

CA-1

Resolution No. STD- 1164

TRANSPORTATION DIVISION
TARIFF & LICENSE BRANCH
Tariff Section

Before the Public Utilities Commission
of the State of California

RESOLUTION ORDERING DISPOSITION OF
SPECIAL TARIFF DOCKET REQUESTS

Requests as identified hereinafter have been filed on the Special Tariff Docket for authority to make tariff changes for which permission of the Commission is requisite under provisions of the Public Utilities Code or orders of the Commission. Due consideration has been given to the representations contained in the verified requests, and good cause appearing, the following findings and order are made:

The Commission finds that the following requests are justified and should be granted subject to conditions specified in the orders which are attached hereto and by this reference made a part hereof:

<u>Request and Order No.</u>	<u>Request Filed By:</u>
STD - 9989	Morosa Bros. Transportation Co.
STD - 9990	Hartnell Trucking
STD - 9991	California Trucking Association and American Trucking Association, Inc., Agent
STD - 9992	California Trucking Association and National Motor Freight Classification, Inc., Agent

The Commission finds that the following requests do not contain sufficient justification for the authority sought, and therefore should be denied without prejudice:

Request and
Order No.

Request Filed By:

NONE

The Commission finds that the following requests are of a nature not suitable for processing on the Special Tariff Docket, and therefore should be dismissed without prejudice:

Request and
Order No.

Request Filed By:

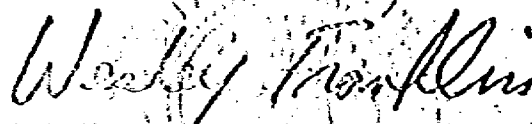
NONE

IT IS ORDERED that the aforesaid requests are granted, denied or dismissed, as the case may be, in accordance with the findings hereinbefore set forth, and as specified in the orders which are attached hereto and by this reference made a part hereof.

I certify that the foregoing resolution was duly introduced, passed and adopted at a conference of the Public Utilities Commission of the State of California, held on the 9th day of January, 1990, the following Commissioners voting favorably thereon.

G. MITCHELL WILK
President
FREDERICK R. DUDA
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

Commissioner Stanley W. Hulett,
being necessarily absent, did
not participate.



Acting Executive Director of the
Public Utilities Commission of the State of California

State of California

Public Utilities Commission
San Francisco

MEMORANDUM

Date : January 2, 1990

To : The Commission
(Meeting of January 9, 1990)

From : Dan Callaghan
Supervising Transportation Rate Expert
Tariff and License Branch
Transportation Division

Subject : CA-1

SPECIAL TARIFF DOCKET RESOLUTION NO. 1164

STD - 9989 - Morosa Bros. Transportation Co.

Requests authority to cancel its participation in Western Motor Tariff Bureau, Inc., Local Freight Tariff No. 17, naming commodity rates for the transportation of cement and other commodities and in lieu thereof concurrently publish rates in an individual tariff.

STD - 9990 - Hartnell Trucking

Transferee of a cement certificate requests authority to publish Local Freight Tariff No. 1, in lieu of adopting the bureau tariff participation of transferor.

STD - 9991 - California Trucking Association and
American Trucking Association, Inc.

Requests authority for the adoption of the American Trucking Association (ATA) Hazardous Materials Tariff ATA 111-J concurrent with the national effective date of January 9, 1990, and to make such provisions applicable to the tariffs of highway common carriers and express corporations which participate in and are listed in the publication.

STD Resolution No. 1164
(Meeting of January 9, 1990)

STD - 9992 - California Trucking Association
and National Motor Freight Traffic
Association, Inc., Agent

Requests authority for the adoption of Supplement 8 to the National Motor Freight Classification NMF 100-P concurrent with the national effective date of January 9, 1990, and to make such provisions applicable to the tariffs of highway common carriers and express corporations which participate in and are listed in the classification.

Recommended Denial

NONE

Recommended Dismissal

NONE

Order No. STD- 9989

Before the Public Utilities Commission of the State of California

Request filed by:

MOROSA BROS. TRANSPORTATION CO.

Special Tariff Docket
Request Numbered Same as
Order Number Above.

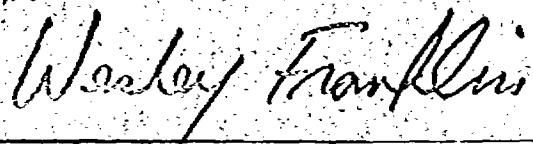
In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

NONE

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD- 9989."

This order issued January 9, 1990, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.



Acting Executive Director of the
Public Utilities Commission of the State of California

Order No. STD- 9990

Before the Public Utilities Commission of the State of California

Request filed by:

HARTNELL TRUCKING

} Special Tariff Docket
Request Numbered Same as
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

NONE

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD- 9990."

This order issued January 9, 1990, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

Wesley Franklin

Acting Executive Director of the
Public Utilities Commission of the State of California

Order No. STD- 9991

Before the Public Utilities Commission of the State of California

Request filed by:

CALIFORNIA TRUCKING ASSOCIATION and
AMERICAN TRUCKING ASSOCIATION, INC.,
AGENTS

Special Tariff Docket
Request Numbered Same as
Order Number Above.

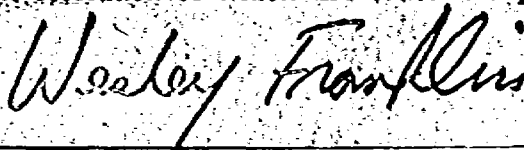
In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

NONE

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD- 9991"

This order issued January 9, 1990, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.



Acting Executive Director of the
Public Utilities Commission of the State of California

Order No. STD- 9992

Before the Public Utilities Commission of the State of California

Request filed by:

CALIFORNIA TRUCKING ASSOCIATION AND
NATIONAL MOTOR FREIGHT CLASSIFICATION
INC., AGENT

Special Tariff Docket
Request Numbered Same as
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

NONE

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD- 9992 ."

This order issued January 9, 1990, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

Wesley Franklin

Acting Executive Director of the
Public Utilities Commission of the State of California

BEFORE THE PUBLIC UTILITIES COMMISSION

OF THE STATE OF CALIFORNIA

Application of Iron Horse Equipment Corp., a California corporation for authority to publish rates of transferors in Local Tariff 2 (CA PUC No. 2) which contains rates and charges for the transportation of cement.)
Application)
STD Docket No. 9993)

APPLICATION

The application of Iron Horse Equipment Corp., a California corporation, hereinafter referred to as Iron Horse or applicant, respectfully shows:

I

Applicant is a California corporation. Applicant's Articles of Incorporation are attached to this application as Exhibit 1. Applicant's mailing address is P. O. Drawer R, Adelanto, California 92301. Applicant's telephone number is (619) 246-8689. Applicant currently operates pursuant to cement carrier authority issued by the California Public Utilities Commission.

II

Correspondence and communications in regard to this application are to be addressed to:

Rod Logan
Sam Miles, Inc.
2124 F Street
Bakersfield, California 93301
Telephone (805) 324-1663

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COMMISSION
CALIFORNIA

III

Applicant seeks authority to publish rates of transferors where operating authority is transferred in two separate transactions. Applicant has been authorized cement carrier authority for the transportation of cement, hydraulic, masonry, natural or portland, in bulk or in packages, from points in California to and within the County of Imperial. The transferor is Dennis A. Troesh, an individual doing business as Troesh Trucking (T-110983). On April 15, 1988, an amended cement carrier certificate was issued to Iron Horse Equipment Corp. adding Fresno County and deleting Tulare County as destination counties for Iron Horse's cement carrier authority. Authority for Fresno County was transferred from Amaral Trucking, Inc. (T-98527).

IV

General Order 117-A would require Iron Horse to adopt the tariff publication of Troesh Trucking. Applicant hereby seeks authority to publish rates for the transportation of cement to the county named above at the same level of rates published by transferor, Dennis A. Troesh, an individual doing business as Troesh Trucking in Local Freight Tariff No. 17 (CA PUC 21), published by Western Motor Tariff Bureau, with such publication to be made within applicant's currently existing Local Tariff No. 2. General Order 117-A requires Iron Horse to adopt the tariff publication of Amaral Trucking, Inc. which is contained in Tariff PCT 409 (CA PUC 30) published by Pacific Coast

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Tariff Bureau. Applicant seeks authority to publish rates for the transportation of cement to Fresno County in its Local Tariff No. 2 instead of joining Pacific Coast Tariff Bureau. Applicant intends, at the same time this publication is made, to eliminate from its tariff reference to transportation to points in Tulare County, such authority having been transferred to Amaral Trucking, Inc.

V

The purpose of such a request is to simplify applicant's tariff filings, not to effect any increase or reduction in charges. Without such authority, applicant would need to become a member of Western Motor Tariff Bureau and Pacific Coast Tariff Bureau in order to adopt the tariff participation of transferors. With the grant of the authority sought in this application, applicant will be able to provide rates for its cement carrier transportation in its individual tariff.

VI

Applicant's tariff would contain rates at the same level as those currently in effect for the transferor and would have the same rules applicable to these rates. In no event would the rate changes resulting from the publication of the tariff amendments amount to as much as one percent of the carrier's annual revenue generated from operations under the authority transferred.

VII

This is not a major action under Sections 3502.1 and 3502.2 of the California Public Utilities Code.

3-6 17 553 6861
1988 FEB 21 11 09 AM
CALIFORNIA PUBLIC UTILITIES COMMISSION
SAN FRANCISCO

VIII

Applicant alleges that the cost of reproducing and distributing copies of this application to all carriers operating in the State of California would be excessive and that adequate notice of the intent of applicant will be accomplished through routine publication in the Commission's Daily Transportation Calendar. Therefore, in order to secure just, speedy and inexpensive determination of the issues present, waiver of Rule 21F of the Rules of Practice and Procedure is respectfully requested under Rule 87 of the Rules of Practice and Procedure. Applicant knows of no opposition to this application. A copy of this application will be served by first-class mail to any party upon request.

WHEREFORE applicant prays that relief sought by this application be granted; and that the Commission issue its ex parte order permitting applicant to amend its individual tariff with rates at the same level as transferors named in this application, for the transportation of cement to Fresno and Imperial Counties; that changes resulting in an increase in applicant's gross revenue as a cement carrier of not more than one percent be authorized; that said order provide that the new tariff be made effective on not less than five days' notice; that departure from Sections 460 and 461.5 of the Public Utilities Code be authorized to the extent necessary to apply the increase granted; and that the Commission grant such other order and further relief as may be reasonable and proper.


-4-
1969 DEC 21 11 09 35
PUBLIC UTILITIES COM.
FRESNO OFFICE

VERIFICATION

I am an officer of the applicant and am authorized to make this Verification on its behalf. The statements in the foregoing document are true of my own knowledge, except as to matters therein stated on information and belief, and as to those matters, I believe them to be true.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on December 15, 1989, at Adelanto, California.

By: 
Denny Wyatt, VICE-President
IRON HORSE EQUIPMENT CORP.
P. O. Drawer R
Adelanto, CA 92301

1989 DEC 21 11 09 35
PUBLIC UTILITIES COMM.
STATE OF CALIF.

Executed on December 15, 1989, at Adelanto, California.

By:



Denny Wyatt, Vice-President
IRON HORSE EQUIPMENT CORP.
P. O. Drawer R
Adelanto, CA 92301

1989 DEC 21 AM 9:35-
PUBLIC SAFETY COMM.
STATE OF CALIF.

THE NEXT

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ENDORSED
FILED
In the office of the Secretary of State
of the State of California
JAN 11 1979
MORON LONG EU, Secretary of State
By BILL HOLDEN
Deputy

ARTICLES OF INCORPORATION
OF
IRON HORSE EQUIPMENT CORP.

