

ORIGINAL

Decision No. 86326

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 7-A.

Case No. 5437
Petition for Modification
No. 289
(Filed February 11, 1976)

OSH 276
(Filed June 5, 1974)

E. O. Blackman, for California Dump Truck
Owners Association, petitioner in C.5437,
Pet. 289; interested party in C.5437,
OSH 276.

James R. Foote, for Associated Independent
Owner Operators, Inc.; C. D. Gilbert and
H. W. Hughes, for California Trucking
Association; Harry C. Phelan, Jr., for
California Asphalt Pavement Association;
T. W. Anderson, for General Portland, Inc.;
and Lee Jones, for Purchasing & Stores
Department, County of Los Angeles;
interested parties.

George L. Hunt and J. M. Jenkins, for the
Commission staff.

O P I N I O N

Minimum Rate Tariff 7-A (MRT 7-A) contains rates and rules for transportation of a number of commodities transported in dump truck equipment. In Case No. 5437, Petition No. 289, California Dump Truck Owners Association (CDTOA) seeks increases in rates to offset increases in wage and fuel costs which have occurred since the rates in MRT 7-A were last adjusted pursuant to Decision No. 84299 (1975), as modified by Decision No. 84526 (1975).

Case No. 5437, OSH 276, relates to whether MRT 7-A should be governed by Distance Table 8 (DT 8).^{1/} MRT 7-A currently is governed by Distance Table 7 (DT 7). The only rates in MRT 7-A now subject to constructive mileage in DT 7 are distance tonnage rates in Item 330 applicable to transportation of certain lightweight aggregates in Northern Territory.

Public hearings in the captioned proceedings were held on a consolidated record on March 31, 1976, before Examiner Norman Haley at Los Angeles. The matters were submitted on April 5, 1976 with receipt of late-filed Exhibit 4.

MRT 7-A was initially established as Appendix B to Decision No. 82061 (1973) in Case No. 5437, OSH 213. The rates in MRT 7-A for studied items were based on cost data developed by the Commission staff in Exhibit 213-93. Those cost data subsequently were revised in Exhibits 265-5 and 265-7 (supplements to Exhibit 213-93), culminating in adjustments in rates in MRT 7-A pursuant to Decisions Nos. 83124 (1974) and 84299 (1975), in Case No. 5437, Petition No. 265. The rates in MRT 7-A were last adjusted by Decision No. 84299, using the costs contained in Exhibit 265-7, with several exceptions. Among the exceptions were rates for certain non-studied items of MRT 7-A, which were adjusted pursuant to methods proposed by the staff in Exhibit 265-14. Zone rates in Items 490 and 510 of MRT 7-A (Antelope Valley) were last revised by Decision No. 82758 (1974) in Case No. 5437, Petition No. 261.

^{1/} The mileages, maps, rules, and other provisions of DT 8 were adopted by the Commission (without application to specific tariffs) by Decision No. 84332 (1975) in Case No. 7024. Re-hearing of Decision No. 84332 was denied by Decision No. 84572 (1975).

Cost evidence relative to Petition No. 289 was presented by an associate transportation engineer of the Commission staff. The engineer introduced and explained Exhibit 1, which is the third supplement to Exhibit 213-93. Exhibit 1 was prepared to reflect the impact of increased fuel and labor-costs since Decision No. 84299.

According to the engineer labor costs in Exhibit 1 are those in Exhibit 265-7, updated to reflect known contractual and legislative changes which have taken place, or which will occur, up to March 1, 1976. Tables 1 through 4 of Exhibit 265-7 were updated to reflect the following:

1. Labor and fringe benefit rates in effect on March 1, 1976.
2. FICA (Social Security) taxable income increased from \$14,100 to \$15,300.
3. SUI (State Unemployment Insurance) taxable income increased from \$4,200 to \$7,000.
4. Workers Compensation Insurance increased from 6.54 percent to 7.05 percent.

Vehicle fixed costs utilized in Exhibit 1 were unchanged from Exhibit 265-7. The witness stated that fuel prices were increased based upon the latest available fuel and oil cost information prepared by the Systems and Procedures Branch. Fuel prices were increased to 51.5 cents per gallon for gasoline, and to 46.7 cents per gallon for diesel fuel. A corresponding percent increase was applied to the fuel and oil cost contained in Table 10-A of Exhibit 265-7. Hourly running cost figures contained within the cost development of Tables 11, 12, 13, 14, 18, and 19 of Exhibit 1 were taken from Table 10-A of Exhibit 265-7. Those portions of the total hourly running costs relating to fuel were increased by 2.18 percent for gasoline and 0.43 percent for diesel fuel. Total costs, both hourly and distance, were developed at an operating

ratio of 100. A formula was provided to arrive at full costs at an operating ratio below 100.

CDTOA concurs with the methods employed by the staff engineer to update the cost data involved. CDTOA estimates that the increased costs will result in an approximate overall six percent increase in rates. It was estimated that a general increase of approximately six percent would generate approximately \$7,000,000 additional cost offset revenue.

The general manager of CDTOA testified with respect to that organization's proposals for changing various rate items in MRT 7-A to reflect the revised cost data in Exhibit 1, and other matters, as summarized below:

1. The hourly and distance tonnage rates would be adjusted to reflect increased costs in Exhibit 1, continuing the eight percent profit factor (operating ratio of 92), except that no profit factor would be incorporated in the hourly rates for 2- and 3-axle trucks in order to compete with more efficient 4- and 5-axle equipment. No rate reductions should result.
2. Rates for non-studied items would be adjusted in the same manner employed in Decision No. 84299.
3. Antelope Valley zone rates in Items 490 and 510 would be increased 10 percent. These rates were last increased by Decision No. 82758 (1974). Since that time there have been two labor increases. Exhibit 2, discussed below, relates to the sought increases in the Antelope Valley zone rates.

4. San Diego County asphaltic concrete zone rates in Item 480, from Production Areas 37C and 37D, would be increased by 10 percent. These rates were last increased by Decision No. 83124 (1974). Since that time there have been two labor increases. Rates from Production Area 37B would be canceled as dead rates. The plant in that area has not been used for several years.
5. Rates in Item 90 (accessorial charges) would be increased in accordance with Exhibit 1.

The CDTOA general manager testified that in addition to the increases in labor, taxes, and fuel measured in Exhibit 1, there have been increases in costs of truck parts, insurance, equipment, and tires. Assertedly, use factor has decreased over the past year. She said there had been no offsetting efficiencies. The witness pointed out in connection with the increased maximum weight limit for truck and trailer equipment, which was increased from 76,800 to 80,000 pounds, effective January 1, 1976, that the former three percent tolerance for weight error had been eliminated. She stated that bunkers and shovels have no weighing apparatus, and in any event, it is difficult to load to an exact weight. She explained that dump truck members have held meetings, but have not arrived at conclusions concerning whether any practical net advantages may have resulted from this weight limit change.

Counsel for CDTOA testified as consultant for that organization. He introduced and explained Exhibit 2, which relates to the sought 10 percent increase in zone rates in Items 490 and 510 of MRT 7-A, applicable to transportation of rock, sand, and asphaltic concrete in the Antelope Valley. The witness utilized present zone rates for specified round trip times provided in the tariff from the Antelope Valley production area to selected

delivery zones to calculate revenue per hour under present and proposed zone rates. He selected zones representing short, medium, and relatively long hauls. In the case of rates for rock and sand, revenue per hour under the proposed zone rate increase would be less than current hourly rates in MRT 7-A, except for the shortest haul (35 minutes, round trip). In the case of rates for asphaltic concrete, revenue per hour under the proposed zone rate increase would be substantially less than current hourly rates in MRT 7-A for all lengths of haul. The proposed zone rates for both commodities would produce still less revenue in comparison to revenue under the proposed hourly rates. The witness was of the opinion that the proposed 10 percent increase in the Antelope Valley zone rates is reasonable, although it assertedly understates what is justified in relation to hourly rates.

The staff proposes that DT 8 supersede DT 7 as the governing distance table for MRT 7-A. Evidence was presented by an associate transportation rate expert relative to the revenue impact that would result if this change were made. He introduced and explained Exhibit 5, which shows changes in constructive mileages, rates, and, revenues which would occur in connection with Item 330 of MRT 7-A, applicable to lightweight aggregates in Northern Territory. As explained above, this is the only distance rate item in MRT 7-A subject to constructive mileage.

The staff witness testified that he was unable to discover any shipments of lightweight aggregates moving by for-hire carriers in Northern Territory. Assertedly, traffic moves in proprietary equipment. He explained that the examples shown in Exhibit 5 represent hypothetical movements, and that their only function is to demonstrate revenue impact that would result from adoption of DT 8 if actual traffic moved. For the comparisons he used Sunol and Napa, which are sources of lightweight aggregates. Destinations reflecting both short and long distances were selected.

Constructive mileages would be reduced in most instances if DT 8 were made applicable. In some cases constructive mileage reductions would result in lower rates. The net revenue impact, as measured, would be a reduction of 1.6 percent.

In Exhibit 3, CTA presented two alternative rules for mileage computation where circuitous routes are required, in the event DT 8 is made applicable to MRT 7-A. Paragraph 2 of Item 150 of MRT 7-A now reads, as follows:

"Shipments of lightweight aggregates moving under rates in Item 330 shall be subject to the shortest resulting mileage, computed in accordance with the method provided in the Distance Table."

CTA proposes to add to this paragraph one of the following sentences:

Alternative 1 --

"When such shipment is required to move via a circuitous route because of conditions imposed by a governmental agency, distance shall be computed along the shortest legal route available to the carrier in accordance with the method provided in the Distance Table."

Alternative 2 --

"When any public highway route is impassable, constructive mileage shall be computed along the shortest alternate route which legally may be traversed by the carrier."

In support of these proposals CTA furnished late-filed Exhibit 4, which is a summary of DT 8 road segments with posted weight restrictions. This list was stated to be the same as in Exhibit 806-8, Case No. 5432, OSH 806.

The staff opposes the CTA proposals for changes in Item 150 of MRT 7-A on the grounds that they are ambiguous,

unenforceable, and unnecessary. It was stated that the staff has a study scheduled relative to restricted routes.^{2/} The staff points out that a rule similar to the rule proposed by CTA was once included in Minimum Rate Tariff 18 (mobile homes, etc.), but was eliminated by Decision No. 79427 (1971) because the carriers could not comply with it, and because it was unenforceable. The staff also cites Decision No. 78982 (1971) wherein a proposed distance table rule for determination of constructive mileage via impassable highway segments was found to be impracticable of application, and not required to assure reasonable rates.

