 percent of the charges applicable under the minimum rates prescribed in this tariff, *and shall be in the same unit of measurement upon which charges are assessed to the debtor, less the gross revenue tax applicable and required to be paid by an overlying carrier. (See Notes 1, 2 and 3)</p> <p>*The underlying carrier may extend credit to the overlying carrier for a period not to exceed twenty days following the last day of the calendar month in which the transportation was performed, and payment to the underlying carrier must be made within that time. Freight bills for transportation and accessorial charges shall be presented by the underlying carriers to overlying carriers within three days after the last calendar day of the month in which the transportation was performed.</p> <p>Charges paid by an underlying carrier (a subhauler) to another underlying carrier (a sub-subhauler), and collected by the latter for services performed for the former, shall be not less than 95 percent of the charges received by the former from the overlying carrier (exclusive of allowances for liquidated *amounts as may be due from debts of the subhauler to the overlying carrier).</p> <p>NOTE 1.--As used in this item the term gross revenue tax means the fees payable to the California Public Utilities Commission under the Transportation Rate Fund Act *and the Highway Carriers' Uniform Business License Tax Act.</p> <p>NOTE 2.--Nothing herein contained shall prevent an overlying carrier, in paying such charges, from deducting therefrom such liquidated amounts as may be due from the underlying carrier to the overlying carrier, providing such deductions have been authorized in writing by the underlying carrier. Any overlying carrier electing to employ this procedure shall itemize such amounts and maintain for the Commission's inspection all documents involved in the transaction. *The term "liquidated amounts" as used in this item, shall not include, when the underlying carrier provides a tractor and driver without trailing equipment, charges pertaining to the operation and maintenance of trailing equipment such as: tires, tubes, parts, repairs, maintenance, painting, and cleaning.</p> <p>*NOTE 3.--In the event the underlying carrier furnishes tractor and driver without trailing equipment, and the overlying carrier furnishes the trailing equipment, the charges paid to the underlying carrier shall be not less than 85 percent of the charge determined in accordance with the provisions of this tariff.</p>
<p>480</p>	<p style="text-align: center;">RATES FOR DRY MIXTURES OF ROCK, SAND AND GRAVEL (WITH OR WITHOUT CEMENT) IN BATCHES</p> <p>Rates for the transportation of dry mixtures of two or more of the commodities listed in Item 60, in batches, shall be 15 cents per ton more than the rates otherwise provided in this tariff for the transportation of rock, sand and gravel between the same points.</p>
<p>500</p>	<p style="text-align: center;">REFERENCES TO ITEMS, OTHER TARIFFS AND GENERAL ORDERS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs or publications include references to amendments and successive issues of such other tariffs or publications and references to general orders include references to amendments or successive issues of such general orders.</p>
<p> ◊ Change) * Addition) Decision No. 85919 </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 data-bbox="459 349 1057 375">REPAIRS OR REPLACEMENTS TO TRAILING EQUIPMENT</p> <p data-bbox="211 414 1390 541">When it becomes necessary for the carrier furnishing the tractor and driver without trailing equipment under provisions of Item 250, to repair or replace any part of the trailing equipment furnished by the debtor, consignee or consignor, the debtor, consignee or consignor shall be charged and the carrier shall collect for all parts and expenses, including communication, labor and tow truck service, incurred by the carrier.</p>	<p data-bbox="1412 463 1466 484">*515</p>
<p data-bbox="277 637 784 681">* Addition, Decision No. 85919</p>	
<p data-bbox="756 1926 883 1948">EFFECTIVE</p>	
<p data-bbox="189 2020 327 2042">Correction</p> <p data-bbox="548 1983 1466 2031">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	