I

The name of this corporation is IRON HORSE EQUIPMENT CORP.

II

The purpose of this corporation is to engage in any lawful act or activity for which a corporation may be organized under the General Corporation Law of California, other than the banking business, the trust company business or the practice of a profession permitted to be incorporated by the California Corporations Code.

III

The name and address of this corporation's initial agent for service of process is: JAMES W. GILBERT; 14924 Charterland; Apple Valley, California 92307.

IV

This corporation is authorized to issue only one class of shares of stock; and the total number of shares which this corporation is authorized to issue is one million (1,000,000).

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PUBLIC SAFETY DIVISION
STATE OF CALIF.

any statute adopted in substitution thereof, or otherwise, so long as this corporation is a close corporation.

DATED: January 10, 1979.

James W. Colson
JAMES W. COLSON

I hereby declare that I am the person who executed the foregoing Articles of Incorporation, which execution is my act and deed.

James J. Colson
JAMES J. COLSON

1989 DEC 21 11:09:35

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STATE OF CALIF.
PUBLIC UTILITIES COMMISSION

**CALIFORNIA
TRUCKING
ASSOCIATION**

J. DIANI

24301 Southland Drive, Suite 309
Hayward, CA 94545

January 17, 1990

Executive Director
CALIFORNIA PUBLIC UTILITIES COMMISSION
State Building
505 Van Ness Avenue
San Francisco, CA 94102

Dear Sir:

Attached for filing is the original and three copies of our Special Tariff Docket request for the adoption of Supplement 9 to the Governing Classification (NMF 100-P).

Copies have been served upon all parties on the attached listing and will be furnished to any other interested party as may be directed by the Commission.

An extra copy of this filing is attached to be stamped with date of filing and document number for return to this office.

Sincerely,

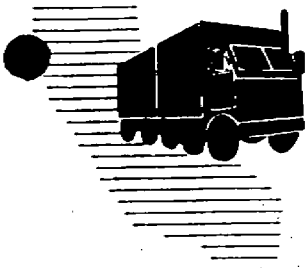
Charles D. Gilbert /mv

Charles D. Gilbert, Manager
Regulatory Activities

CDG:mv

attachments

cc: Bill Schulte (w/encl.)
Luke Sherwood (w/encl.)



SANTA FE SPRINGS, CALIFORNIA 90670
12631 E. IMPERIAL HWY., BLDG. C, SUITE 109
(213) 868-9454

GENERAL OFFICE
WEST SACRAMENTO, CALIFORNIA 95691
1251 BEACON BOULEVARD
(916) 373-3500

HAYWARD, CALIFORNIA 94545
24301 SOUTHLAND DRIVE, SUITE 602
(415) 783-3870

INTERESTED PARTIES

ASSOCIATED TRAFFIC SERVICES
858 Oak Park Road, Suite 103
Covina, CA 91724

WIGLE & LARIMORE
50 First Street, Suite 520
San Francisco, CA 94105

CALIFORNIA FARM BUREAU FEDERATION
1601 Exposition Blvd.
Sacramento, CA 95814

CALIFORNIA MANUFACTURERS ASSOCIATION
1121 "L" Street
Sacramento, CA 95805

CALIFORNIA LEAGUE OF FOOD PROCESSORS
1112 "I" Street, Suite 100
Sacramento, CA 95814

CHAMBER OF COMMERCE OF LOS ANGELES
Transportation Department
404 South Bixel Street
Los Angeles, CA 90007

FURNITURE MANUFACTURERS ASSOCIATION OF CALIFORNIA
12631 E. Imperial Highway, Suite 106-F
Santa Fe Springs, CA 90670

HIGHWAY CARRIERS ASSOCIATION
4335 E. Airport Drive #106
Ontario, CA 91761

WESTERN MOTOR TARIFF BUREAU
P.O. Box 1907
South Gate, CA 90280

WESTERN TRAFFIC CONFERENCE, INC.
c/o Ray E. Shull - Secretary/Treasurer
9440 Sideview Drive
Downey, CA 92040

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SPECIAL TARIFF DOCKET REQUEST FOR
THE ADOPTION OF SUPPLEMENT 9
THE GOVERNING CLASSIFICATION NMF 100-P

SPECIAL TARIFF DOCKET NO. 9994

The request of CALIFORNIA TRUCKING ASSOCIATION AND NATIONAL MOTOR FREIGHT
TRAFFIC ASSOCIATION, INC., AGENT, whose post office addresses are:

California Trucking Association
1251 Beacon Boulevard
West Sacramento, California 95691

and

National Motor Freight Traffic
Association, Inc., Agent
2200 Mill Road
Alexandria, Virginia 22314

Communications and correspondence in regard to this filing are to be addressed
to:

Charles D. Gilbert
California Trucking Association
24301 Southland Drive, Suite 309
Hayward, California 94545

I

Respectfully shows:

Highway common carriers and express corporations are operating as
common carriers pursuant to the authority of the Commission and in accordance
with tariffs filed with this Commission; which tariffs are also subject to and
governed by the National Motor Freight Classification NMF 100-P and supplements
thereto.

II

An order is requested for the adoption of Supplement 9 to the National Motor Freight Classification NMF 100-P and to make such provisions applicable to the tariffs of highway common carriers and express corporations, which participate in and are listed in its Classification under authority of power of attorney. It is further requested that such authorization be concurrent with the national effective date of February 17, 1990 on one day's notice; that all common carriers be authorized and directed to establish such changes as may be prescribed in class and commodity rates and charges in connection with the transportation of exempt commodities; that common carriers be authorized to depart from Sections 460 and 461.5 of the Public Utilities Code and appropriate long and short haul provisions of the Constitution of the State of California to the extent necessary to carry into effect such changes; that all such changes be approved and adopted for application with the various tariffs; that any related revisions in numbering, referencing or format in the various tariffs, incidental to such changes, be authorized and established; and for such other and further orders as may be deemed reasonable and proper.

III

The governing classification is periodically revised to correct technical inadvertencies and omissions that have been discovered in the publication of prior supplements and in order to keep the publication responsive to the current conditions and needs of commerce in the transportation of property by highway carriers. The procedures available to shippers and carriers to initiate such revisions and to otherwise protect their interests are known to the Commission and to such parties. Such

procedures provide parties with "...fair and full opportunity for public hearings for determination of changes and revisions as required." (Decision 74310 dated June 25, 1968, and as revised and amended by Decision 87498 dated June 21, 1977). To properly reflect intended results following such processes, the National Motor Freight Traffic Association, Inc., Agent, has authorized revisions which are published in supplemental for set forth in Exhibit A. This supplement is scheduled to take effect February 17, 1990 unless otherwise provided therein, for application to tariffs covering areas other than California. The purpose of this filing is to obtain the authority necessary to make such provisions applicable to tariffs subject to jurisdiction of the California Public Utilities Commission and to promote the national uniformity and standardization in billing and collection practices found appropriate and desirable in the Commission's Decision 74310.

Attached hereto and by this reference made a part of this filing are the following exhibits detailing such revisions:

Exhibit A - Copy of Supplement 9 to National Motor
Freight Classification NMF 100-P
Cal PUC 28

Exhibit B - Summary of changes

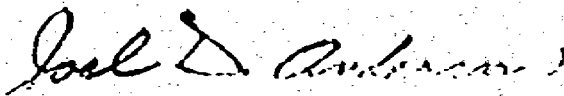
Certain changes in rates, ratings rules, regulations or charges will result from the adoption of Supplement 9. A summary of such changes, including an explanation of the reasons for the proposed changes, is set forth in Exhibit B.

In addition to the justification of proposals set forth herein, Applicant refers to the facts and allegations set forth in Petition 401, as though reiterated herein. Said filings set forth the broader purposes and justifications for the program of classification revisions which will be

implemented by approval of this instant filing, subject to the protection restriction suggested in the aforesaid filing.

In addition, the Commission through its Executive Director, has directed that classification changes be processed under the procedure and format of General Order 109 (see letter dated June 21, 1977). This filing is made in response to such directive.

I hereby certify, under penalty of perjury, that the foregoing is true and correct.



JOEL D. ANDERSON, Vice President

Dated at 1251 Beacon Boulevard, West
Sacramento, California 95691 this 17th
day of January 1990.

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SPECIAL TARIFF DOCKET REQUEST FOR
THE ADOPTION OF SUPPLEMENT 8
THE GOVERNING CLASSIFICATION NMF 100-P

SPECIAL TARIFF DOCKET NO. 9992

The request of CALIFORNIA TRUCKING ASSOCIATION AND NATIONAL MOTOR FREIGHT TRAFFIC ASSOCIATION, INC., AGENT, whose post office addresses are:

California Trucking Association
1251 Beacon Boulevard
West Sacramento, California 95691

and

National Motor Freight Traffic
Association, Inc., Agent
2200 Hill Road
Alexandria, Virginia 22314

Communications and correspondence in regard to this filing are to be addressed to:

Charles D. Gilbert
California Trucking Association
24301 Southland Drive, Suite 309
Hayward, California 94545

I

Respectfully shows:

Highway common carriers and express corporations are operating as common carriers pursuant to the authority of the Commission and in accordance with tariffs filed with this Commission; which tariffs are also subject to and governed by the National Motor Freight Classification NMF 100-P and supplements thereto.

II

An order is requested for the adoption of Supplement 8 to the National Motor Freight Classification NMF 100-P and to make such provisions applicable to the tariffs of highway common carriers and express corporations, which participate in and are listed in its Classification under authority of power of attorney. It is further requested that such authorization be concurrent with the national effective date of December 30, 1989 on one day's notice; that all common carriers be authorized and directed to establish such changes as may be prescribed in class and commodity rates and charges in connection with the transportation of exempt commodities; that common carriers be authorized to depart from Sections 460 and 461.5 of the Public Utilities Code and appropriate long and short haul provisions of the Constitution of the State of California to the extent necessary to carry into effect such changes; that all such changes be approved and adopted for application with the various tariffs; that any related revisions in numbering, referencing or format in the various tariffs, incidental to such changes, be authorized and established; and for such other and further orders as may be deemed reasonable and proper.

III

The governing classification is periodically revised to correct technical inadvertencies and omissions that have been discovered in the publication of prior supplements and in order to keep the publication responsive to the current conditions and needs of commerce in the transportation of property by highway carriers. The procedures available to shippers and carriers to initiate such revisions and to otherwise protect their interests are known to the Commission and to such parties. Such

procedures provide parties with "...fair and full opportunity for public hearings for determination of changes and revisions as required." (Decision 74310 dated June 25, 1968, and as revised and amended by Decision 87498 dated June 21, 1977). To properly reflect intended results following such processes, the National Motor Freight Traffic Association, Inc., Agent, has authorized revisions which are published in supplemental for set forth in Exhibit A. This supplement is scheduled to take effect December 30, 1989 unless otherwise provided therein, for application to tariffs covering areas other than California. The purpose of this filing is to obtain the authority necessary to make such provisions applicable to tariffs subject to jurisdiction of the California Public Utilities Commission and to promote the national uniformity and standardization in billing and collection practices found appropriate and desirable in the Commission's Decision 74310.

Attached hereto and by this reference made a part of this filing are the following exhibits detailing such revisions:

Exhibit A - Copy of Supplement 8 to National Motor
Freight Classification NMF 100-P
Cal PUC 28

Exhibit B - Summary of changes

Certain changes in rates, ratings rules, regulations or charges will result from the adoption of Supplement 8. A summary of such changes, including an explanation of the reasons for the proposed changes, is set forth in Exhibit B.