The record shows that since the rates in MRT 7-A were last adjusted in 1975 pursuant to Decision No. 84299, costs of labor, related payroll expenses, and fuel have increased. The record also discloses that in total the present rates in MRT 7-A fail to cover the cost of performing service by efficient means. No one opposed the increased rates sought by petitioner.

The staff proposal that DT 8 supersede DT 7 as the governing distance table for MRT 7-A is reasonable. Although little or no traffic currently would be affected by this proposal, this condition could change in the future. DT 8 contains revised routes and mileages and additional points which should be available to shippers and carriers who subsequently may have traffic moving at rates subject to constructive mileage. The rules proposed by CTA relative to circuitous routes in connection with

^{2/} Finding 24(a) of Decision No. 84332 reads: "The next major revision of the distance table should include the following: (a) A resurvey of all ferries, highway segments which are subject to governmental or other restrictions which prevent or inhibit movement of tractor and semitrailer equipment, and other roads now included in the constructive mileage network." Conclusion 4 of Decision No. 84332 reads: "A new Order Setting Hearing in Case No. 7024 should be issued and hearing therein held for the purposes described in Findings 23 and 24 (above)."

constructive mileage determination, were not shown on this record to be justified for application to MRT 7-A. They are similar to rules heretofore found objectionable in Decisions Nos. 78982 and 79427.

This Commission has on numerous occasions indicated its desire to receive and pursue innovative ratemaking procedures. Applicant has previously indicated an interest in tariff filings as an alternate to our existing minimum rate system. We look forward to an application that might serve as a vehicle for such an inquiry.

Findings

1. The minimum dump truck rates in MRT 7-A were last revised generally in 1975 pursuant to Decision No. 84299.

2. The minimum zone rates in Items 490 and 510 of MRT 7-A (Antelope Valley) were last revised in 1974 pursuant to Decision No. 82758.

3. The minimum asphaltic concrete zone rates in Item 480 of MRT 7-A (San Diego County) were last revised in 1974 pursuant to Decision No. 83124.

4. Since the rates in MRT 7-A were last reviewed and adjusted, costs of performing service by efficient means under that tariff have increased. Specifically, there have been measured increases in labor costs, allied payroll expenses, taxes, and fuel costs.

5. The evidence discloses that in total the present rates in MRT 7-A fail to cover the cost of performing transportation services by efficient means, plus a reasonable allowance for profit.

6. CDTOA proposed rate adjustments generally for MRT 7-A using cost data in Exhibit 1 adjusted to provide a cost-rate relationship of 92 percent. Such cost-rate relationship has been used heretofore in the development of rates generally in MRT 7-A, and will be reasonable for purposes of this proceeding (except as provided in Findings 7 and 8).

7. CDTOA proposed that the hourly rates for 2- and 3-axle equipment be adjusted using cost data in Exhibit 1 without provision for profit factor, subject to the condition that no reductions result. That proposal, which is to permit such units to compete with more efficient 4- and 5-axle equipment, is reasonable and will be adopted.

8. CDTOA proposed increases of 10 percent in zone rates in Items 480, 490, and 510 of MRT 7-A for the reason that two labor increases have occurred since those rates were last adjusted. Exhibit 2 shows that revenue under the Antelope Valley zone rates in Items 490 and 510 is generally less than revenue under comparable Southern Territory hourly rates. The CDTOA proposal relative to the three items is reasonable and should be adopted.

9. The methods of adjusting rates employed in Decision No. 84299 for so-called non-studied items will be reasonable for purposes of this proceeding.

10. The increases resulting under petitioner's rate proposals have been shown to be justified, and the resulting rates are and for the future will be the just, reasonable, and non-discriminatory minimum rates for the highway transportation of property governed by the provisions of MRT 7-A.

11. The rate increases established herein are estimated to produce annually \$7,000,000 or 6 percent in additional revenues.

12. No one opposed the increased rates sought by petitioner.

13. DT 8 should supersede DT 7 as the governing distance table for MRT 7-A. This change will have little or no revenue impact.

14. The rules proposed in Exhibit 3 relative to circuitous routes in connection with constructive mileage determination were not justified for application to MRT 7-A.

15. The procedures of the Commission provided for reasonable opportunity for participation by all interested persons or their representatives. Copies of Petition No. 289, OSH 276, and notices of hearing were sent to known carrier and shipper organizations and to the State of California Department of Transportation.

Conclusions

1. The revisions of MRT 7-A found reasonable above should be incorporated in MRT 7-A.
2. To the extent not granted by the order which follows, Petition No. 289 should be denied.
3. DT 8 should replace DT 7 as the governing distance table for MRT 7-A.
4. OSH 276 should be discontinued.

O R D E R

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 October 2, 1976, 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

C.5437, Pet. 289, et al. MP/bw * * *

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 October 2, 1976, 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.


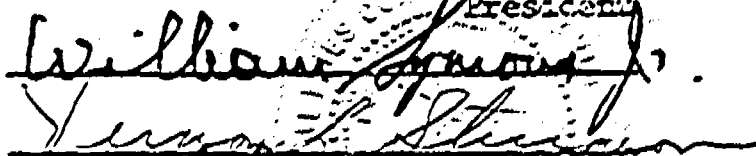
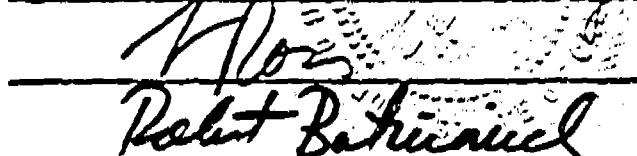
6. To the extent not granted herein, Petition No. 289 in Case No. 5437 is denied.

7. Order Setting Hearing 276 in Case No. 5437 is discontinued.

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

Dated at San Francisco, California, this
31st day of AUGUST 1976.

I concur in part
and dissent in part
William S. Jones, Jr.


President

Vernon L. Stinson
Hon.

Robert B. Samuel
Commissioners

APPENDIX A

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

SUPPLEMENT 7			
THIRD	REVISED	PAGE	6
THIRD	REVISED	PAGE	7
SEVENTH	REVISED	PAGE	10
SEVENTH	REVISED	PAGE	11
FOURTH	REVISED	PAGE	12
FOURTH	REVISED	PAGE	13
SIXTH	REVISED	PAGE	23
SIXTH	REVISED	PAGE	24
FIFTH	REVISED	PAGE	25
FIFTH	REVISED	PAGE	26
SIXTH	REVISED	PAGE	27
SIXTH	REVISED	PAGE	28
SIXTH	REVISED	PAGE	29
SIXTH	REVISED	PAGE	30
FIFTH	REVISED	PAGE	31
FIFTH	REVISED	PAGE	32
FIRST	REVISED	PAGE	32-A
FIRST	REVISED	PAGE	32-B
THIRD	REVISED	PAGE	33
THIRD	REVISED	PAGE	34
THIRD	REVISED	PAGE	35
THIRD	REVISED	PAGE	36
FIFTH	REVISED	PAGE	40
FIFTH	REVISED	PAGE	41
FIRST	REVISED	PAGE	44
FIRST	REVISED	PAGE	45
FIRST	REVISED	PAGE	76
FIRST	REVISED	PAGE	77
FOURTH	REVISED	PAGE	84
FOURTH	REVISED	PAGE	85
FOURTH	REVISED	PAGE	86
FOURTH	REVISED	PAGE	87
FIFTH	REVISED	PAGE	88
FIFTH	REVISED	PAGE	89
FOURTH	REVISED	PAGE	90
FOURTH	REVISED	PAGE	91
FOURTH	REVISED	PAGE	92

(END OF APPENDIX A)

SUPPLEMENT 7

(Cancels Supplement 4)

(Supplements 2, 6 and 7 Contain All Changes)

TO

MINIMUM RATE TARIFF 7-A

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF PROPERTY IN DUMP TRUCK
EQUIPMENT BETWEEN POINTS IN CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

DUMP TRUCK CARRIERS

Decision No.

86326

EFFECTIVE

MINIMUM RATE TARIFF 7-A

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</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>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>COMMISSION means Public Utilities Commission of the State of California.</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>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(s) and/or corporation(s) obligated to pay a freight charge of a carrier. It also includes an overlying carrier utilizing service(s) of an underlying carrier.</p> <p>DISTANCE TABLE means Distance Table 8 issued by the Commission.</p> <p>DISTRIBUTING YARD means an area for storage of rock, sand, gravel, or cold road oil mixture (commonly called "plant mix") in piles, bins, silos or bunkers.</p> <p>DRY MIXTURES OF SAND, AND/OR GRAVEL AND/OR CRUSHED STONE (WITH OR WITHOUT CEMENT) IN BATCHES means a shipment of said mixture transported in dump truck equipment provided with one or more batch gates permitting the loading and unloading of a portion or portions of the shipment separately from the other portion or portions of the shipment.</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>EARTH includes dirt, loam, silt or soil, individually or in any combination. It also includes miscellaneous material such as stone, rock, tree stumps, and broken concrete in combination with earth when such material does not exceed 50 percent of the total volume of the shipment.</p> <p>FREIGHT CHARGE means a charge which applies pursuant to provisions of this tariff for any service(s) performed by a carrier.</p> <p>HOT PLANT means a fixed installation for the heating of road oil or asphalt and the mixing of such heated oil or asphalt with rock, sand and any other ingredients to produce cold road oil mixture ("plant mix") or asphaltic concrete ("hot stuff").</p> <p>MAXIMUM ALLOWED LOAD means the maximum total gross weight with load in pounds permitted under the provisions of Section 35551 of the California Vehicle Code, based on a distance between the first and last axles of 56 feet or over.</p>	§10
<p style="text-align: center;">(Continued)</p> <p>§ Change, Decision No. 86326</p>	
EFFECTIVE	
<p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

ITEM	SECTION 1--RULES (Continued)
10	<p data-bbox="531 362 1072 387">DEFINITION OF TECHNICAL TERMS (Continued)</p> <p data-bbox="280 407 1385 499">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 data-bbox="280 519 1373 570">NOTE.--The term "Overlying Carrier" also includes an underlying carrier which employs another carrier to perform transportation service.</p> <p data-bbox="280 590 1424 683">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 data-bbox="280 703 1424 842">POINT OF ORIGIN means the precise location at which a shipment is physically delivered by the consignor or his agent into the custody of the carrier for transportation. Except for transportation subject to paragraph (1) of Item 150, all points within a single commercial producing plant shall be considered as one point of origin. A single commercial producing plant shall include only contiguous property which shall not be deemed separate if intersected by a public street or streets.</p> <p data-bbox="280 862 1414 955">PUBLIC WORKS CONSTRUCTION PROJECT means a project embracing all fixed works constructed for public use or protection on which bids are let by or on behalf of the State, any county or municipal government, or any political subdivision or district thereof.</p> <p data-bbox="280 975 1414 1068">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 data-bbox="280 1088 1414 1139">RATE includes charge, and also the ratings, minimum weight, rules governing, and the accessorial charges applying in connection therewith.</p> <p data-bbox="280 1159 1453 1232">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 data-bbox="280 1251 1345 1302">SEWAGE DISPOSAL PLANT means a fixed installation in which filtering rock is used for getting rid of sewage.</p> <p data-bbox="280 1322 1414 1501">SHIPMENT means a quantity of freight tendered by one consignor on one shipping document at one point of origin for one consignee at one point of destination to be transported at one time in one unit of equipment. (See also exceptions in rule and definition for multiple lot shipment). 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 data-bbox="280 1521 1424 1572">SHIPPER means the person, firm or corporation (other than a carrier) who arranges with the carrier for the transportation of the property.</p> <p data-bbox="280 1592 1441 1643">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 data-bbox="782 1709 924 1734">(Continued)</p>
No change on this page. Decision No.	
86726	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	

SECTION 1--RULES (Continued)	ITEM		
<p data-bbox="572 349 1029 378">APPLICATION OF TARIFF--COMMODITIES</p> <p data-bbox="242 398 1333 444">When reference is made to this item, rates apply to the transportation of the following commodities:</p> <table><tr><td data-bbox="242 486 790 670">Coke, petroleum; 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;</td><td data-bbox="838 486 1373 650">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).</td></tr></table>	Coke, petroleum; 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
Coke, petroleum; 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).		
<p data-bbox="305 756 787 783">No Change on this page, Decision No.</p> <p data-bbox="912 743 1057 787">S6326</p>			
<p data-bbox="792 1920 915 1944">EFFECTIVE</p>			
<p data-bbox="222 2008 355 2032">Correction</p> <p data-bbox="582 1981 1501 2030">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>			

ITEM	SECTION 1--RULES (Continued)												
	<p>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>APPLICATION OF TARIFF--TERRITORIAL</p> <p>80 Rates in this tariff apply for transportation between all points within the State of California.</p>												
	<p>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>a</th><th>b</th><th>c</th></tr></thead><tbody><tr><td>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</td><td>¢ 172</td><td>¢ 172</td><td>¢ 172</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>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>		a	b	c	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	¢ 172	¢ 172	¢ 172	Time allowance in minutes, per unit of carrier's equipment (See Note)	30	45	30
	a	b	c										
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	¢ 172	¢ 172	¢ 172										
Time allowance in minutes, per unit of carrier's equipment (See Note)	30	45	30										
	<div><div><div>Change)</div><div>Increase)</div></div><div>Decision No.</div><div>86326</div></div>												
	<div><div>86326</div><div>EFFECTIVE</div></div>												
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												

MINIMUM RATE TARIFF 7-A

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 015 cents per ton for loading and/or a charge of 015 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>	6100
<p>o Change) o Increase) Decision No. 86326</p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

FOURTH REVISED PAGE....13
 CANCELS
 THIRD REVISED PAGE.....13

MINIMUM RATE TARIFF 7-A

ITEM	SECTION 1--RULES (Continued)
110	<p>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>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>
125	<p>HANDLING OF CLAIMS FOR LOSS OR DAMAGE</p> <p>Claims for loss or damage shall be governed by the provisions of General Order No. 139.</p>
<p>No change on this page, Decision No. 56326</p>	
<p>56326 EFFECTIVE</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

MINIMUM RATE TARIFF 7-A

SECTION 2--DISTANCE RATES (Continued)		ITEM	
APPLICATION OF DISTANCE RATES--GENERAL			
The distance rates in this section shall apply to all shipments, except as provided in Section 3 - Hourly Rates and Section 4 - Production Areas to Delivery Zones Rates and as indicated below:			
<div>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.</div> <div>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.</div> <div>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.</div>			250
ADDITIONAL CHARGE FOR SERVICE PERFORMED ON SATURDAYS, SUNDAYS AND HOLIDAYS			
When commodities for which rates are provided in this section, and specifically referred to herein, are picked up at point of origin and transported on Saturday, Sunday and/or the day legally observed as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday immediately following Thanksgiving Day, Christmas Day, (1) Washington's Birthday, (1) Admission Day (subject to Note) and (2) Veteran's Day, rates provided therefor in this section shall be increased by the percent shown below:			
Rates in Item:	<div>Northern Territory (See Item 160)</div> <div>Saturday Sunday and Holiday</div>	<div>Southern Territory (See Item 160)</div> <div>Saturday Sunday and Holiday</div>	0260
290, 300, 310 and 320-----	018 39	19 40	
(1) Applies when point of origin is within Northern Territory.			
(2) Applies when point of origin is within Southern Territory.			
NOTE.--Will not apply on shipments of earth transported to or from a Public Works Construction Project. For purposes of applying provisions of this item, a Public Works Construction Project means a project embracing all fixed works constructed for public use or protection on which bids are let by or on behalf of the State, any county or municipal government, or any political subdivision or district thereof.			
INTERTERRITORIAL MOVEMENTS			265
When a shipment originates in one territory and terminates in another, the rates applicable in the originating territory will apply.			
<div>o Increase, except) as noted) Decision No. 86326 o No change)</div>			
86326 EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

ITEM	SECTION 2--DISTANCE RATES (Continued)																																																			
	<p style="text-align: center;">APPLICATION OF RATES FOR USE OF EQUIPMENT OTHER THAN TRACTOR WITH BOTTOM DUMP DOUBLES IN TRAIN</p> <p>The provisions of this item do not apply to rates contained in Items 300, 330, 340 and 350.</p> <p>(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:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;">Rate in Cents Per Ton Northern Territory (See Item 160)</th> <th style="text-align: center;">Southern Territory (See Item 160)</th> </tr> </thead> <tbody> <tr> <td>Commodities, other than Asphaltic Concrete and Cold Road Oil Mixture.....</td> <td style="text-align: center;">29</td> <td style="text-align: center;">28</td> </tr> </tbody> </table> <p>(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:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Miles Over</th> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">Percent Increase (1) (2)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">5</td> <td style="text-align: center;">653</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">35</td> <td style="text-align: center;">656</td> </tr> <tr> <td style="text-align: center;">35</td> <td style="text-align: center;">-</td> <td style="text-align: center;">658</td> </tr> </tbody> </table> <p>(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.)</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Miles Over</th> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">Rate in Cents Per Ton (2)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">5</td> <td style="text-align: center;">611</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">10</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">10</td> <td style="text-align: center;">15</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">15</td> <td style="text-align: center;">20</td> <td style="text-align: center;">9</td> </tr> <tr> <td style="text-align: center;">20</td> <td style="text-align: center;">30</td> <td style="text-align: center;">8</td> </tr> <tr> <td style="text-align: center;">30</td> <td style="text-align: center;">40</td> <td style="text-align: center;">7</td> </tr> <tr> <td style="text-align: center;">40</td> <td style="text-align: center;">50</td> <td style="text-align: center;">6</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">60</td> <td style="text-align: center;">5</td> </tr> <tr> <td style="text-align: center;">60</td> <td style="text-align: center;">70</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="text-align: center;">70</td> <td style="text-align: center;">-</td> <td style="text-align: center;">3</td> </tr> </tbody> </table> <p>(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.</p> <p>(2) Commodities, other than Asphaltic Concrete and Cold Road Oil Mixture.</p> <p>EXCEPTION: The minimum weight for shipment transported by a 2-axle tractor with semi-trailer shall be 10 tons.</p>		Rate in Cents Per Ton Northern Territory (See Item 160)	Southern Territory (See Item 160)	Commodities, other than Asphaltic Concrete and Cold Road Oil Mixture.....	29	28	Miles Over	But Not Over	Percent Increase (1) (2)	0	5	653	5	35	656	35	-	658	Miles Over	But Not Over	Rate in Cents Per Ton (2)	0	5	611	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
	Rate in Cents Per Ton Northern Territory (See Item 160)	Southern Territory (See Item 160)																																																		
Commodities, other than Asphaltic Concrete and Cold Road Oil Mixture.....	29	28																																																		
Miles Over	But Not Over	Percent Increase (1) (2)																																																		
0	5	653																																																		
5	35	656																																																		
35	-	658																																																		
Miles Over	But Not Over	Rate in Cents Per Ton (2)																																																		
0	5	611																																																		
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																																																		
	<p> ◊ Change) ◊ Increase) ◊ Reduction) </p> <p style="text-align: right;">Decision No. 86326</p>																																																			
	EFFECTIVE																																																			
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																																																			
Correction																																																				

MINIMUM RATE TARIFF 7-A

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.....	44	48

(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	¢10
5	10	11
10	15	¢13
15	20	¢14
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 $\frac{1}{2}$ or .50 of a cent, omit.

Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.

§ Change)
o Increase) Decision No.