In addition to the justification of proposals set forth herein, Applicant refers to the facts and allegations set forth in Petition 401, as though reiterated herein. Said filings set forth the broader purposes and justifications for the program of classification revisions which will be

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will not assume responsibility
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implemented by approval of this instant filing, subject to the protection restriction suggested in the aforesaid filing.

In addition, the Commission through its Executive Director, has directed that classification changes be processed under the procedure and format of General Order 109 (see letter dated June 21, 1977). This filing is made in response to such directive.

I hereby certify, under penalty of perjury, that the foregoing is true and correct.

Joel D. Anderson

JOEL D. ANDERSON, Vice President

Dated at 1251 Beacon Boulevard, West
Sacramento, California 95691 this 26th
day of December 1989.

EXHIBIT A

(Consists of 3 pages)

SUPPLEMENT 8

TO

NATIONAL MOTOR FREIGHT CLASSIFICATION

NMF 100-P

**SUPPLEMENT 8
TO
NMF 100-P**

**ICC NMF 100-P
FMC-F-27**

APSC 27
ATC 27
Cal PUC 28
PUC Colo 26
Conn DOT 27
GPSC 26
IPUC 27
MF-ILL CC 27
IMCA TR-27

Ia DOT 27
KCC 28
KY DOT 26
LPSC 27
MDT Man 27
MF-PSC Md 27
MDPU No. 4
MPSC-NMF 100-P
MTRB 27

MC 27
Div OT Mo 26
Mont PSC 26
NPSC 27
PSCN 27
NHDOS 27
PUCNJ 27
SCCNM 27
DOT-NY-MT 26

NCUC 26
NDPSC 27
PUBNS 26
PUCO-NMF 100-P
CC Okla 27
PUC Ore 26
Freight Pa PUC 28
PTCB 27
RIDPU 4

PSCSC 27
SDPUC 26
TPSC 27
RCT 27
PSCU 28
MF-VCC 27
WNT 26
MF-PSC-W Va 27
Wyo PSC 26

(Supplements 5, 7 and 8 contain all changes)

**NATIONAL MOTOR FREIGHT TRAFFIC
ASSOCIATION, INC., AGENT**

CLASSES AND RULES

**APPLYING ON
FREIGHT TRAFFIC COVERED BY TARIFFS
GOVERNED BY THIS CLASSIFICATION
AS SUCH TARIFFS MAY PROVIDE**

**NATIONAL MOTOR
FREIGHT CLASSIFICATION**

ISSUED DECEMBER 26, 1989

**EFFECTIVE DECEMBER 30, 1989
(Except as otherwise provided herein)**

Issued on one day's notice under authority of: 49 CFR Part 1312.39(e) and Special Tariff Authority No. 80-15
(49 CFR Part 1312.4(e)(1)(ii) waived).

ISSUED BY

**MARTIN E. FOLEY, Issuing Officer
2200 Mill Road
Alexandria, VA 22314**

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All rights reserved. No part of this tariff may be used or reproduced in any manner whatsoever without the written permission of American Trucking Associations. For further information contact the Traffic Department, ATA, 2200 Mill Road, Alexandria, VA 22314.

Inquiries concerning subscriptions to this publication should be addressed to the ATA Traffic Department, 2200 Mill Road, Alexandria, VA 22314 (Subscription price per copy — \$49.65).

SUPPLEMENT 8 TO NMF 100 P

Item	ARTICLES	CLASSES		MW
		LTL	TL	
Δ40770-E	CARRIERS, SHIPPING, GROUP: Articles consist of Carriers, Shipping, see Note, item 40772, as described in items subject to this grouping.			
Δ40772-E	NOTE —Unless otherwise specified in individual items, the term 'shipping carrier' means the outside shipping carrier or container and does not embrace those articles that are inner containers for placement in an outside shipping container.			
⊕41021-C Cancels 41021-B of Supp. 5 and 41021-A of Supps. 4 and 7	Containers, bulk commodity shipping, consisting of a metal frame or a 24 gauge or thicker sheet steel outer shell, and a plastic inner container with closures, liquid capacity not exceeding 660 gallons, secured to wood, fibre or steel pallet base or skid	250	100	10
⊕41022-C Cancels 41022-B of Supp. 5 and 41022-A of Supps. 4 and 7	NOTE —Cancel; no further application.			
Δ53000-E	COOLERS GROUP: Articles consist of Coolers, Cooling Boxes, Cooling Rooms or Refrigerators, see Note, item 53002, as described in items subject to this grouping.			
Δ53002-E	NOTE —The provisions in items 53005 through 53300 apply regardless of the nature of the insulating medium used but will not apply when the primary body structure is comprised of foam, cellular, expanded or sponge rubber or plastic.			
⊕53100-C Cancels 53100-B of Supp. 5 and 53100-A of Supps. 4 and 7	Cooling or Freezing Boxes (Freezers) or Refrigerators, with cooling or freezing apparatus, household, see Notes, items 53104 and 53122, in boxes, crates or Packages 107, 147, 178, 1012, 1019, 1024, 1056, 1082, 1215, 1329, 1426, 2262, 2406, 2408, 2424, 2427, 2461 or 2482; also TL, wrapped in fibreboard, skidded and braced, see Package 1005	92%	55	18
Δ72000-G	FOODSTUFFS GROUP: Articles consist of Foodstuffs, Beverages or Beverage Preparations, not named in other more specific groups, see Notes, items 72002, 72004, 72005, 72007 and 72008, as described in items subject to this grouping.			
Δ72002-G	NOTE —Unless otherwise specified in individual items, provisions apply only on foodstuffs, beverages or beverage preparations, other than frozen.			
Δ72004-G	NOTE —Commodities other than frozen or requiring refrigeration, listed under this generic heading, when packed in rectangular inner fibreboard containers will be subject to the 'in boxes' classes when enclosed in paper wrappers or in plastic film overwrap bundles. Package must consist of only one layer or tier of inner containers and gross weight must not exceed 14 pounds. This packaging is permissible only on those commodities that are not contained in glass or earthenware or otherwise fragile containers. Wrappers must consist of paper or paperboard basis weight not less than 126 pounds per 500 sheets 24 x 36 inches or plastic film totalling not less than 2 mils in thickness, and must totally enclose inner containers. Ends and overlap seams must be firmly glued or when plastic film is utilized, seams and ends must be heat sealed.			
Δ72005-G	NOTE —Unless specified in individual items, classes will not apply on commodities prepared by a freezing-dehydration method nor on products containing in excess of 10 percent of the net weight of ingredients prepared by the freezing-dehydration process. Products prepared by the freezing-dehydration process, or containing in excess of 10 percent of ingredients prepared by the freezing-dehydration process, will be classed per item 76850.			
Δ72007-G	NOTE —Commodities listed under this generic heading, when tendered for shipment in Packages 2257, 2330, 2399, 2440, 2443, 2445, 2448, 2452 or 2456, are to be classified under the same provisions that apply when tendered to the carrier in boxes.			
Δ72008-G	NOTE —Commodities listed under this generic heading, when tendered for shipment in Package 1500, are to be classified under the same provisions that apply when tendered to the carrier in boxes. When unitized on and secured to pallets by stretch or shrink film, commodities will be accepted for LTL shipment in Package 1500 modified so that the film enclosure of the completed package may have end openings. End openings must not exceed one-half the exposed height of the inner containers.			
⊕74880-A	Sticks or Strips, meat, NOI, cooked, cured, dried, dry salted, smoked or preserved, with or without other ingredients, see Note, item 74881, in inner containers in boxes, subject to Item 170 and having a density in pounds per cubic foot of:			
Sub 1	Less than 1, see Note, item 74882	400	400	AO
Sub 2	1 but less than 2, see Note, item 74882	300	300	AO
Sub 3	2 but less than 4, see Note, item 74882	250	250	AO
Sub 4	4 but less than 6, see Note, item 74882	150	100	12
Sub 5	6 but less than 8, see Note, item 74882	125	85	15
Sub 6	8 but less than 10, see Note, item 74882	100	70	18
Sub 7	10 but less than 12, see Note, item 74882	92%	65	20
Sub 8	12 but less than 15, see Note, item 74882	65	65	26
Sub 9	15 or greater	70	40	36
	⊕POSTPONEMENT NOTICE —The provisions of item 74880 shown on page 32 of Supplement 7 are hereby postponed FROM December 31, 1989 TO March 14, 1990.			

SUPPLEMENT 8 TO NMF 100-P

Item	ARTICLES	CLASSES		MW S
		LTL	TL	
Q74881-A	NOTE—Apples on sticks or strips such as Jerky, Sausage Sticks or other types of Meat Snacks. ⓄPOSTPONEMENT NOTICE—The provisions of item 74881 shown on page 32 of Supplement 7 are hereby postponed FROM December 31, 1989 TO March 14, 1990.			
Q74882-A	NOTE—The charge for packages or pieces subject to a particular density group may be assessed on the basis of the next lower class provided in connection with the next heavier density group at the weight which would accrue from multiplying the cubage of such packages or pieces by the lowest density named in the density group which provides the next lower class. In each such instance, the actual cube, actual weight, density group embracing the actual density, declared density and resultant weight for billing purposes (declared weight) of the pieces for which density is being declared must be shown by shipper on shipping orders and bills of lading at time of shipment. ⓄPOSTPONEMENT NOTICE—The provisions of item 74882 shown on page 32 of Supplement 7 are hereby postponed FROM December 31, 1989 TO March 14, 1990.			
A114000G	MACHINERY GROUP: Articles consist of Machinery or Machines, or Parts Named, see Notes, items 114012 to 114024, inclusive, as described in items subject to this grouping.			
Ⓞ120920-C Cancels 120920-B of Supp. 5 and 120920-A of Supps. 4 and 7	Mufflers, Resonators, Silencers or Exhaust Systems, etc., Cancel; see item 125850.			
Ⓞ120921-B Cancels 120921-A of Supp. 5 and 120921 of Supps. 4 and 7	NOTE—.....Cancel; see item 125851.			
Ⓞ120922-B Cancels 120922-A of Supp. 5 and 120922 of Supps. 4 and 7	NOTE—.....Cancel; see item 125852.			

SPECIFICATIONS FOR NUMBERED PACKAGES

Ⓞ Package 2468

(Cancels 'Package 2468' shown on page 45 of Supplement 7, page 41 of Supplement 5 and page 35 of Supplement 4.)

In polyethylene-lined bags, with polyethylene not less than 4 mils in thickness laminated with hot melt adhesives to single ply 3 ounce nonwoven, spunbonded polypropylene. This construction is laminated with amorphous polypropylene to an outer ply consisting of crepe paper having a basis weight of not less than 40 pounds. Bags must have cemented center seam and heat sealed bottom, double folded, and glued. Gross weight must not exceed 56 pounds (25 kilograms).

Ⓞ - Effective March 14, 1990.

Ⓞ - Effective December 30, 1989. Issued on one day's notice; 49 CFR Part 1312.4(e)(1)(ii) waived, ICC Special Tariff Authority No. 90-15.

Ⓞ - Effective December 30, 1989. Issued on one day's notice under authority of 49 CFR Part 1312.39(e).

—finis—

APPENDIX TO SUPPLEMENT 8 TO NMF 100-P

Issued: December 26, 1989

Effective: December 30, 1989

The provisions of items 41021, 41022, 53100, 120920, 120921 and 120922, and Package 2468 were amended in Supplements 1 and 4 to ICC NMF 100-P. These items were then further amended in Supplement 5 to ICC NMF 100-P which became effective on November 11, 1989. When the provisions of Supplement 4 were picked up and reissued in Supplement 7, the original publications of these items as shown in Supplement 4 were inadvertently brought forward into Supplement 7, which a scheduled effective date of December 30, 1989.