S6326

EFFECTIVE

Correction

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

FIFTH REVISED PAGE...26
 CANCELS
 FOURTH REVISED PAGE...26

MINIMUM RATE TARIFF 7-A

ITEM	SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton							
COMMODITIES, as described in List A of Item 30, subject to Note 1.								
0290	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	33	42	30	31	196	230
	1	2	39	49	31	32	201	236
	2	3	45	56	32	33	206	241
	3	4	51	63	33	34	211	247
	4	5	57	70	34	35	216	252
	5	6	63	77	35	36	221	258
	6	7	69	84	36	37	226	264
	7	8	74	90	37	38	231	271
	8	9	80	97	38	39	236	277
	9	10	86	104	39	40	241	283
	10	11	91	110	40	41	246	289
	11	12	97	117	41	42	251	295
	12	13	102	123	42	43	256	301
	13	14	108	130	43	44	261	307
	14	15	113	136	44	45	266	313
	15	16	118	142	45	46	271	319
	16	17	123	148	46	47	276	325
	17	18	129	154	47	48	282	330
	18	19	134	160	48	49	287	336
	19	20	139	166	49	50	292	342
	20	21	144	172	50	52	301	351
	21	22	150	178	52	54	311	363
	22	23	155	185	54	56	320	374
	23	24	161	191	56	58	330	386
	24	25	166	197	58	60	339	397
	25	26	171	203	60	63	354	411
	26	27	176	208	63	66	369	429
27	28	181	214	66	69	384	446	
28	29	186	219	69	72	399	464	
29	30	191	225	72	75	414	481	
(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-O, 19-QA, 19-QB, 19-R and 19-Z.								
o Increase, Decision No.				S6326				
EFFECTIVE								
Correction				ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton				ITEM
COMMODITIES, as described in 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	437	509	
80	85	461	537	
85	90	485	565	
90	95	508	593	
95	100	532	621	
100	110	579	662	
110	120	626	716	
120	130	672	769	
130	140	719	822	
140	150	766	883	
150	160	812	925	
160	170	858	978	
170	180	904	1031	
180	190	950	1084	
190	200	996	1137	9290
200	210	1042	1190	
210	220	1094	1243	
220	230	1129	1296	
230	240	1173	1349	
240	250	1217	1402	
250	260	1262	1455	
260	270	1308	1509	
270	280	1353	1562	
280	290	1399	1615	
290	300	1444	1647	
(3)		47	53	
(Concluded)				
<p>(1) The minimum weight must be transported in one unit of dump truck equipment at one time.</p> <p>(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.</p> <p>(3) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.</p> <p>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.</p>				
<p>o Increase, Decision No. 86326</p>				
EFFECTIVE				
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>				
Correction				

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.

MILES		FROM: Points of Origin in:		(2) RATES	
		HILES		But Not Over	
Over	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)	Northern Territory (See Item 160)	Southern Territory (See Item 160)
0-100	101-200	45 51 58 64 71	59 66 73 79 86	25 26 27 28 29 30	185 190 195 200 205
101-200	201-300	76 82 88 94 100	93 100 106 114 121	31 32 33 34	210 215 219 224 228
201-300	301-400	106 111 116 122 128	127 133 139 145 151	35 36 37 38 39	233 238 245 251 256
301-400	401-500	134 139 144 149 155	157 163 169 175 181	40 41 42 43 44	260 265 271 276 281
401-500	501-600	160 165 170 175 180	187 194 201 208 214	45 46 47 48 49	286 291 296 301 306

(Continued)

(1) The minimum weight must be transported in one unit of duration.
 (2) Subject to Item 280.

o Increase, Decision No.

56326

EFFECTIVE
 ISSUED BY THE PUBLIC UTILITIES

Correction

CORRECTION

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

-28-

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		(2) RATES		0300
Over	But Not Over	FROM: Points of Origin in:		
		Northern Territory (See Item 160)	Southern Territory (See Item 160)	
50	52	316	368	
52	54	326	379	
54	56	336	390	
56	58	347	401	
58	60	358	412	
60	63	370	428	
63	66	385	445	
66	69	399	463	
69	72	414	480	
72	75	428	497	
75	80	451	524	
80	85	474	550	
85	90	498	576	
90	95	521	603	
95	100	545	629	
100	110	591	676	
110	120	639	731	
120	130	687	786	
130	140	736	841	
140	150	784	896	
(3)		47	51	
(Concluded)				
(1) The minimum weight must be transported in one unit of dump truck equipment at one time.				
(2) Subject to Item 280.				
(3) For each additional 10 miles or fraction thereof, add to the rate for 150 miles the amount shown opposite this reference.				
♦ Increase, Decision No. 86326				
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			
0310	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:			
	Over	But Not Over	Northern Territory (See Item 160)	Southern Territory (See Item 160)
			(1) (2) Minimum Weight 23 Tons	(1) (2) Minimum Weight 23 Tons
	0	1	28	38
	1	2	35	46
	2	3	42	53
	3	4	48	61
	4	5	55	68
	5	6	61	75
	6	7	67	83
	7	8	73	90
	8	9	79	98
	9	10	84	105
	10	11	89	112
	11	12	96	119
	12	13	102	125
	13	14	109	132
	14	15	115	139
	15	16	120	145
	16	17	125	152
	17	18	130	158
	18	19	135	165
	19	20	140	171
	20	21	145	178
	21	22	150	184
	22	23	156	191
	23	24	162	197
	24	25	168	204
	25	26	173	210
	26	27	178	216
	27	28	183	222
	28	29	188	228
	29	30	193	234
	(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.				
o Increase, Decision No. 86326				
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		
		(1) (2) Minimum Weight				(1) (2) Minimum Weight		
		23 Tons				23 Tons		
Over	But Not Over	(3) Northern Territory	(3) Southern Territory	Over	But Not Over	(3) Northern Territory	(3) Southern Territory	
0	1	35	42	30	31	191	207	
1	2	41	49	31	32	195	212	
2	3	47	56	32	33	200	217	
3	4	53	62	33	34	204	222	
4	5	59	69	34	35	209	227	
5	6	65	75	35	36	214	232	
6	7	70	81	36	37	219	237	
7	8	76	86	37	38	223	242	
8	9	81	92	38	39	227	247	
9	10	87	98	39	40	233	252	
10	11	92	103	40	41	238	257	
11	12	97	108	41	42	243	263	
12	13	103	114	42	43	247	268	
13	14	108	119	43	44	252	274	
14	15	113	124	44	45	257	279	0320
15	16	118	129	45	46	262	284	
16	17	123	135	46	47	267	290	
17	18	128	140	47	48	271	295	
18	19	133	145	48	49	276	300	
19	20	138	151	49	50	280	306	
20	21	143	156	50	52	285	315	
21	22	148	162	52	54	292	324	
22	23	153	167	54	56	303	334	
23	24	158	172	56	58	311	343	
24	25	163	178	58	60	319	352	
25	26	168	181	60	63	332	365	
26	27	172	186	63	66	343	378	
27	28	177	191	66	69	355	391	
28	29	181	197	69	72	365	404	
29	30	186	202	72	75	377	417	
(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. 86326								
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																																																																																																																																											
0320	COMMODITIES, as described in Item 40.																																																																																																																																											
	<table><tr><th colspan="2">MILES</th><th colspan="2">RATES</th></tr><tr><th>Over</th><th>But Not Over</th><th>(1) (2) MINIMUM WEIGHT 23 TONS</th><th></th></tr><tr><th colspan="2"></th><th>(3) Northern Territory</th><th>(3) Southern Territory</th></tr><tr><td>75</td><td>80</td><td>398</td><td>444</td></tr><tr><td>80</td><td>85</td><td>419</td><td>463</td></tr><tr><td>85</td><td>90</td><td>444</td><td>485</td></tr><tr><td>90</td><td>95</td><td>462</td><td>508</td></tr><tr><td>95</td><td>100</td><td>483</td><td>531</td></tr><tr><td>100</td><td>110</td><td>505</td><td>571</td></tr><tr><td>110</td><td>120</td><td>544</td><td>612</td></tr><tr><td>120</td><td>130</td><td>584</td><td>652</td></tr><tr><td>130</td><td>140</td><td>623</td><td>693</td></tr><tr><td>140</td><td>150</td><td>662</td><td>733</td></tr><tr><td>150</td><td>160</td><td>702</td><td>779</td></tr><tr><td>160</td><td>170</td><td>742</td><td>824</td></tr><tr><td>170</td><td>180</td><td>781</td><td>870</td></tr><tr><td>180</td><td>190</td><td>821</td><td>915</td></tr><tr><td>190</td><td>200</td><td>861</td><td>961</td></tr><tr><td>200</td><td>210</td><td>901</td><td>1005</td></tr><tr><td>210</td><td>220</td><td>941</td><td>1049</td></tr><tr><td>220</td><td>230</td><td>982</td><td>1092</td></tr><tr><td>230</td><td>240</td><td>1032</td><td>1138</td></tr><tr><td>240</td><td>250</td><td>1062</td><td>1181</td></tr><tr><td>250</td><td>260</td><td>1103</td><td>1226</td></tr><tr><td>260</td><td>270</td><td>1143</td><td>1270</td></tr><tr><td>270</td><td>280</td><td>1184</td><td>1315</td></tr><tr><td>280</td><td>290</td><td>1224</td><td>1360</td></tr><tr><td>290</td><td>300</td><td>1265</td><td>1405</td></tr><tr><td colspan="2">(4)</td><td>39</td><td>44</td></tr><tr><td colspan="4">(Concluded)</td></tr><tr><td colspan="4"><p>(1) The minimum weight must be transported in one unit of dump truck equipment at one time.</p><p>(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.</p><p>(3) See Item 160 for descriptions of Northern and Southern Territories.</p><p>(4) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.</p></td></tr><tr><td colspan="2">o Increase, Decision No.</td><td colspan="2">S6326</td></tr><tr><td colspan="4">EFFECTIVE</td></tr><tr><td colspan="2">Correction</td><td colspan="2">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</td></tr></table>				MILES		RATES		Over	But Not Over	(1) (2) MINIMUM WEIGHT 23 TONS				(3) Northern Territory	(3) Southern Territory	75	80	398	444	80	85	419	463	85	90	444	485	90	95	462	508	95	100	483	531	100	110	505	571	110	120	544	612	120	130	584	652	130	140	623	693	140	150	662	733	150	160	702	779	160	170	742	824	170	180	781	870	180	190	821	915	190	200	861	961	200	210	901	1005	210	220	941	1049	220	230	982	1092	230	240	1032	1138	240	250	1062	1181	250	260	1103	1226	260	270	1143	1270	270	280	1184	1315	280	290	1224	1360	290	300	1265	1405	(4)		39	44	(Concluded)				<p>(1) The minimum weight must be transported in one unit of dump truck equipment at one time.</p> <p>(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.</p> <p>(3) See Item 160 for descriptions of Northern and Southern Territories.</p> <p>(4) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.</p>				o Increase, Decision No.		S6326		EFFECTIVE				Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
	MILES		RATES																																																																																																																																									
	Over	But Not Over	(1) (2) MINIMUM WEIGHT 23 TONS																																																																																																																																									
			(3) Northern Territory	(3) Southern Territory																																																																																																																																								
	75	80	398	444																																																																																																																																								
	80	85	419	463																																																																																																																																								
	85	90	444	485																																																																																																																																								
	90	95	462	508																																																																																																																																								
	95	100	483	531																																																																																																																																								
	100	110	505	571																																																																																																																																								
	110	120	544	612																																																																																																																																								
	120	130	584	652																																																																																																																																								
	130	140	623	693																																																																																																																																								
	140	150	662	733																																																																																																																																								
	150	160	702	779																																																																																																																																								
	160	170	742	824																																																																																																																																								
	170	180	781	870																																																																																																																																								
	180	190	821	915																																																																																																																																								
	190	200	861	961																																																																																																																																								
	200	210	901	1005																																																																																																																																								
	210	220	941	1049																																																																																																																																								
	220	230	982	1092																																																																																																																																								
	230	240	1032	1138																																																																																																																																								
	240	250	1062	1181																																																																																																																																								
250	260	1103	1226																																																																																																																																									
260	270	1143	1270																																																																																																																																									
270	280	1184	1315																																																																																																																																									
280	290	1224	1360																																																																																																																																									
290	300	1265	1405																																																																																																																																									
(4)		39	44																																																																																																																																									
(Concluded)																																																																																																																																												
<p>(1) The minimum weight must be transported in one unit of dump truck equipment at one time.</p> <p>(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.</p> <p>(3) See Item 160 for descriptions of Northern and Southern Territories.</p> <p>(4) For each additional 10 miles or fraction thereof, add to the rate for 300 miles the amount shown opposite this reference.</p>																																																																																																																																												
o Increase, Decision No.		S6326																																																																																																																																										
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
PETROLEUM COKE								
MILES		(4) RATES		MILES		(4) RATES		
		(1) (2) Minimum Weight				(1) (2) Minimum Weight		
		23 Tons				23 Tons		
Over	But Not Over	(3) Northern Territory	(3) Southern Territory	Over	But Not Over	(3) Northern Territory	(3) Southern Territory	
0	1	33	42	30	31	196	230	
1	2	39	49	31	32	201	236	
2	3	45	56	32	33	206	241	
3	4	51	63	33	34	211	247	
4	5	57	70	34	35	216	252	
5	6	63	77	35	36	221	258	
6	7	69	84	36	37	226	264	
7	8	74	90	37	38	231	271	
8	9	80	97	38	39	236	277	
9	10	86	104	39	40	241	283	
10	11	91	110	40	41	246	289	
11	12	97	117	41	42	251	295	
12	13	102	123	42	43	256	301	
13	14	108	130	43	44	261	307	
14	15	113	136	44	45	266	313	
15	16	118	142	45	46	271	319	0325
16	17	123	148	46	47	276	325	
17	18	129	154	47	48	281	330	
18	19	134	160	48	49	286	336	
19	20	139	166	49	50	291	342	
20	21	144	172	50	52	301	351	
21	22	150	178	52	54	311	363	
22	23	155	185	54	56	320	374	
23	24	161	191	56	58	330	386	
24	25	166	197	58	60	339	397	
25	26	171	203	60	63	354	411	
26	27	176	208	63	66	369	429	
27	28	181	214	66	69	384	446	
28	29	186	219	69	72	399	464	
29	30	191	225	72	75	414	481	
(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. (4) These rates are not subject to the provisions of Item 260.								
0 Increase, Decision No. 86326								
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			
		PETROLEUM COKE			
		(4) RATES			
		(1) (2) MINIMUM WEIGHT 25 TONS			
		Northern Territory (See Item 160)		Southern Territory (See Item 160)	
0325	MILES	But			
	Over	Not Over			
	75	80	437		509
	80	85	461		537
	85	90	485		565
	90	95	508		593
	95	100	532		621
	100	110	579		662
	110	120	626		716
	120	130	672		769
	130	140	719		822
	140	150	766		883
	150	160	812		925
	160	170	858		978
	170	180	904		1031
	180	190	950		1084
	190	200	996		1137
	200	210	1042		1190
	210	220	1084		1243
	220	230	1129		1296
	230	240	1173		1349
	240	250	1217		1402
	250	260	1262		1455
	260	270	1308		1509
	270	280	1353		1562
	280	290	1399		1615
290	300	1444		1647	
	(3)	47		53	
(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.					
(4) These rates are not subject to the provisions of Item 260.					
o Increase, Decision No. S6326					
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.:										0330
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)			
		8 Tons	13 Tons	18 Tons			8 Tons	13 Tons	18 Tons	
0	1	70	55	49	25	26	281	225	194	
1	2	81	64	56	26	27	287	230	198	
2	3	91	72	64	27	28	293	235	203	
3	4	101	81	71	28	29	299	240	207	
4	5	111	89	78	29	30	305	245	211	
5	6	120	97	84	30	31	312	250	216	
6	7	129	105	90	31	32	319	257	221	
7	8	137	112	96	32	33	325	263	226	
8	9	146	120	102	33	34	332	268	231	
9	10	155	128	108	34	35	339	274	236	
10	11	164	135	115	35	37	354	287	246	
11	12	173	142	122	37	39	369	298	257	
12	13	183	149	128	39	41	384	310	267	
13	14	192	157	135	41	43	399	322	278	
14	15	201	164	142	43	45	414	334	288	
15	16	209	170	147	45	50	453	365	315	
16	17	217	176	152	50	55	491	397	342	
17	18	226	181	158	55	60	531	429	369	
18	19	234	188	163	60	65	570	460	396	
19	20	242	193	168	65	70	609	492	423	
20	21	249	198	172	70	75	644	520	447	
21	22	255	203	177	75	80	679	548	470	
22	23	262	208	181	80	85	713	575	496	
23	24	269	215	186	85	90	748	603	520	
24	25	275	220	190	90	95	783	631	544	
					95	100	818	659	569	
					(4)		36	29	26	
(1) Miles are subject to Item 150.										
(2) Rates are subject to Item 220.										
(3) Rates are not subject to Item 90.										
(4) For each additional 5 miles or fraction thereof, add to the rate for 100 miles the amount shown opposite this reference.										
♦ Increase, Decision No. 86326										
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				
0340	MATERIAL, viz.: Lightweight Aggregates as described in Item 50. (1) SOUTHERN TERRITORY INTERPLANT DISTANCE RATES (See Item 160)				
	<u>MILES</u> OverBut Not Over		Rates (2)		
			Minimum Weight		
			8 Tons (Per Shipment)	(3) 13 Tons	(3) 18 Tons
	0	1	78	60	54
	1	2	91	71	63
	2	3	103	82	72
	3	4	116	92	80
	4	5	128	103	89
	5	6	139	113	97
	6	7	149	122	104
	7	8	160	131	111
	8	9	170	138	119
	9	10	181	147	125
	10	11	190	155	132
	11	12	200	161	139
	12	13	209	169	145
	13	14	219	176	152
	14	15	228	183	159
	15	16	235	189	165
	16	17	242	195	170
	17	18	250	200	175
	18	19	258	206	180
	19	20	265	212	185
	20	21	272	218	190
	21	22	280	223	195
	22	23	287	229	199
	23	24	295	234	204
	24	25	302	240	209
	25	26	308	244	212
	26	27	314	250	217
	27	28	321	256	221
	28	29	328	262	226
	29	30	334	267	231
	30	31	341	274	237
31	32	347	281	242	
32	33	354	288	248	
33	34	360	295	254	
34	35	367	302	260	
(Continued)					
o Increase, Decision No.			86326		
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

MINIMUM RATE TARIFF 7-A

SECTION 2--DISTANCE RATES (Continued) In Cents Per Ton					ITEM
MATERIAL, viz.:					0340
Lightweight Aggregates as described in Item 50.					
(1) SOUTHERN TERRITORY INTERPLANT DISTANCE RATES (See Item 160)					
MILES		Rates (2)			
		Minimum Weight			
Over	But Not Over	8 Tons (Per Shipment)	(3) 13 Tons	(3) 18 Tons	
35	37	384	309	265	
37	39	401	327	281	
39	41	419	345	296	
41	43	436	362	312	
43	45	453	380	327	
45	50	495	398	342	
50	55	527	427	367	
55	60	565	455	393	
60	65	602	484	418	
65	70	640	513	443	
70	75	685	549	475	
75	80	729	585	506	
80	85	774	621	538	
85	90	818	658	569	
90	95	863	694	600	
95	100	907	730	632	
(4)		42	31	28	
(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>					
♦ Increase, Decision No. 86326					
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							
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 But Not Over		Rates (1) (2) (3) (4) Southern Territory		MILES But Not Over		Rates (1) (2) (3) (4) Southern Territory	
		Over	Over	Southern Territory	Northern Territory	Over	Over	Southern Territory	Northern Territory
		0	1	35	46	25	26	214	204
		1	2	44	53	26	27	219	210
		2	3	53	61	27	28	224	216
		3	4	61	68	28	29	229	222
		4	5	70	75	29	30	234	228
		5	6	78	81	30	31	240	234
		6	7	86	88	31	32	245	241
		7	8	94	94	32	33	251	247
		8	9	102	101	33	34	256	253
		9	10	110	107	34	35	262	260
		10	11	117	113	35	37	271	267
		11	12	124	119	37	39	280	274
		12	13	131	125	39	40	288	281
		13	14	138	131	40	41	293	288
		14	15	145	137	41	43	300	295
0350		15	16	152	143	43	45	310	303
		16	17	158	149	45	50	336	326
		17	18	165	156	50	55	359	349
		18	19	171	162	55	60	383	371
		19	20	178	168	60	65	406	394
		20	21	184	174	65	70	431	416
		21	22	190	180	70	75	458	437
		22	23	197	186	75	80	489	459
		23	24	203	192	80	85	514	480
		24	25	209	198	85	90	539	502
						90	95	564	523
					95	100	587	544	
					100	(See Note)			
NOTE: Add to rate for 100 miles for each 5 miles or fraction thereof----- 23 28									
(1) Loading shall be performed by the shipper or consignor. (2) The minimum weight shall be transported in one unit of equipment at one time. (3) Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense. Otherwise charges shall be computed upon the basis of the following estimated weights per cubic yard when loaded in the dump truck equipment: (a) In Southern Territory, 2800 pounds. (4) Rates are not subject to Item 90.									
♦ Increase, Decision No. 86326									
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	1823	2063	2056	1961
	O	2608	2943	2980	2848
	P	2195	2507	2494	2381
3	M	02157	2390	2333	2238
	O	02963	3349	3263	3131
	P	02538	2844	2774	2661
4	M	2353	2643	2623	2550
	O	3238	3698	3646	3027
	P	2772	3190	3108	3557
5	M	2511	2817	2761	2692
	O	3393	3873	3784	3711
	P	2929	3317	3245	3170
or more					
(1) See Item 410.					
o Increase, except as noted) o No change) Decision No. 86326					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