Supplement 8 is published to cancel the provisions of these items as incorrectly brought forward into Supplement 7, and to reestablish the correct provisions as shown in Supplement 5, concurrent with the effective date of the incorrect publications appearing in Supplement 7.

Supplement 8 is also issued to postpone until March 14, 1990, the provisions of items 74880, 74881 and 74882. These new items were established in Supplement 7 to ICC NMF 100-P with an effective date of December 30, 1989. However, the provisions of these items have now been appealed, and are the subject of Appeal No. 969, to be considered by the National Classification Committee at its meeting in February, 1990.

Respectfully submitted,

NATIONAL MOTOR FREIGHT TRAFFIC
ASSOCIATION, INC.

Martin E. Foley

Martin E. Foley, Issuing Officer
National Motor Freight Classification

SURCHARGE SUPPLEMENT

SUPPLEMENT NO. 1
(Supplement No. 1 Contains All Changes)

TO

MOROSA BROS. TRANSPORTATION CO.
(T-67161)
(MBRT)

LOCAL FREIGHT TARIFF NO. 1

NAMING

DISTANCE COMMODITY RATES

AND SPECIFIC COMMODITY RATES

FOR THE TRANSPORTATION OF CEMENT

OVER THE PUBLIC HIGHWAYS
FROM POINTS IN THE STATE OF CALIFORNIA
TO POINTS IN THE COUNTIES OF

BUTTE, FRESNO, INYO, KERN, KINGS, LOS ANGELES, MADERA, MERCED,
MONO, ORANGE, PLACER, RIVERSIDE, SAN BERNARDINO, SAN DIEGO,
SAN LUIS OBISPO, SANTA BARBARA, SANTA CLARA, STANISLAUS, TULARE,
VENTURA AND YOLO;

AND

RULES AND REGULATIONS

GOVERNING SAME

APPLICATION OF SURCHARGE

(A) Compute the amount of charges in accordance with the provisions of this tariff, and increase the amount so computed by (3%) three percent.

(B) For purposes of disposing of fractions under provisions hereof, fractions of less than (1/2) one-half cent shall be dropped, and fractions of (1/2) one-half cent or greater shall be increased to the next higher whole cent.

Issued under authority of Decision 86-05-053, dated May 7, 1986.

ISSUED

EFFECTIVE

Issued By
Remy Ortiz, Vice President
1816 Golden State Ave.
Bakersfield, CA 93301

MOROSA BROS. TRANSPORTATION CO.
(T-67161)
(MBRT)

LOCAL FREIGHT TARIFF NO. 1

NAMING

DISTANCE COMMODITY RATES

AND

SPECIFIC COMMODITY RATES

FOR THE TRANSPORTATION OF CEMENT

OVER THE PUBLIC HIGHWAYS

FROM POINTS IN THE STATE OF CALIFORNIA

TO POINTS IN THE COUNTIES OF

BUTTE, FRESNO, INYO, KERN, KINGS, LOS ANGELES, MADERA, MERCED,
MONO, ORANGE, PLACER, RIVERSIDE, SAN BERNARDINO, SAN DIEGO,
SAN LUIS OBISPO, SANTA BARBARA, SANTA CLARA, STANISLAUS, TULARE,
VENTURA AND YOLO;

AND

RULES AND REGULATIONS

GOVERNING SAME

This tariff is governed by Distance Table No. 8 issued by the California Public Utilities Commission.

See Local Freight Tariff No. 2 for rates for the transportation of general commodities.

Issued under authority of CAL PUC Order No. STD No.

ISSUED

EFFECTIVE

Issued By
Remey Ortiz, Vice President
1816 Golden State Ave.
Bakersfield, CA 93301

MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

CORRECTION NUMBERS CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

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For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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(Concluded)

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

Section No. 1 - Rules and Regulations

Section No. 2 - Distance Commodity Rates

Section No. 3 - Specific Commodity Rates

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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SECTION NO. 1

RULES AND REGULATIONS

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
DEFINITION OF TECHNICAL TERMS (Items 10 and 11)		
<p>CARRIER means a highway contract carrier or a cement contract carrier, as defined in the Highway Carriers' Act.</p>		
<p>COMMISSION means the Public Utilities Commission of the State of California.</p>		
<p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier as common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p>		
<p>DEBTOR means the person obligated to pay freight charges to the carrier, whether consignor, consignee or other party.</p>		
<p>DISTANCE TABLE means Distance Table 8 issued by the Commission.</p>		
<p>MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semitrailer, dolly or other vehicle drawn thereby.</p>		
<p>OVERLYING CARRIER (principal carrier) means a carrier which contracts with a shipper to provide transportation service for the latter, but which carrier in turn employs another carrier, known as the underlying carrier (independent-contractor subhauler), to perform that service.</p>		10
<p>PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets.</p>		
<p>PALLETS means (a) pallets, metal or wooden, shipping, including inside spaces or supports for palletized loads; (b) pallets, platforms or skids, for lift trucks, iron, steel or wood, separate or combined, with fixed bodies or enclosures or with standing ends, sides, stakes or standards, loose or in packages; or without bodies, enclosures, standing ends, sides, stakes or standards, loose or in packages; or (c) pallets for lift trucks, paperboard, pulpboard or fibreboard.</p>		
<p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent; except that (a) all locations within a radius of 50 feet from a single point, and (b) all locations on the property of a single consignee within a radius of 300 feet from a single point will be considered as one point of destination.</p>		
<p>POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation; except that (a) all locations within a radius of 50 feet from a single point, and (b) all locations on the property of a single consignor within a radius of 300 feet from a single point will be considered as one point of origin.</p>		
(Continued)		

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items 10 and 11)</p> <p>POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including, without limitation, conveyor belts, electric powered cranes and lift truck equipment.</p> <p>RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of property tendered for transportation to one carrier at one time on one shipping document by:</p> <ol style="list-style-type: none"> 1. one shipper at one point of origin for one consignee at one point of destination; or 2. one shipper at one point of origin for one consignee at more than one point of destination, or for more than one consignee at one or more points of destination (split delivery). <p>UNDERLYING CARRIER (independent-contractor subhauler) means any carrier who renders service for an overlying carrier (principal carrier), for a specified recompense, for a specified result, under the control of the overlying carrier as to the result of the work only and not as to the means by which such result is accomplished. (See Note)</p> <p>NOTE--The term "underlying carrier" includes all highway carriers as defined in Section 3511 of the Public Utilities Code (except seasonal agricultural and seasonal livestock carriers), and a household goods carrier as defined in Section 5109 of said Code.</p> <p>UNIT OF EQUIPMENT means one or more motor vehicles (as herein defined physically connected so as to form a complete unit.</p> <p style="text-align: center;">(Concluded)</p>	11
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>	
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">APPLICATION OF RATES - GENERAL</p> <p>(A) Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination, and include services of driver only for unloading from carrier's motor vehicle. Consignor shall be responsible for the loading of carrier's equipment.</p> <p>(B) Except as otherwise provided, an arbitrary charge of 5 cents per 100 pounds shall be added to all other applicable rates and charges when shipments are transported in bulk. (See Exception)</p> <p>EXCEPTION--The arbitrary charge in Paragraph (B) above, will not apply on shipments which originate at:</p> <ol style="list-style-type: none"> (1) All cement manufacturing plants. (2) Any point of origin where loading of carrier's equipment is accomplished on certified scales. 		15