ITEM	SECTION 3--HOURLY RATES (Continued) In Cents Per Hour									
400	COMMODITY, viz.:									
	Debris: From demolition of buildings and structures.									
	For Application of Rates see Notes 1 and 2.									
	Level Capacity of Dump Truck Body In Cubic Yards (See Note 1)		Northern Territory (See Item 160)			Kern and San Luis Obispo Counties			Southern Territory (See Item 160) Except Kern and San Luis Obispo Counties	
	Over	But Not Over	(1) Columns			(1) Columns				
			M	O	P	M	O	P		
	0	6	1881	2782	2306	1792	2551	2170	1694	
	6	7	1960	2823	2391	1859	2619	2238	1755	
	7	8	2039	2915	2477	1926	2688	2306	1815	
	8	9	2118	3008	2561	1994	2756	2373	1874	
	9	10	2197	3100	2647	2061	2825	2441	1935	
	10	11	2275	3192	2732	2128	2893	2509	1995	
	11	12	2323	3240	2779	2175	2941	2557	2041	
	12	13	2369	3289	2828	2223	2988	2607	2087	
	13	14	2417	3336	2875	2272	3034	2656	2133	
	14	15	2463	3385	2924	2319	3082	2705	2179	
	15	16	2511	3430	2971	2366	3129	2754	2225	
	16	17	2545	3472	3008	2403	3175	2794	2271	
	17	18	2579	3509	3044	2439	3221	2834	2317	
	18	19	2614	3547	3080	2475	3266	2875	2363	
	19	20	2648	3584	3116	2511	3313	2915	2410	
	20	21	2682	3622	3152	2548	3358	2955	2447	
	21	22	2706	3647	3176	2578	3396	2989	2493	
	22	23	2731	3671	3201	2609	3433	3023	2538	
	23	24	2755	3696	3225	2639	3470	3057	2582	
	24	25	2779	3720	3249	2671	3507	3091	2628	
	25	26	2803	3744	3273	2701	3545	3125	2673	
	26	(2)	23	23	23	24	24	24	35	
(1) See Item 410.										
(2) Add to the rate for 26 cubic yard capacity, the amount shown opposite this reference mark for each additional cubic yard or fraction thereof.										
NOTE 1.--Level capacity of dump truck body means the cubical content of the body (including the bodies of all trailers, or semitrailers in the unit of equipment) in cubic yards calculated by multiplying the inside length by the average inside width and the average inside height of the sides of the body, including temporary side boards and end boards, if such boards are used, with no allowance for the crown of the load or for low headboard or low tailgate.										
In the case of a dump truck body not constructed for use of a tailgate (such as the so-called "rock body"), the inside length shall be deemed to mean the average of the measurement along the top of the sides from the inside of the headboard to the point of the angle where the sides are diverted downward to meet the floor, and the measurement along the floor from the inside of the headboard to the end of the body.										
NOTE 2.--In Del Norte, Humboldt, Lassen, Modoc, Shasta, Siskiyou, Tehama and Trinity Counties, Subcolumn "P" rates shall also apply for all time, except that provided for in Subcolumn "O", during which one driver with one unit of equipment is engaged for service for one shipper in excess of 8 hours in any one shift.										
◊ Increase, Decision No. 86326										
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 (Continued)	ITEM								
<p style="text-align: center;">APPLICATION OF ZONE RATES</p> <p>(a) (Applies only in Southern Territory.) Zone rates contained in this section will apply to all points within the described boundaries of the respective zones, provided however, that deliveries may be made to the property lines of streets used as the boundaries of delivery zones.</p> <p>(b) (Applies only in Northern Territory.) The rates in this section apply as follows:</p> <ol style="list-style-type: none"> (1) From a commercial producing plant as defined in Item 10, located within a defined producing area, to a railhead, hot plant, batching plant, sewage disposal plant, concrete article factory or a distributing yard, as defined in Item 10 located within a defined delivery zone, subject to subparagraph (3), or (2) (Applies only for the transportation of cold road oil mixture (otherwise known as "Plant Mix"). From a hot plant, as defined in Item 10, located within a defined producing area to a distributing yard within a defined delivery zone, subject to subparagraph (3). (3) Unloading shall be effected by dumping into a stock pile, a fixed receiving hopper or a railroad car. (4) The rates do not apply to any location at which grading, excavating, paving or construction activity is in progress. 	420								
<p style="text-align: center;">APPLICATION OF RATES-COMMODITIES</p> <p>When reference is made to this item rates apply for the transportation of the following commodities: (See Exception.)</p> <p>Concrete Aggregates and other Articles, viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Gravel;</td><td style="width: 50%;">Stone, natural</td></tr> <tr> <td>Mixture, Cold Road Oil;</td><td>Chips or waste;</td></tr> <tr> <td>Sand;</td><td>Stone, natural,</td></tr> <tr> <td></td><td>not sawed or finished.</td></tr> </table> <p>EXCEPTION: Rates subject to this item will not apply on the commodities described in Item 50.</p>	Gravel;	Stone, natural	Mixture, Cold Road Oil;	Chips or waste;	Sand;	Stone, natural,		not sawed or finished.	430
Gravel;	Stone, natural								
Mixture, Cold Road Oil;	Chips or waste;								
Sand;	Stone, natural,								
	not sawed or finished.								
<p style="text-align: center;">ADDITIONAL CHARGE FOR SERVICE PERFORMED ON SUNDAYS AND HOLIDAYS</p> <p style="text-align: center;">(Applies only within Southern Territory)</p> <p>When asphaltic concrete or cold road oil mixture is transported under the rates in this section of the tariff on Sunday, New Years Day, Memorial Day, 4th of July, Labor Day, Veterans Day, Thanksgiving Day, or Christmas Day, rates provided therefor will be increased 20 percent.</p>	440								
<p style="text-align: center;">RATES BASED ON VARYING MINIMUM TRUCKLOAD WEIGHTS</p> <p style="text-align: center;">(Applies only in connection with rates making reference to this item)</p> <p>When charges on a shipment transported in one unit of dump truck equipment at one time based on actual weight exceed the charges which would accrue if charges were computed upon a rate based upon a higher minimum weight, the latter will apply.</p>	450								
No change on this page, Decision No. 86326									
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 (Continued)
<p>§460</p>	<p style="text-align: center;">ALTERNATIVE APPLICATION OF DISTANCE RATES WITH COMBINATION RATES BASED UPON ZONE RATES</p> <p>When the point of origin of a shipment is within one of the Los Angeles County Production Areas, **, and when the point of destination is outside of but the route of movement is through any of the Los Angeles County, Orange County, San Bernardino County or San Diego County Delivery Zones, the zone rates in this section may be used as a basis for computing charges as follows:</p> <p>Add to the rate applicable for the transportation of a like shipment from the same point of origin to the last delivery zone passed through on the route of movement a rate of 10 cents per ton per mile for each mile or fraction thereof actually traversed from the point of departure from the last delivery zone to the point of destination.</p> <p>If the charge accruing under the distance rates in Section 2 is lower than the charge accruing under the provisions of this rule on the same shipment between the same points, the charge accruing under said distance rates shall apply.</p>
<p>470</p>	<p style="text-align: center;">RULES GOVERNING BOUNDARY DESCRIPTIONS</p> <p>Rules applicable to the descriptions of boundaries of Delivery Zones and Production Areas contained in this section</p> <p>Where streets, railway lines, rights of way of railway companies and water courses are used to define boundaries or are used as the line or point from which boundaries are measured, the center line of such streets, railway lines, rights of way and water courses will constitute the definite boundary line or the definite line or point from which boundaries are measured. Where such a street is divided, the center line of the dividing strip will constitute the definite boundary line or the line or point from which boundaries are measured.</p> <p>(Applies only in connection with descriptions of Antelope Valley Production Area and Delivery Zones appearing on Pages 53 to 74, inclusive.) Where streets and highways, in connection with Antelope Valley, are used in describing zone boundaries, the words "and extension thereof" will be considered as inherent in the description whenever appropriate for the purpose of completing closure of a zone.</p> <p>Unless otherwise noted, where a street is named as a boundary line which has an offset at any intersecting street, and carries the same name at either side of the offset, such portion of the intersecting street encompassed in the offset will become a part of such boundary line.</p> <p>The term "street" as used above will be synonymous with "avenue," "boulevard," "drive," "lane," "terrace," "road," or other designations thereof.</p> <p>Where the term "shoreline" is employed as a boundary line, such boundary line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p> <p>Where the terms "north," "west," "south," and "east" are used on a course in the following descriptions, they are referenced to the true meridian and indicative of a true direction.</p> <p>The term "parallel" as used herein denotes an equidistant course with relation to the line referred to whether said line is straight or curved.</p> <p>Where section lines are employed in Southern Territory they are in each instance referenced to the San Bernardino Base and Meridian; in Northern Territory they are referenced to Mount Diablo Base and Meridian.</p> <p>At the beginning of Northern Territory boundary descriptions a name is shown for convenience in referring to the zone or area. This name may also be the name of a city, community, street or other feature; but it is not to be construed as extending the boundaries beyond those which follow the name.</p>
	<p> * Change ** Eliminated </p> <p style="text-align: right;">Decision No. 86326</p>
	EFFECTIVE
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY
ZONES (Continued)

ORANGE COUNTY DELIVERY ZONES	ZONE
<p>Beginning at the intersection of the shoreline of the Pacific Ocean and a point two-tenths of a mile west of the southerly prolongation of Del Obispo Street; northerly along a line two-tenths of a mile west and parallel to said prolongation and Del Obispo Street to the northerly boundary of the south one-half of Section 11, Township 8 South, Range 8 West; easterly along the north boundary of the south one-half of Sections 11 and 12 to the easterly boundary of Section 12; southerly on a direct line to Doheny Palisades Beach Pier and the shoreline of the Pacific Ocean; westerly along the shoreline of the Pacific Ocean to the point of beginning.</p>	30102
<p>Beginning at the intersection of the shoreline of the Pacific Ocean and Arroyo Salada; northerly along Arroyo Salada to the north line of the south one-half of Section 9, Township 8 South, Range 8 West; easterly along the north line of the south one-half of Sections 9, 10 and 11 to a point on a line two-tenths of a mile west of Del Obispo Rd.; southerly along a line two-tenths of a mile west and parallel to Del Obispo Rd. and its southerly prolongation to the shoreline of the Pacific Ocean; westerly and northerly along the shoreline of the Pacific Ocean to the point of beginning.</p>	30103
<p>Beginning at the intersection of the shoreline of the Pacific Ocean and the Doheny Palisades Beach Pier; northerly along part of a direct line to the northeast corner of the south half of Section 12, Township 8 South, Range 8 West, to a point five-tenths of a mile northeast of the San Diego Freeway; southeasterly along a line five-tenths of a mile northeasterly of and parallel to the San Diego Freeway to the northwestern boundary of the City of San Clemente; westerly and along the northwestern boundary of the City of San Clemente to the shoreline of the Pacific Ocean; northwesterly along said shoreline to the point of beginning.</p>	30116
<p>Beginning at the intersection of the shoreline of the Pacific Ocean and the northwestern boundary of the City of San Clemente; northeasterly and along said boundary of the City of San Clemente to the northeasterly prolongation of Avenue Del Mar; southwesterly along the prolongation of Avenue Del Mar and Avenue Del Mar to the shoreline of the Pacific Ocean at the San Clemente City Pier; northwesterly along said shoreline to the point of beginning.</p>	30117
<p>Beginning at the intersection of the shoreline of the Pacific Ocean and Avenue Del Mar at the San Clemente City Pier; northerly along Avenue Del Mar and its northerly prolongation to the northeastern boundary of the City of San Clemente; southeasterly along said boundary to the San Diego County boundary; southwesterly along said boundary to the shoreline of the Pacific Ocean; northwesterly along said shoreline to the point of beginning.</p>	30118

No Change on this page, Decision No.

86326

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 (Continued)	
AREA	ØSAN DIEGO COUNTY PRODUCTION AREAS
037-B	<p>Lot "J" of Rancho Medionda of the City of Carlsbad, County of San Diego, State of California, according to patent of said Rancho recorded in Book 1, Page 150 of Patents.</p> <p>Beginning at Washington Avenue and Quince Street, within the City of Escondido; thence southerly along Quince Street to its intersection with Grand Avenue; thence westerly along Grand Avenue to its intersection with Tulip Street; thence northwesterly along Tulip Street to its intersection with Hale Avenue; thence northeasterly along Hale Avenue to its intersection with Washington Avenue; thence easterly along Washington Avenue to the point of beginning.</p>
37-C	
37-D	
ZONE	SAN DIEGO COUNTY DELIVERY ZONES
29	<p>Beginning at the intersection of the northwesterly San Diego County boundary line and the Pacific Ocean (in the vicinity of San Clemente) thence northerly along said boundary line to its intersection with the line one-fourth mile northeast of and parallel to U.S. Highway 101; thence southeasterly along said parallel line to its intersection with the line perpendicular to U.S. Highway 101 to its intersection with the road entering Camp Joseph K. Pendleton Recreational Center, thence southwesterly along said perpendicular line to its intersection with the shoreline of the Pacific Ocean, thence northwesterly along said shoreline to the point of beginning.</p>
30	<p>Beginning at the intersection of a line perpendicular to U.S. Highway 101 at its intersection with the road entering Camp Joseph K. Pendleton Recreational Center and the shoreline of the Pacific Ocean, thence northeasterly along said perpendicular line to its intersection with a line one-fourth mile northeast of and parallel to U.S. Highway 101; thence southeasterly along said parallel line to its intersection with Horno Canyon; thence southwesterly along said Horno Canyon to its intersection with the shore line of the Pacific Ocean; thence northwesterly along said shore line to the point of beginning.</p>
31	<p>Beginning at the intersection of Horno Canyon and the shoreline of the Pacific Ocean, thence northeasterly along said Horno Canyon to an intersection with a line parallel to and one-fourth mile northeasterly of U.S. Highway 101; thence southeasterly along said line to its intersection with Los Flores Creek; thence southwesterly along said creek to its intersection with the shoreline of the Pacific Ocean, thence northwesterly along said shoreline to the point of beginning.</p>
32	<p>Beginning at the intersection of Los Flores Creek and the Pacific Ocean, thence northeasterly along said creek to its intersection with a line parallel to and one-fourth mile northeasterly of U.S. Highway 101; thence southeasterly along said line to its intersection with a line perpendicular to U.S. Highway 101 at Stuart Station on the Santa Fe Railroad, thence southwesterly along said perpendicular line to its intersection with the shoreline of the Pacific Ocean, thence northwesterly along said shoreline to the point of beginning.</p>
<p>Ø Change) Ø Increase) Decision No. 86326 ** Eliminated)</p>	
EFFECTIVE	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	
Correction	

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)						ITEM
COMMODITIES, viz.: Asphaltic Concrete; Cold Road Oil Mixture.						
Ø FROM (1) SAN DIEGO COUNTY PRODUCTION AREA 37-B TO (2) ORANGE COUNTY DELIVERY ZONES SHOWN BELOW						
Minimum Weight 8 Tons						
Zone	**Rate	Zone	**Rate	Zone	**Rate	
30095		30098		30116		
30094		30101		30116		
30097		30102, 30103		30118		
Minimum Weight 6 Tons						
TO (1) San Diego County Delivery Zones	FROM (1) San Diego County Production Areas ** 37-B 37-C 37-D		TO (1) San Diego County Delivery Zones	FROM (1) San Diego County Production Areas ** 37-B 37-C 37-D		
29		173 260	59	147	69	
30		156 241	60	158	68	
31		138 223	61	179	85	
32		123 209	62	197	110	
33		109 194	63	188	131	
34		175 261	64	173	147	
35		185 261	65	156	169	
36		166 233	66	160	69	0480
37		120 205	67	171	171	
38		87 184	68	166	156	
39		77 165	69	191	135	
40		98 184	70	191	106	
41		114 199	71	169	84	
42		129 188	72	152	67	
43		144 184	73	78	120	
44		160 205	74	64	131	
45		199 235	75	59	144	
46		175 218	76	182	226	
47		147 190	77	185	242	
48		133 174	78	191	287	
49		147 182	79	211	304	
50		122 163	80	211	308	
51		131 163	81	208	294	
52		130 179	82	188	277	
53		117 193	83	212	296	
54		91 133	84	193	278	
55		108 146	85	173	260	
56		98 102	86	140	226	
57		114 84	87	154	237	
58		129 70	88	172	250	
			89	173	233	
(1) For descriptions of San Diego County Production Areas and Delivery Zones see Pages 77 to 83, inclusive.						
(2) For descriptions of Orange County Delivery Zones see Pages 75 and 76.						
Ø Change) o Increase) Decision No. 86326 ** Eliminated)						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

CANCELS

ITEM	SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)											
0490	MATERIAL, viz.: Asphaltic Concrete; Cold Road Oil Mixture.											
	FROM ANTELOPE VALLEY PRODUCTION AREA A TO ANTELOPE VALLEY DELIVERY ZONES MINIMUM WEIGHT 8 TONS											
	FOR ROUND-TRIP DELIVERY TIMES (in minutes) TO DETERMINE ZONE RATES ON THIS PAGE SEE ITEM 500											
	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate
	40	82	80	146	120	210	160	275	200	338	240	421
	41	85	81	148	121	212	161	277	201	340	241	423
	42	87	82	149	122	214	162	278	202	341	242	424
	43	88	83	151	123	216	163	280	203	344	243	425
	44	89	84	154	124	217	164	281	204	346	244	426
	45	92	85	156	125	219	165	284	205	348	245	427
	46	93	86	157	126	220	166	285	206	349	246	428
	47	94	87	158	127	221	167	286	207	350	247	429
	48	95	88	159	128	223	168	287	208	351	248	431
	49	96	89	160	129	224	169	288	209	353	249	432
	50	99	90	163	130	227	170	290	210	355	250	433
	51	101	91	165	131	229	171	293	211	356	251	434
	52	102	92	166	132	231	172	294	212	358	252	435
	53	103	93	167	133	232	173	296	213	359	253	436
	54	106	94	170	134	234	174	298	214	362	254	438
	55	107	95	171	135	235	175	299	215	363		
	56	108	96	172	136	236	176	301	216	364		
	57	110	97	173	137	237	177	302	217	365		
	58	113	98	174	138	238	178	303	218	367		
	59	114	99	179	139	242	179	306	219	370		
	60	115	100	180	140	243	180	307	220	372		
	61	116	101	181	141	244	181	308	221	373		
	62	118	102	182	142	245	182	310	222	374		
	63	120	103	184	143	249	183	312	223	376		
	64	121	104	185	144	250	184	313	224	377		
	65	122	105	186	145	251	185	314	225	379		
	66	123	106	188	146	252	186	315	226	380		
	67	127	107	191	147	255	187	320	227	381		
	68	128	108	192	148	257	188	321	228	384		
	69	130	109	193	149	258	189	322	229	385		
	70	131	110	194	150	259	190	323	230	386		
	71	132	111	195	151	260	191	324	231	388		
	72	134	112	198	152	262	192	327	232	391		
	73	136	113	199	153	263	193	328	233	392		
	74	137	114	201	154	264	194	329	234	393		
	75	139	115	203	155	267	195	330	235	394		
	76	141	116	206	156	269	196	333	236	398		
	77	142	117	207	157	270	197	334	237	399		
	78	144	118	208	158	272	198	336	238	400		
	79	145	119	209	159	273	199	337	239	401		
♦ Increase, Decision No. 86326												
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 500

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 490

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

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

No change on this page, Decision No.