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	ITEM
<p style="text-align: center;">APPLICATION OF RATES TO OR FROM POINTS LOCATED IN NORTHERN MOUNTAIN TERRITORY AND NOT LOCATED ON THE GOVERNING DISTANCE TABLE SYSTEM OF MAPS</p> <p>In the event that a point of destination (or origin or both origin and destination) is not located on the system of maps referred to in the Governing Distance Table and is located in the Northern Mountain Territory as described in Note and no other specific provision is contained herein for the computation of the applicable rate to (or from) such a point, the charges to (or from) such a point or points shall be computed as follows:</p> <p>A combination of the rates set forth in Section 2 computed as follows:</p> <p>(1) The rate for the applicable mileage, determined from the Governing Distance Table, from point of origin to the last named point located on the system of maps nearest to final destination; plus,</p> <p>(2) The rate for the actual mileage from such last named point to final destination, converting the actual mileage by a factor of 2.0 when the route traversed is over asphalt or concrete paved roads, and by a factor of 5.0 when the route traversed is over other than asphalt or concrete paved roads. (See Exception)</p> <p>EXCEPTION--When carrier is required to disconnect doubles equipment to effect delivery by pulling each unit of the set separately or pumping from one unit to the other, as the case may be, mileage shall be the sum of the miles beginning at point of disconnect and ending upon final delivery, converting such sum by a factor of 5.0.</p> <p>NOTE--Northern Mountain Territory shall consist of all territory located north of the line described in Item 80 and not located in one of the areas described below:</p> <p style="text-align: center;">Area "A" - San Joaquin and Sacramento Valley Area</p> <p>Starting at a point where State Route 33 intersects the Kings-Kern County Line; thence easterly along said Kings-Kern County and Kern-Tulare County Line to a point where State Route 65 intersects said Tulare-Kern County Line; thence in a northerly direction along State Route 65 to the inter-</p> <p style="text-align: center;">(Continued)</p>	<p>16 (Continued)</p>
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>	
<p>Issued and effective as shown on Original Title Page.</p>	
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">APPLICATION OF RATES TO OR FROM POINTS LOCATED IN NORTHERN MOUNTAIN TERRITORY AND NOT LOCATED ON THE GOVERNING DISTANCE TABLE SYSTEM OF MAPS (Continued)</p> <p>section with State Route 198; thence northeasterly along State Route 198 to the town of Lemon Cove; thence easterly along County Road to the City of Wood Lake; thence northwesterly along Southern Pacific Company right-of-way to the intersection with State Route No. 63, northerly along State Route 63 to the town of Orange Cove; thence westerly along County Road to Reed Avenue; thence northerly along Reed Avenue to the intersection with State Route 180; thence westerly along State Route 180 to the intersection of State Route 180 and Piedra Road; thence along an imaginary line to the Friant Dam; thence westerly along State Route 145 to the intersection of State Route 145 and Madera County Road No. 36; thence northwesterly along an imaginary line to the intersection of Madera-Merced-Mariposa County Line; thence northerly along the Merced-Mariposa County Line to the intersection of Stanislaus-Tuolumne County Line; thence northwesterly along Stanislaus-Tuolumne and Stanislaus-Calaveras County Line to the intersection of San Joaquin-Calaveras County Line; thence northerly along San Joaquin-Calaveras County Line to its intersection with State Route 88; thence northeasterly along State Route 88 to Buena Vista Road; thence northerly along Buena Vista Road to Ione; thence northerly on State Route 104 to its intersection with State Route 16; thence westerly along State Route 16 to the Sacramento-Amador County Line; thence northerly along the Sacramento-El Dorado County Line to the intersection of Placer-El Dorado-Sacramento County Line; thence along an imaginary line to the City of Lincoln; thence northerly along an imaginary line to the intersection of Brown Valley Road and State Route 20; thence westerly along State Route 20 to its intersection with Loma Rica Road; thence northerly along an imaginary line to the town of Honcut; thence northerly along Palermo-Honcut Road to Palermo; thence northerly along Palermo Road to Oroville; thence northwesterly along Oroville-Chico Highway and State Route 99E to the City of Chico; thence easterly along State Route 32 to a point 2 miles east of State Route 99-E; thence northerly along an imaginary line 2 miles</p> <p style="text-align: center;">(Continued)</p>		<p>16 (Con- tin- ued)</p>
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>		
<p>Issued and effective as shown on Original Title Page.</p>		
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">APPLICATION OF RATES TO OR FROM POINTS LOCATED IN NORTHERN MOUNTAIN TERRITORY AND NOT LOCATED ON THE GOVERNING DISTANCE TABLE SYSTEM OF MAPS (Continued)</p> <p>easterly of U.S. 99E to its intersection with Foothill Road; thence northwesterly along Foothill Road to Cone Grove Road; thence westerly along an imaginary line to the intersection of U.S. 99E and State Route 36; thence westerly along 99E to its intersection with U.S. 99; thence southerly along an imaginary line to a point 3 miles west of Williams on State Route 20; thence southeasterly along an imaginary line to the town of Madison; thence southerly along the Winters-Madison Road to Winters; thence southerly along the Southern Pacific right-of-way to its intersection with U.S. 40; thence southwestward along U.S. 40 to its intersection with State Route 21; thence southerly along State Route 21 to the City of Benicia; thence southerly along an imaginary line to the City of Martinez; thence southerly along Pleasant Hill Road to its intersection with State Route 4; thence easterly along State Route 4 to its intersection with the Southern Pacific Railroad tracks, 1 mile south of Antioch; thence southeasterly along the Southern Pacific Company tracks to Byron; thence along an imaginary line drawn south from Byron along the western boundary of Section 10 which is southerly adjacent to Byron, to its intersection with the Contra Costa County-Alameda County Lines; thence along Contra Costa County-Alameda County Line to the Alameda County-San Joaquin County Line; thence southerly along the Eastern boundary to the Alameda County, Santa Clara County, San Benito County, and Monterey County Line to the intersection of Monterey, San Luis Obispo, and Kings County Lines, thence northerly along the San Luis Obispo County-Kings County Line and the Kings County-Kern County Line to point of beginning.</p> <p style="text-align: center;">Area "B" - Livermore Valley</p> <p>Beginning at intersection of U.S. 50 and State Route 21, thence easterly on U.S. 50 to its intersection with State Route 84, thence southwestward on State Route 84 to its intersection with Stanley Blvd., thence westerly on Stanley Blvd. to its intersection with Bernal Avenue, thence westerly</p> <p style="text-align: center;">(Continued)</p>		<p>16 (Continued)</p>
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>		
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
	<p style="text-align: center;">APPLICATION OF RATES TO OR FROM POINTS LOCATED IN NORTHERN MOUNTAIN TERRITORY AND NOT LOCATED ON THE GOVERNING DISTANCE TABLE SYSTEM OF MAPS (Concluded)</p> <p>on Bernal Avenue to its intersection with State Route 21, thence northerly on State Route 21 to the point of beginning.</p> <p style="text-align: center;">Area "C" - Sebastopol Area</p> <p>Beginning at intersection of U.S. 101 and Gravenstein Highway, thence northwesterly along Gravenstein Highway to its intersection with Guerneville Road, thence northerly along County Road through Trenton and Eastside Road to its intersection with U.S. 101, thence southerly along U.S. 101 to the point of beginning.</p> <p style="text-align: center;">Area "D" - Miscellaneous Areas</p> <p>All points within a two-mile lateral of U.S. 101 between Arcata and Alton; Cloverdale and Ignacio; San Francisco and Paso Robles; San Luis Obispo and Santa Maria.</p> <p>All points within a two-mile lateral of State Route 29 between Vallejo and Calistoga.</p> <p>All points within a two-mile lateral of State Route 21 between intersection of State Route 21 and 4 on one hand and Dublin on Highway 50.</p> <p>All points within a two-mile lateral of State Route 1 between Watsonville and Seaside.</p> <p>All points within a two-mile lateral of U.S. 395 between Alturas and Likely; and between Madeline and Junction of U.S. 395 and Wendel Road, 4 miles east of Litchfield.</p> <p>All points within a one-mile lateral of U.S. 395 and State Route 36, between junction of U.S. 395 and Wendel Road (4 miles east of Litchfield) on one hand; and Susanville on the other.</p> <p style="text-align: center;">(Concluded)</p>	16 (Concluded)
	For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.	
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
	<p style="text-align: center;">APPLICATION OF RATES TO OR FROM POINTS LOCATED IN SOUTHERN MOUNTAIN TERRITORY</p> <p>(A) In the event that a point of destination (or origin) is located in Southern Mountain Territory as described in Note, and no other specific provision is contained herein for the computation of the applicable rate to (or from) such a point, the charges to (or from) such point shall be computed as follows: (See Exception)</p> <p style="padding-left: 40px;">Assess combination of local rates to or from which the through rate is being computed over the last named point outside the specific territory set forth in Note.</p> <p>(B) In the event that both point of origin and point of destination are located in Southern Mountain Territory as described in Note and no other specific provision is contained herein for the computation of the applicable rate to and from such points, the charges to and from such points, shall be computed as follows: (See Exception)</p> <p style="padding-left: 40px;">Multiply by a factor of four (4) the constructive mileage computed in accordance with the governing Distance Table and assess rate based on the resulting mileage.</p> <p>EXCEPTION--In the event that such point of destination (or origin) is located directly intermediate (via the route physically traversed), to (or from) a point to (or from) which a specific rate is named, the rate to (or from) such specifically named point shall apply as a maximum rate to (or from) such intermediate point.</p> <p>NOTE--Southern Mountain Territory shall consist of all territory located on any of the following highways and/or is located in any area which must be reached by traveling any of said routes:</p> <p style="padding-left: 40px;">1. Highway 2 commencing at Cajon to Numbered Jct 4103 Distance Table No. 8, Map 6, and south from Numbered Jct 4103 to numbered Junction 6082 Distance Table No. 8, Map 6, and all intermediate points.</p> <p style="text-align: center;">(Continued)</p>	17 (Continued)
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>		
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">APPLICATION OF RATES TO OR FROM POINTS LOCATED IN SOUTHERN MOUNTAIN TERRITORY (Concluded)</p> <p>2. Highway 18 commencing at Numbered Jct 4025 Distance Table No. 8, Map 6, to Numbered Jct 6096 Distance Table No. 8, Map 6, and all intermediate points.</p> <p>3. Barton Flats, Forest Home Highway commencing with Hill Creek Ranger Sta. to South Fork Camp and Fallsvale respectively, and all intermediate points.</p> <p>4. Highway 2 commencing at Numbered Jct 4106 Distance Table No. 8, Map 4 to Switzer's Gap and intermediate points.</p> <p>5. Highway 74 commencing at Palm Desert to Cranston Ranger Sta. and all intermediate points, Distance Table No. 8, Map 4.</p> <p>6. Idyllwild Highway commencing at Banning to Mt. Center and all intermediate points, Distance Table No. 8, Map 4.</p> <p>7. Highway commencing with Anza Jct. to Aguanga, and all intermediate points, Distance Table No. 8, Map 4.</p> <p>8. Angeles Crest Highway commencing at Vincent to Switzer's Gap and all intermediate points, Distance Table No. 8, Map 4.</p> <p>9. Big Pines Highway commencing at Valyermo to Big Pines and all intermediate points, Distance Table No. 8, Map 4.</p> <p style="text-align: center;">(Concluded)</p>		17 (Con- clu- ded)
<p style="text-align: center;">(Concluded)</p>		
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>		
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff apply for the transportation of shipments from point of origin to point of destination, and include the services of the driver only for loading into and unloading from carrier's motor vehicle. (See Note)</p> <p>NOTE--Rates do not apply to the transportation of:</p> <p>(a) Disaster Supplies, i.e., those 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>(b) Property of the United States or property transported under an agreement whereby the United States contracted for the carrier's services.</p> <p>(c) 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>		20
<p style="text-align: center;">SCOPE OF OPERATIONS</p> <p style="text-align: center;">California PUC Decision No. 87097</p> <p>Carrier is authorized as a common carrier to engage in the transportation of Portland or similar cements, either alone or in combination with lime or powdered limestone, in bulk or in packages.</p> <p>From any and all points of origin to all points within the following counties, namely:</p> <p style="padding-left: 40px;">Butte, Fresno, Inyo, Kern, Kings, Los Angeles, Madera, Merced, Mono, Orange, Placer, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, Santa Clara, Stanislaus, Tulare, Ventura, and Yolo.</p>		25
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>		
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SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">APPLICATION OF RATES--COMMODITIES</p> <p>1. Rates in this tariff apply for the transportation of Cement, hydraulic, masonry, natural or Portland, in bulk or in packages. (Subject to Item 65)</p> <p>2. Rates in this tariff also apply to the following commodities when shipped in mixed shipments with not less than fifty percent (50%), by weight, of cement in packages:</p> <p style="padding-left: 40px;">Lime, common, including magnesium lime, hydrated or hydraulic, quick or slaked, in packages; Cement flue dust, in packages; and/or Limestone, powdered, in packages.</p> <p>3. Rates in this tariff also apply for the furnishing and/or transportation of transfer storage facilities when used for the temporary storage of commodities named in this item and when such commodities are transported by the same carrier.</p> <p>Except as otherwise provided in Item 220, rates in this tariff do not apply to shipments of empty pallets.</p>		40
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Subject to the exceptions provided in Item 55 distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route computed in accordance with the method provided in the Distance Table. (See Exception)</p> <p>EXCEPTION--Distances via Highway 138 between Cajon and Crestline shall not under any circumstances be employed on computing mileage not involving origin or destination points located on such route.</p>		50
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1		RULES AND REGULATIONS					ITEM
COMPUTATION OF DISTANCES - EXCEPTIONS							
<p>Between Cushenbury, Creal, Los Robles, Monolith, Oro Grande and Victorville, on the one hand, and Metropolitan Zones 201 to 262, inclusive, on the other hand, the mileages shown in this item shall apply to the exclusion of those provided in the Distance Table. The mileages provided in Item 55 shall not apply at intermediate points nor shall they be used in combination with any other constructive mileage.</p>							
BETWEEN	Cushenbury	Creal	Los Robles	Monolith	Oro Grande	Victorville	
And Metropolitan Zones Below							
201	138	101	71	107	109	103	
202	132	95	65	101	103	97	
203	128	91	61	97	99	93	
204	130	93	63	99	101	95	
205	137	100	70	106	108	102	
206	132	109	79	115	109	103	
207	121	118	88	124	98	92	
208	113	124	94	130	90	84	
209	105	132	102	138	82	76	
210	98	139	109	145	75	69	
211	94	138	114	145	71	65	
212	143	106	76	112	114	108	
213	138	101	71	107	109	103	
214	139	102	72	108	110	104	
215	138	103	73	109	111	105	
216	136	100	79	115	113	107	
217	131	106	76	112	108	102	
218	131	112	82	118	108	102	
219	121	120	90	126	98	92	
220	113	126	96	132	90	84	

55
(Continued)

(Continued)

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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SECTION 1

RULES AND REGULATIONS

ITEM

COMPUTATION OF DISTANCES - EXCEPTIONS (Continued)

Between Cushenbury, Creal, Los Robles, Monolith, Oro Grande and Victorville, on the one hand, and Metropolitan Zones 201 to 262, inclusive, on the other hand, the mileages shown in this item shall apply to the exclusion of those provided in the Distance Table. The mileages provided in Item 55 shall not apply at intermediate points nor shall they be used in combination with any other constructive mileage.

BETWEEN	Cushenbury	Creal	Los Robles	Monolith	Oro Grande	Victorville
And Metropolitan Zones Below						
221	108	129	99	135	85	79
222	103	136	106	142	80	74
223	146	120	90	126	123	117
224	144	107	77	113	115	109
225	140	114	84	120	117	111
226	139	111	81	117	116	110
227	135	112	82	118	112	106
228	129	112	82	118	106	100
229	126	115	85	121	103	97
230	119	121	91	127	96	90
231	138	112	82	118	115	109
232	143	120	90	126	120	114
233	137	117	87	123	114	108
234	131	120	90	126	108	102
235	128	122	92	128	105	99
236	121	122	92	128	98	92
237	119	128	98	134	96	90
238	110	133	103	139	87	81
239	104	140	110	146	81	75
240	148	127	97	133	125	119

55
(Continued)

(Continued)

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**MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1**

SECTION 1	RULES AND REGULATIONS						ITEM
COMPUTATION OF DISTANCES - EXCEPTIONS (Concluded)							
<p>Between Cushenbury, Greal, Los Robles, Monolith, Oro Grande and Victorville, on the one hand, and Metropolitan Zones 201 to 262, inclusive, on the other hand, the mileages shown in this item shall apply to the exclusion of those provided in the Distance Table. The mileages provided in Item 55 shall not apply at intermediate points nor shall they be used in combination with any other constructive mileage.</p>							
BETWEEN	Cushenbury	Greal	Los Robles	Monolith	Oro Grande	Victorville	
And Metropolitan Zones Below							
241	139	123	93	129	116	110	55 (Concluded)
242	132	126	96	132	109	103	
243	125	128	98	134	102	96	
244	124	133	103	139	101	95	
245	114	137	107	143	91	85	
246	121	140	110	146	98	92	
247	143	127	97	133	120	114	
248	136	130	100	136	113	107	
249	129	133	103	139	106	100	
250	150	136	106	142	127	121	
251	140	135	105	141	117	111	
252	137	136	106	142	114	108	
253	135	140	110	146	112	106	
254	128	144	114	150	105	99	
255	119	148	118	154	96	90	
256	126	151	121	157	103	97	
257	137	150	120	156	114	108	
258	134	154	124	160	111	105	
259	131	156	126	162	108	102	
260	128	153	123	159	105	99	
261	121	152	122	158	98	92	
262	116	144	114	150	93	87	

(Concluded)

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1

RULES AND REGULATIONS

ITEM

COMPUTATION OF CHARGES--WEIGHTS

Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of the containers. (See Exceptions).

EXCEPTIONS--

(1) On shipments packed in cloth or 3, 4, 5 or 6-ply paper bags or sacks the following applies:

Commodity	When the Packed Net Weight Per Package Is:	Charges Will be Assessed on Gross Weight Per Package of:	
Cement, Hydraulic, natural or Portland	94 Pounds	95 Pounds	60
Cement, masonry or mortar	70 Pounds	71 Pounds	
Cement flue dust	84 Pounds	85 Pounds	
Cement, plastic, gun	94 Pounds	95 Pounds	
Cement, plastic gun	96 Pounds	97 Pounds	
Lime	50 Pounds	50-1/2 Pounds	
Lime	60 Pounds	60-1/2 Pounds	
Lime	100 Pounds	101 Pounds	
Limestone, powdered	100 Pounds	101 Pounds	

(2) When palletized shipments are loaded or unloaded by power equipment (power loading includes loading of pallets in place on motor vehicle from conveyor-type loading equipment when loading is done by shipper), the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. When palletized shipments are loaded or unloaded by other than power equipment, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall be used in determining the gross weight of the shipment and the charges thereon. This exception applies only in connection with the rates contained in this tariff and is not applicable to shipments of empty pallets.

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	ITEM
<p style="text-align: center;">RULES AND REGULATIONS</p> <p style="text-align: center;">MIXED SHIPMENTS</p> <p>(A) Subject to the provisions of Item 60 (Computation of Charges-Weights), when commodities covered by this tariff, in bulk and in packages are included in a single shipment, separate weights shall be obtained for the bulk and the sacked commodities. Charges will be computed at the separate rates applicable to each such commodity in straight shipments of the combined weight of the mixed shipment. The minimum weight for such mixed shipment shall be:</p> <p style="padding-left: 40px;">(1) Northern Territory:</p> <p style="padding-left: 80px;">On traffic moving under northern territory rates as named in Item 2010 the minimum weight per shipment shall be as provided in Item 90 (Minimum Charge) for a straight shipment of bulk cement.</p> <p style="padding-left: 40px;">(2) Other than provided for in Subparagraph (1):</p> <p style="padding-left: 80px;">(a) Except as otherwise provided in Subparagraph (b), on all other shipments the minimum weight for such mixed shipment shall be 50,000 pounds.</p> <p style="padding-left: 80px;">(b) When the vehicle is loaded to full visible or legal carrying capacity, the actual weight transported will apply, but in no case be less than 47,500 pounds.</p> <p>(B) (1) Except as otherwise provided in Subparagraph (2), a shipment containing a mixture of sacked cement and bulk cement (part of which is transported in or on flat bed or van equipment, with the other part transported in bulk equipment operating as a single unit of carrier's equipment), shall be subject to an added charge in the amount of \$15.45 per load (unit of carrier's equipment), in addition to the rate otherwise applicable under other provisions of this tariff.</p> <p style="padding-left: 40px;">(2) Carriers will transport not to exceed five (5) sacks of cement on bulk equipment. Charges for such sacked cement shall be at the applicable rate or charge for such sacked cement, based on the total weight of the mixed shipment.</p>	65
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LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
APPLICATION OF TARIFF--TERRITORIAL		
<p>Rates in this tariff apply for the transportation of commodities named in Item 40 between all points within the State of California, except that transportation shall not be performed in excess of carrier's Scope of Operations as shown in Item 25.</p>		70
TERRITORIAL DESCRIPTION		
<p>NORTHERN TERRITORY includes all points north of the following boundary line: Beginning at a point on the shore line of the Pacific Ocean due south of Gaviota, thence northeasterly along an imaginary straight line to the junction point of Santa Barbara, Ventura and Kern County boundaries, northerly and westerly along the westerly boundary of Kern County to the junction point of Kern, San Luis Obispo and Kings Counties, thence easterly along the northerly boundary lines of Kern and San Bernardino Counties to the California-Nevada boundary line.</p>		80
<p>SOUTHERN TERRITORY includes all points south of the southern boundary line of Northern Territory.</p>		
MINIMUM CHARGE		
<p>(A) Except as otherwise provided in Paragraph (B), the minimum charge per shipment shall be:</p>		
<p>(1) Northern Territory - bulk and packages:</p>		
<p>On traffic moving under Northern Territory rates as named in Item 210, the minimum charge per shipment shall be the charge for 52,000 pounds at the applicable rate.</p>		
<p>(2) Other than provided for in Subparagraph (1):</p>		
<p>(a) Bulk:</p>		
<p>On traffic moving under all other rates, the minimum charge for shipments in bulk shall be the charge for 52,000 pounds at the applicable rate.</p>		90
<p>(b) Packages:</p>		
<p>On traffic moving under all other rates, the minimum charge for shipments in packages shall be the charge for 47,500 pounds at the applicable rate.</p>		
<p>(B) When the vehicle is loaded to full visible or legal carrying capacity, the minimum charge shall be the charge for the actual weight transported, but in no case less than 47,500 pounds, at the applicable rate.</p>		
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SECTION 1	RULES AND REGULATIONS	ITEM												
<p style="text-align: center;">CHARGES FOR OBTAINING A WEIGHMASTER'S CERTIFICATE</p> <p>Whenever a carrier is requested by the shipper, consignee or debtor to obtain a certified weight from a public scale, or when a carrier must obtain a certified weight for billing purposes or for other legal requirements, and a charge is assessed by the public weighmaster for this service, the carrier shall assess a charge of not less than the actual amount paid by the carrier to the public weighmaster for the weighing service for each weight certificate obtained and furnished to the debtor or other person requesting a certified weight.</p>		95												
<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as follows:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th></th> <th style="text-align: center;">For First 30 Minutes or Fraction Thereof</th> <th style="text-align: center;">For Each Additional 15 Minutes or Fraction Thereof</th> </tr> </thead> <tbody> <tr> <td>(A) For driver, helper, or other carrier employee, per man-----</td> <td style="text-align: center;">(1)809 (2)802</td> <td style="text-align: center;">(1)405 (2)401</td> </tr> <tr> <td>(B) For Unit of Equipment-----</td> <td style="text-align: center;">(1)190 (2)189</td> <td style="text-align: center;">(1) 95 (2) 94</td> </tr> </tbody> </table> <p>(C) Subject to minimum charge of not less than one-half hour.</p> <p>The charge for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p> <p>(1) Applies on traffic moving on Northern Territory rates. (2) Applies on traffic other than that moving on Northern Territory rates.</p>			Charges in Cents			For First 30 Minutes or Fraction Thereof	For Each Additional 15 Minutes or Fraction Thereof	(A) For driver, helper, or other carrier employee, per man-----	(1)809 (2)802	(1)405 (2)401	(B) For Unit of Equipment-----	(1)190 (2)189	(1) 95 (2) 94	100
	Charges in Cents													
	For First 30 Minutes or Fraction Thereof	For Each Additional 15 Minutes or Fraction Thereof												
(A) For driver, helper, or other carrier employee, per man-----	(1)809 (2)802	(1)405 (2)401												
(B) For Unit of Equipment-----	(1)190 (2)189	(1) 95 (2) 94												
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LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">DIVERTED SHIPMENTS</p> <p>Charges upon a shipment which is diverted at request of consignor or consignee shall be as follows:</p> <p>(A) Charges upon a shipment which is diverted prior to unloading of any portion of shipment from carrier's equipment shall be assessed on the basis of the applicable mileage rate. Mileage shall be determined in accordance with governing distance table, from point of origin to final destination via point or points where diversion occurs.</p> <p>(B) Charges upon a shipment which is diverted after partial unloading occurs, shall be assessed on the basis of the applicable mileage rate on the entire weight of the shipment from point of origin to point where partial unloading occurs. Diversion of that portion of shipment remaining in carrier's equipment may be diverted at the applicable mileage rate from point where partial unloading occurred to final destination at actual weight but not less than 40,000 pounds.</p> <p>(C) One half (1/2) hour free time shall be allowed to accomplish diversion. Such free time shall commence at the time consignor is notified that shipment or portion thereof has been refused.</p> <p>(D) Time consumed in excess of that time provided in Paragraph (C) shall be charged for at a rate or rates provided in Item No. 100.</p>		110
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>		
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	ITEM
<p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</p> <p>When a carrier is unable to pick up an entire shipment at one time, or when more than one vehicle, or connected train of vehicles, are used to pick up the entire shipment, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol style="list-style-type: none"> 1. The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup. 2. A single shipping document for the entire shipment tendered shall be issued prior to or at the time of the first pickup. 3. An additional shipping document shall be issued for each pickup and shall give reference to the single shipping document and shall be attached thereto and become a part thereof. 4. If rated under the rates in this tariff, the entire shipment shall be picked up by the carrier within a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays. 5. The separate pickups made in accordance with the foregoing provisions shall constitute a composite shipment which shall be subject to the rates named or provided for in this tariff. <p>Any property separately picked up without complying with the foregoing provisions shall constitute a separate shipment and shall be subject to the rates and rules applicable thereto.</p>	115
<p style="text-align: center;">RETURNED SHIPMENTS</p> <p>Articles refused by consignee may be returned to original shippers at original points of origin at one-half of the outbound rate current at time of return movement upon the following conditions only:</p> <p>Goods for the return movement must be unloaded from carrier's equipment and must be ordered returned to original point of origin within 24 hours after arrival at original destination.</p> <p>NOTE—The minimum charge specified in Item 90 does not apply in connection with return movements made in accordance with the foregoing provisions of this item.</p>	120
<p style="text-align: center;">HANDLING OF LOSS OR DAMAGE CLAIMS</p> <p>Claims for loss or damage shall be governed by the provisions of General Order No. 139.</p>	125
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>	
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p>SPLIT DELIVERY</p> <p>Shipments may consist of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, subject to the following conditions and additional charges:</p> <ol style="list-style-type: none"> 1. The composite shipment shall consist of not to exceed three component parts. 2. Except as provided in Item 180, charges shall be paid by the consignor when there is more than one consignee. 3. At the time of or prior to the tender of the composite shipment, the carrier shall have been furnished with written instructions showing the name of each consignee, the point or points of destination, and the kind and quantity of property in each component part. 4. The charge for the transportation of the composite shipment shall be the charge applicable for transportation of a single shipment of like kind and quantity of property, computed by applying the applicable mileage rate from point of origin to point of final destination via each individual destination. (See Exceptions 1 and 2) <p>EXCEPTION 1.--In the event that a shipment has origin and destination points within and without a mileage territory and any of such points are located within a metropolitan zone, the shortest distance shall be computed subject to the following provisions:</p> <ol style="list-style-type: none"> (a) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing points for the applicable metropolitan zone groups. (b) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing points for the individual metropolitan zones. <p>EXCEPTION 2.--In the event that a carrier is instructed by the consignor to effect delivery to a destination or destinations in a manner which results in a distance greater than the distance determined under the provisions of Paragraph 4, the applicable through rate shall be based on the distance computed from origin to final destination via each individual destination in the order of delivery designated by the consignor. Instructions from the consignor must be in writing and shall be issued at or prior to the time of shipment.</p> <ol style="list-style-type: none"> 5. In addition to the charge applicable for transportation of a single shipment of like kind and quantity of property, computed as set forth in Paragraph 4, an additional charge of \$12.05 shall be made for each of the component parts comprising the composite shipment. 		130
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SECTION 1	RULES AND REGULATIONS	ITEM
REFERENCES TO ITEMS AND OTHER TARIFFS Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs or classifications include references to amendments and successive issues of such publications.		135