86326

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)									
0510	MATERIAL, viz.: Granite, decomposed; Stone, crushed, chips or waste; Gravel; Stone, natural, blocks, pieces or slabs, rough quarried; Sand; Stone, natural, sawed, nor further finished.									
	FROM ANTELOPE VALLEY PRODUCTION AREA A TO ANTELOPE VALLEY DELIVERY ZONES MINIMUM WEIGHT 8 TONS									
	FOR ROUND-TRIP DELIVERY TIMES (in minutes) TO DETERMINE ZONE RATES ON THIS PAGE SEE ITEM 520									
	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate
	30	59	70	111	110	163	150	216	190	268
	31	60	71	112	111	164	151	217	191	269
	32	62	72	114	112	167	152	219	192	271
	33	63	73	116	113	168	153	220	193	272
	34	64	74	118	114	170	154	221	194	273
	35	67	75	119	115	171	155	223	195	275
	36	68	76	120	116	172	156	224	196	276
	37	69	77	121	117	173	157	225	197	278
	38	70	78	122	118	174	158	226	198	279
	39	71	79	123	119	175	159	228	199	280
	40	72	80	124	120	176	160	229	200	281
	41	73	81	125	121	179	161	231	201	283
	42	75	82	127	122	180	162	232	202	284
	43	76	83	129	123	181	163	233	203	285
	44	77	84	130	124	182	164	234	204	286
	45	79	85	131	125	183	165	235	205	287
	46	80	86	132	126	184	166	236	206	288
	47	81	87	133	127	185	167	237	207	290
	48	82	88	134	128	186	168	238	208	292
	49	84	89	136	129	188	169	241	209	293
	50	85	90	137	130	189	170	242	210	294
	51	86	91	138	131	191	171	243	211	295
	52	88	92	141	132	193	172	245	212	297
	53	89	93	142	133	194	173	246	213	298
	54	92	94	144	134	195	174	247	214	299
	55	93	95	145	135	197	175	249	215	301
	56	94	96	146	136	198	176	250	216	303
	57	95	97	147	137	199	177	251	217	304
	58	96	98	148	138	200	178	253	218	305
	59	97	99	149	139	201	179	254	219	306
	60	98	100	150	140	203	180	255	220	307
	61	99	101	151	141	205	181	257	221	308
	62	101	102	154	142	206	182	258	222	310
	63	102	103	155	143	207	183	259	223	311
	64	104	104	156	144	208	184	260	224	312
	65	105	105	157	145	209	185	261	225	313
	66	106	106	158	146	210	186	262	226	315
	67	107	107	159	147	211	187	263	227	316
	68	108	108	160	148	212	188	266	228	318
	69	110	109	162	149	214	189	267	229	319
♦ Increase, Decision No. S6326										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

MINIMUM RATE TARIFF 7-A

SECTION 4--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)														
									Item 520					
ROUND-TRIP DELIVERY TIMES in Minutes														
FROM (1) ANTELOPE VALLEY PRODUCTION AREA A TO (1) ANTELOPE VALLEY DELIVERY ZONES														
FOR RATES APPLICABLE TO ROUND-TRIP DELIVERY TIMES SHOWN BELOW, SEE ITEM 510														
Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes	Zone	Minutes					
15-001	134	15-008	143	15-015	202	15-022	173	15-029	246					
15-002	127	15-009	150	15-016	211	15-023	193	15-030	254					
15-003	120	15-010	158	15-017	219	15-024	203	15-031	255					
15-004	111	15-011	164	15-018	157	15-025	213	15-032	245					
15-005	118	15-012	175	15-019	166	15-026	223	15-033	261					
15-006	126	15-013	185	15-020	154	15-027	230	15-034	253					
15-007	134	15-014	193	15-021	163	15-028	238	15-035	246					
								15-042	124					
								15-043	115					
								15-044	107					
19-800	105	19-825	96	19-850	75	19-875	89	19-900	79					
19-801	95	19-826	72	19-851	65	19-876	81	19-901	86					
19-802	87	19-827	66	19-852	63	19-877	92	19-902	80					
19-803	117	19-828	55	19-853	55	19-878	84	19-903	79					
19-804	107	19-829	40	19-854	49	19-879	73	19-904	80					
								19-925	65					
								19-926	68					
								19-927	75					
								19-928	81					
								19-929	88					
19-805	98	19-830	35	19-855	53	19-880	66	19-905	80					
19-806	86	19-831	35	19-856	50	19-881	67	19-906	85					
19-807	79	19-832	42	19-857	48	19-882	66	19-907	96					
19-808	71	19-833	37	19-858	54	19-883	70	19-908	100					
19-809	71	19-834	41	19-859	60	19-884	77	19-909	108					
								19-930	97					
								19-931	106					
								19-932	114					
								19-933	125					
								19-934	124					
19-810	62	19-835	49	19-860	54	19-885	82	19-910	115					
19-811	52	19-836	59	19-861	64	19-886	90	19-911	123					
19-812	55	19-837	67	19-862	70	19-887	97	19-912	123					
19-813	45	19-838	76	19-863	76	19-888	102	19-913	115					
19-814	42	19-839	80	19-864	82	19-889	110	19-914	109					
								19-935	123					
								19-936	116					
								19-937	127					
								19-938	111					
								19-939	97					
19-815	40	19-840	71	19-865	91	19-890	110	19-915	105					
19-816	41	19-841	44	19-866	100	19-891	108	19-916	90					
19-817	50	19-842	41	19-867	94	19-892	100	19-917	83					
19-818	62	19-843	43	19-868	86	19-893	95	19-918	83					
19-819	57	19-844	55	19-869	79	19-894	88	19-919	82					
								19-940	79					
								19-941	82					
								19-942	100					
								19-943	120					
								19-944	144					
19-820	68	19-845	49	19-870	75	19-895	80	19-920	89					
19-821	65	19-846	56	19-871	67	19-896	73	19-921	90					
19-822	71	19-847	61	19-872	61	19-897	73	19-922	96					
19-823	80	19-848	69	19-873	61	19-898	72	19-923	95					
19-824	88	19-849	81	19-874	61	19-899	73	19-924	77					
								19-945	172					
								19-946	193					
								19-947	93					
								19-948	101					
36-500	166	36-502	127	36-504	105	36-506	126	36-508	151					
36-501	150	36-503	111	36-505	118	36-507	137	36-509	161					
								36-510	164					
(1) For descriptions of Antelope Valley Production Area and Delivery Zones see Pages 53 to 74, inclusive.														
No change on this page, Decision No.					86326									
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)		
0530	MATERIAL, viz.: Mixture, Cold Road Oil (See Notes 1 and 2)		
	TO (1) Alameda County Delivery Zones	RATES	
		FROM	
		(1) Alameda County Production Area	
		A	
		Minimum Weight	
		18 Tons	23 Tons
	1	184	161
	2	178	156
	3	166	147
	4	160	139
	5	159	138
	6	156	135
	7	146	126
	8	142	123
	9	135	116
	10	120	103
	11	112	93
	13	213	182
(2) San Mateo County Delivery Zones	2	161	142
	3	173	152
	4	188	161
	5	217	184
	6	240	205
	7	269	218
	(3) Santa Clara County Delivery Zones	1	161
2		169	152
3		178	144
4		159	138
5		137	119
6		147	126
7		147	126
8		166	144
10		222	188
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.			
◊ Increase, Decision No.		86326	
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)					
RATES					
TO (1) Alameda County Delivery Zones	FROM (1) Alameda County Production Areas				
	B Minimum Weight		C Minimum Weight		
	18 Tons	23 Tons	18 Tons	23 Tons	
1	224	192	237	201	0540
2	213	186	226	191	
3	203	178	219	187	
4	198	174	213	182	
5	194	169	209	178	
6	192	168	201	170	
7	184	161	198	168	
8	178	157	191	165	
9	169	147	184	157	
10	152	131	166	126	
11	147	125	152	129	
12	137	116	103	89	
13	251	214	257	218	
TO (2) Contra Costa County Delivery Zones					
1	178	157	198	168	
2	224	194	245	207	
TO (3) Santa Clara County Delivery Zones					
5	182	159	138	119	
6	194	169	155	130	
7	194	169	150	126	
8	217	187	169	146	
10	273	232	226	191	
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. S6326					
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)				
0550	MATERIAL, viz.: Mixture, Cold Road Oil (See Notes 1 and 2)				
	RATES FROM				
	(2) Alameda County Delivery Zones	(1) Santa Cruz County Production Areas			
		A		B, C	
		Minimum Weight		Minimum Weight	
		18 Tons	23 Tons	18 Tons	23 Tons
	1	430	367	445	380
	2	419	357	436	374
	3	416	355	433	370
	4	404	347	419	362
	5	402	345	418	361
	6	394	340	410	353
	7	392	335	409	349
	8	388	331	404	345
	9	378	325	394	340
	10	366	311	378	325
	11	355	302	371	316
	12	309	263	325	378
	13	445	380	461	396
	(3) Contra Costa County Delivery Zones				
1	442	378	459	393	
2	484	411	500	425	
(4) San Mateo County Delivery Zones					
2	267	228	282	241	
3	285	246	302	259	
4	299	254	314	269	
5	334	284	349	299	
6	355	302	371	316	
7	379	325	396	340	
(5) Santa Clara County Delivery Zones					
1	261	222	277	236	
2	254	217	270	231	
3	234	200	250	214	
4	218	186	234	200	
5	217	184	232	198	
6	218	186	234	200	
7	203	173	218	187	
8	207	176	223	190	
10	191	162	206	178	
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.					
* Increase, Decision No.		86326			
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	86		74		
2	76		66		
TO (3) Placer County Delivery Zones	FROM				
	(2) Sacramento County Production Areas				
	A		B		
	Minimum Weight		Minimum Weight		
	18 Tons	23 Tons	18 Tons	23 Tons	
1	93	79	126	108	
2	102	88	137	158	
TO (2) Sacramento County Delivery Zones					0560
1	131	115	74	63	
2	107	91	59	49	
TO (4) Yolo County Delivery Zone					
1	139	120	82	68	
TO (2) Sacramento County Delivery Zones	FROM				
	(4) Yolo County Production Area				
	A				
	Minimum Weight				
	18 Tons		23 Tons		
1	178		159		
2	200		173		
TO (4) Yolo County Delivery Zone					
1	165		143		
<p>NOTE 1.--Rates include bridge and ferry tolls.</p> <p>NOTE 2.--The minimum weight shall be transported in one unit of dump truck equipment at one time subject to Item 450.</p> <p>(1) For descriptions of Contra Costa County Production Area and Delivery Zones see Pages 46 and 49.</p> <p>(2) For descriptions of Sacramento County Production Areas and Delivery Zones see Pages 46 and 49.</p> <p>(3) For descriptions of Placer County Delivery Zones see Page 49.</p> <p>(4) For descriptions of Yolo County Production Area and Delivery Zone see Pages 46 and 52.</p> <p>(5) Applies only on Cold Road Oil Mixture.</p>					
♦ Increase, Decision No.					86326
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					