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	ITEM
<p style="text-align: center;">RULES AND REGULATIONS</p> <p style="text-align: center;">FURNISHING OF TRANSFER AND STORAGE FACILITIES</p> <p>Upon receipt of written request from the consignor or consignee, the carrier may furnish and/or transport to construction job sites, transfer storage facilities with a capacity not exceeding 4,500 cubic feet, subject to the following conditions and charges:</p> <p>(1) A suitable site shall be provided without cost to the carrier for the transfer storage facility with ready access accommodating the type of equipment operated by the carrier; and carrier must be provided 24 hour access for unloading.</p> <p>(A) The transfer storage facility, when placed at a job site, will for the duration of such job, be considered part of consignee's storage facilities and withdrawing or transferring cement from the transfer storage facilities will be the responsibility of the consignee. The rates provided in this tariff do not include carrier operation of such facility. If carrier provides personnel to operate such transfer facilities, charges provided in Item 100 must be assessed; and</p> <p>(B) Any fuel required to operate transfer facilities must be furnished by consignee.</p> <p>(2) Any cement remaining in the transfer storage facility at completion of project must be disposed of the by the consignee.</p> <p>(3) The use of a carrier furnished transfer storage facility will be limited to the temporary storage of cement transported subject to the rates provided in Section 2 of this tariff.</p> <p style="text-align: center;">(Continued)</p>	<p>137 (Con- tin- ued)</p>
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>	
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	ITEM
<p style="text-align: center;">FURNISHING OF TRANSFER AND STORAGE FACILITIES (concluded)</p> <p>(4) The following charges shall be paid by the party requesting the services provided in this item:</p> <p>(A) For transporting, establishing and removing each transfer storage facility, an hourly charge of \$37.25 will be assessed and computed on a portal to portal basis.</p> <p>(B) Applies only to carrier furnished transfer storage facilities:</p> <p>1) For each week, or fraction thereof, beginning with the first delivery of cement to the facility or the date on which the carrier is instructed in the consignee's written request to place the transfer facility at the job site, whichever is first, and ending with delivery of the last load, or the date on which carrier is instructed by the consignee to remove storage facility whichever is later, a charge of (1)\$195.20, (2)\$193.55 and</p> <p>2) For each calendar day in which cement is physically transferred from the storage facility, a charge of (1)\$7.23, (2)\$7.17 per day.</p> <p>(C) A charge of \$27.45 shall be made for the service of securing each permit, and a charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p> <p>(1) Applies on traffic moving on Northern Territory rates.</p> <p>(2) Applies on traffic other than that moving on Northern Territory rates.</p> <p style="text-align: center;">(Concluded)</p>	<p>137 (Con- clu- ded)</p>
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>	
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SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">IMPRACTICABLE OPERATION</p> <p>Nothing in this tariff shall require the carrier to transport a shipment when in carrier's judgement it is impracticable to operate because (1) of condition of streets, alleys or roads or (2) carrier's lack of suitable equipment being available.</p>		142
<p style="text-align: center;">SERVICE</p> <p>The carrier does not agree to transport shipments on any particular truck nor in time for any particular market and will not be responsible for loss or damage occasioned by unavoidable delays, but does agree to use all possible diligence in transporting all shipments.</p>		144

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
	<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(A) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(B) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period of 7 days, excluding Sundays and legal holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(C) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(D) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(E) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(F) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>NOTE--Will not apply to the transportation of property for the United States, state, or county or municipal governments.</p>	145
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. Component parts of split delivery shipments, as defined in Item No. 130 may be combined under the provisions of Item No. 130.</p>		146
<p style="text-align: center;">PAYMENTS TO UNDERLYING CARRIERS</p> <p>Charges paid by any principal carrier to a subhauler and collected by the latter from the former for services of said subhauler shall be 100 percent of the charges applicable under minimum rates prescribed in this tariff. (Subject to Note.)</p> <p>NOTE--Nothing herein contained shall prevent a principal carrier in paying such charges in deducting therefrom such legitimate liquidated amounts as may be due from the subhauler to the principal carrier (except amounts for bookkeeping, administration or sales services provided by the principal carrier in connection with the transportation involved), providing such deductions have been authorized in writing by the subhauler. Any principal carrier electing to employ this procedure shall itemize such amounts and maintain for the Commission's inspection all documents involved in the transaction. Upon demand by the Commission, the principal carrier shall substantiate that there has been full, fair and adequate consideration for each item so deducted.</p>		163

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENTS</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. Except as hereinafter provided, only one shipping document shall be issued for each shipment transported and the carrier shall not apportion, prorate, or otherwise divide the freight charges between or among the consignor, consignee(s), or any other parties. For accessorial service not included in the rate for actual transportation, the carrier shall furnish a shipping document to the consignor or consignee who requested or ordered such accessorial service. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of shipper. (b) Name of consignee. (c) Point of origin. (d) Point of destination. (e) Description of the shipment (as provided in this tariff). (f) Weight of the shipment (or other factor or unit of measurement upon which charges are based.) (g) Rate and charge assessed. (h) Whether point of origin and/or point of destination is located at railhead and such other information as may be necessary to an accurate determination of the applicable rate and charge. 		180
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>		190
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected whenever such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>		195
<p style="text-align: center;">TIME ALLOWANCE FOR LOADING AND UNLOADING</p> <p>(A) Free time for loading sacked cement shall be 60 minutes. Free time for loading bulk cement shall be:</p> <p style="padding-left: 40px;">(1) 30 minutes when loaded under the provisions of Paragraph (D) (1), below.</p> <p style="padding-left: 40px;">(2) 60 minutes when loaded under the provisions of Paragraph (D) (2), below.</p> <p>(B) Free time for unloading both bulk and sacked cement shall be two hours.</p> <p>(C) Charges as provided in Item No. 100 shall be assessed for the time carrier's equipment is detained through no fault of the carrier after expiration of the free time specified in Paragraphs (A) or (B) above, except Saturdays, Sundays and Holidays shall be excluded when driver is not on duty.</p> <p style="text-align: center;">(Continued)</p>		196 (Continued)
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>		
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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 1	RULES AND REGULATIONS	ITEM
<p style="text-align: center;">TIME ALLOWANCE FOR LOADING AND UNLOADING (Concluded)</p> <p>(D) Loading time shall be computed as follows: (1) When shipment is designated by consignor to be loaded at a specified time, loading time shall commence from the time designated by the consignor, provided equipment is tendered for loading on or prior to designated loading time, and shall terminate when carrier's equipment is released for departure from point of origin. (2) When a shipment is not designated by consignor to be loaded at a specified time, loading time shall commence at the time carrier's driver and unit of equipment report for loading to consignor's agent and shall terminate when carrier's unit of equipment is released for departure by consignor's agent from point of origin.</p> <p>(E) Unloading time shall be computed as follows: (1) When shipment is designated on the consignor's bill of lading to be unloaded at a specific time, unloading time shall commence from the time designated, provided equipment is tendered by the carrier for unloading on or prior to the designated time. (2) When shipment is not designated on the consignor's bill of lading to be unloaded at a specific time, unloading time shall commence when equipment is tendered by the carrier for unloading, provided such tender is during plant operating hours. (3) When conditions in Paragraphs (E) (1) and (E) (2) do not prevail, unloading time shall commence when carrier's equipment is placed in actual position to unload. Actual position, to unload bulk cement from pneumatic equipment shall be the connection of the unloading hose to the unloading pipe; to unload bulk cement from hopper equipment shall be the initial position when the truck hopper is spotted immediately over the unloading hopper, and to unload sacked cement shall be the initial position where sacks of cement are removed from the truck. (4) Unloading time shall terminate when carrier's equipment is released for departure from point of destination.</p> <p style="text-align: center;">(Concluded)</p>		196 (Con- clu- ded)
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>		
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SECTION NO. 2

DISTANCE COMMODITY RATES

Rates in this section will not apply when specific commodity rates are applicable in Section 3 on the same shipment between the same points.

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 2		DISTANCE COMMODITY RATES	ITEM
TERRITORIAL APPLICATION OF RATES			
FROM	TO	APPLY RATES FOR AREA SHOWN BELOW	
NORTHERN TERRITORY (being that territory which includes all points north of the following boundary line: Beginning at a point on the shoreline of the Pacific Ocean due south of Gaviota; thence northeasterly along an imaginary straight line to the junction point of Santa Barbara, Ventura and Kern County boundaries; thence northerly and westerly along the westerly boundary of Kern County to the junction point of Kern, San Luis Obispo and Kings Counties; thence easterly along the northerly boundary lines of Kern and San Bernardino Counties to the California-Nevada boundary line).	Southern Territory Northern Territory	Northern Territory (See Item 210)	200
SOUTHERN TERRITORY (being that territory which includes all points south of the southern boundary line of Northern Territory).	Southern Territory Northern Territory	Southern Territory (See Item 210)	

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MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

SECTION 2		DISTANCE COMMODITY RATES IN CENTS PER 100 POUNDS				ITEM
MILES		SOUTHERN TERRITORY		NORTHERN TERRITORY		
OVER	BUT NOT OVER	BULK	SACK	BULK	SACK	
0	3	15.00	16.50	20.00	22.75	210 (Con- tin- ued)
3	5	15.25	17.50	21.50	24.25	
5	10	16.00	18.50	23.00	26.50	
10	15	16.75	19.25	23.75	27.25	
15	20	18.25	20.50	24.75	28.50	
20	25	19.25	22.00	25.50	29.75	
25	30	20.50	22.75	27.75	31.25	
30	35	21.75	24.50	28.75	32.75	
35	40	25.25	27.75	30.25	34.25	
40	45	28.75	31.25	32.00	36.00	
45	50	31.00	34.25	35.00	38.50	
50	55	33.50	37.00	37.50	41.50	
55	60	33.50	37.00	40.75	44.50	
60	65	35.50	39.25	42.75	47.00	
65	70	35.50	39.25	44.50	50.00	
70	75	38.00	41.25	47.50	52.75	
75	80	38.00	41.25	49.50	54.00	
80	85	41.00	43.00	51.50	55.50	
85	90	41.00	43.00	53.25	56.75	
90	95	43.75	46.25	54.75	59.00	
95	100	43.75	46.25	55.75	60.50	
100	105	47.00	49.00	57.50	62.25	
105	110	47.00	49.00	59.50	64.25	
110	115	50.00	52.25	62.00	66.25	
115	120	50.00	52.25	64.50	68.25	
120	125	53.50	55.75	66.75	70.25	
125	130	53.50	55.75	68.25	71.50	
130	135	56.75	58.00	70.00	73.00	
135	140	56.75	58.00	71.75	74.25	
140	145	59.50	60.50	73.25	76.50	

(Continued)

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SECTION 2		DISTANCE COMMODITY RATES IN CENTS PER 100 POUNDS				ITEM
MILES		SOUTHERN TERRITORY		NORTHERN TERRITORY		
OVER	BUT NOT OVER	BULK	SACK	BULK	SACK	
145	150	59.50	60.50	74.75	78.00	
150	160	62.75	63.50	77.25	80.50	
160	170	66.00	66.75	79.00	82.25	
170	180	68.75	69.50	81.75	84.50	
180	190	72.25	73.25	83.75	86.75	
190	200	76.75	77.00	86.00	88.50	
200	210	81.00	81.25	88.25	90.50	
210	220	81.00	81.25	91.00	92.50	
220	230	86.25	86.50	93.25	95.25	
230	240	86.25	86.50	95.50	97.75	
240	250	90.50	91.25	97.75	98.50	
250	260	90.50	91.25	100.25	102.50	
260	270	95.50	96.00	103.25	104.50	
270	280	95.50	96.00	106.00	107.25	
280	290	99.75	100.75	108.50	109.25	
290	300	99.75	100.75	111.50	112.00	
300	320	105.00	106.00	116.75	117.25	
320	340	110.00	111.00	121.75	122.75	
340	360	115.75	115.75	126.75	127.50	
360	380	120.25	120.75	132.00	133.00	
380	400	125.50	125.75	137.00	138.50	
400	420	130.50	131.00	142.50	143.25	
420	440	135.25	136.00	147.50	148.25	
440	460	140.75	141.00	153.50	153.75	
460	480	145.25	146.00	160.75	160.75	
480	500	150.50	150.75	164.50	164.75	

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Add to the rate for 500 miles, 6 cents per 100 pounds for each 25 miles or fraction thereof.

(Concluded)

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SECTION NO. 3

SPECIFIC COMMODITY RATES

Rates provided in this section will not alternate with rates provided in any other section of this tariff, except as specifically provided in individual rate items.

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SECTION 3	SPECIFIC COMMODITY RATES		ITEM
<p style="text-align: center;">PALLETS, EMPTY, SECOND HAND (USED)</p> <p>Empty Pallets, Second Hand (Used), viz: (Subject to Notes 1 and 2)</p>	<p style="text-align: center;">RATE</p> <p style="text-align: center;">(In Cents Per Pallet)</p>		
<p>(A) Returning after being used in the transportation of a palletized cement shipment, or returning in exchange for pallets used in the transportation of a palletized cement shipment, to the consignor of the cement shipment, or</p> <p>(B) Shipped for use, or in exchange for pallets to be used, to the consignor or a palletized cement shipment.</p> <p>NOTE 1.--The provisions of this item apply only in connection with pallets used in the transportation of cement subject to rates in Southern Territory.</p> <p>NOTE 2.--The provisions of this item apply only when the empty pallets are transported by the same carrier utilized in the transportation of the cement shipped.</p>	35-1/2	220	
<p>For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.</p>			<p>Issued and effective as shown on Original Title Page.</p>
<p>Issued By Remey Ortiz, Vice President 1816 Golden State Ave. Bakersfield, CA 93301</p>			

MOROSA BROS. TRANSPORTATION CO.
LOCAL FREIGHT TARIFF NO. 1

EXPLANATION OF REFERENCE MARKS

ITEM

- ♭ -- Denotes Reduction
- ♣ -- Denotes Increase
- ▲ -- Denotes Changes Which Result in
Neither Increases nor
Reductions in Charges
- -- Denotes no Change in Rate
- -- Denotes Reissued Matter
- ★ -- Denotes Addition

- Col. -- Column
- Cal. P.U.C. -- Public Utilities Commission of the
State of California
- MZ -- Metropolitan Zone
- No. -- Number
- NOI -- Not more specifically described in
the Governing Classification
- cont -- Item continued on next page
- concl -- Item concluded on same page
- AQ -- Any Quantity
- TL -- Truckload
- LTL -- Less Than Truckload

(THE END)

For explanation of abbreviations and reference marks not explained hereon, see last page of tariff.

Issued and effective as shown on Original Title Page.

Issued By
Remey Ortiz, Vice President
1816 Golden State Ave.
Bakersfield, CA 93301

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

SPECIAL TARIFF DOCKET REQUEST FOR THE ADOPTION OF
ATA HAZARDOUS MATERIALS TARIFF 111-J

SPECIAL TARIFF DOCKET NO. 9991

The request of CALIFORNIA TRUCKING ASSOCIATION and AMERICAN TRUCKING
ASSOCIATIONS, INC., AGENT, whose post office addresses are:

CALIFORNIA TRUCKING ASSOCIATION
1251 Beacon Blvd.
West Sacramento, CA 95691

and

AMERICAN TRUCKING ASSOCIATIONS, INC.
Agent
2200 Hill Road
Alexandria, VA 22314

Communications or correspondence in regard to these filings are to be addressed
to:

Mr. Charles D. Gilbert
CALIFORNIA TRUCKING ASSOCIATION
24301 Southland Drive, Suite 309
Hayward, CA 94545

Respectfully shows:

1

An order is requested for the adoption of the ATA Hazardous Materials
Tariff ATA 111-J and to make such provisions applicable to the tariffs of
highway common carriers and express corporations which participate in and are
listed in the HMT under authority of a power of attorney. It is further

requested that such authorization be concurrent with the National effective date of January 20, 1990 and that it be granted on one day's notice; that all common carriers be authorized and directed to establish in their respective tariffs all such charges as may be prescribed and all orders made herein; that common carriers be authorized to establish such changes as may be prescribed in class and commodity rates and charges in connection with the transportation of exempt commodities; that common carriers be authorized to depart from Section 460 and 461.5 of the Public Utilities Code and appropriate long and short haul provisions of the Constitution of the State of California to the extent necessary to carry into effect such changes; that any related revisions in numbering, referencing or format in the various tariffs, incidental to such changes, be authorized and established, and for such other and further orders as may be deemed reasonable and proper.

II

Highway common carriers and express corporations are operating as common carriers pursuant to the authority of this Commission and in accordance with tariffs filed with this Commission, which tariffs are subject to and governed by the ATA Hazardous Materials Tariff ATA 111-1, Cal PUC 19 and supplements thereto. Said tariffs make reference to the Hazardous Materials Tariff. Such reference is typically designated as follows:

Hazardous Materials Tariff means Hazardous
Materials Tariff ATA 111-1, Cal PUC 19
of American Trucking Associations, Inc.
Agent

III

The Hazardous Materials Tariff is periodically revised in order to remain responsive to the current conditions and needs of commerce in the

transportation of hazardous materials by highway carriers. The Hazardous Materials Tariff is also periodically reissued to minimize the difficulties which accompany excessive supplementation of tariff material.

It is desirable in the interests of uniformity and to minimize confusion in the application of its provisions that this reissue be accepted for filing and allowed to become effective.

Attached hereto and made a part of this filing is Exhibit A, which is a copy of ATA Hazardous Materials Tariff 111-J, Cal PUC 20. This publication is required to meet the provisions of Section 6 (d) of the Interstate Commerce Commission's Tariff Circular MF No. 5. This reissue is published to consolidate matter now contained in the effective supplements to ATA HMT 111-I.

We are informed and believe that ATA Hazardous Materials Tariff ATA 100-I will become obsolete, and its utilization impractical upon the issuance of ATA Hazardous Materials Tariff ATA 111-J and that such Hazardous Materials Tariff would be discontinued as the governing publication for the transportation of hazardous materials; that the ATA Hazardous Materials Tariff ATA 111-J adopted and prescribed as the governing publication for the transportation of hazardous materials under said tariffs; that said tariffs be revised as required.

Accordingly, the present HMT is being reissued as ATA Hazardous Materials Tariff ATA 111-J with an issue date of December 15, 1989 and an effective date of January 20, 1990 and applies to tariffs covering areas other than California. The purpose of this filing is to obtain the authority necessary to make such provisions applicable to tariffs of highway common carriers operating in California. Such authority will continue to promote national uniformity of regulations between interstate and intrastate traffic as well as between the states.

I hereby certify under penalty of perjury that the foregoing is true
and correct.

Joel D. Anderson
Vice President
CALIFORNIA TRUCKING ASSOCIATION

Dated at 1251 Beacon Blvd.
West Sacramento, CA 95691

this 13th day of December 1989

EXHIBIT A

ATTACHED TO THE ORIGINAL COPY OF THIS
PETITION IS A COPY OF ATA HAZARDOUS
MATERIALS TARIFF 111-J

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

Application of Harry James Hartnell,)
an individual doing business as) Application
Hartnell Trucking (T-163788) for)
authority to publish rates of) SID Docket No. 9990
transferor in Local Freight Tariff)
No. 1 which would contain rates and)
charges for the transportation of)
cement.)

APPLICATION

The application of Harry James Hartnell, an individual doing business as Hartnell Trucking, hereinafter referred to as Hartnell or applicant, respectfully shows:

I

Applicant is an individual. Applicant's mailing address is 6091 Richmond Ave., Garden Grove, California 92645. Applicant's telephone number is (714) 892-8471. Applicant was granted Cement Carrier authority for San Bernardino County in the Certificate of Public Convenience and Necessity to operate as a Cement Carrier issued November 3, 1989.

II

Correspondence and communications in regard to this application are to be addressed to:

Rod Logan
Sam Miles, Inc.
2124 F Street
Bakersfield, California 93301
Telephone (805) 324-1663

SEP 6 1989 9-380 6861

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
OFFICE

III

On November 3, 1989, applicant was issued Cement Carrier authority by the Commission License Section for the transportation of cement, hydraulic, masonry, natural or portland, in bulk or in packages, from points in California to and within the County of San Bernardino. The transferor is Allstate Trucking, Inc. (T-152416).

IV

General Order 117-A would require Hartnell to adopt the tariff publication of Allstate Trucking, Inc. upon the approval of the transfer of operating rights by the Commission. Applicant hereby seeks authority to publish rates for the transportation of cement to San Bernardino County at the same level of rates now published by transferor, Allstate Trucking, Inc. in Tariff PCT 409 (CA PUC 30), with such rate publication to be made in proposed Local Freight Tariff No. 1 of Hartnell.

V

The purpose of such a request is to simplify applicant's tariff filings, not to effect any increase or reduction in charges. Without such authority, applicant would need to become a member of Pacific Coast Tariff Bureau in order to adopt the tariff participation of Allstate Trucking, Inc. With the grant of the authority sought in this application, applicant will be able to provide rates for its cement carrier transportation in an individual tariff.

SE 6 17 9- 350 6861

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PUBLIC UTILITIES COM.
SAN BERNARDINO COUNTY

VI

Applicant's tariff would contain rates at the same level as those currently in effect for the transferor and would have the same rules applicable to these rates. Applicant intends to construct Local Freight Tariff No. 1 to reflect the rate level of transferor. In no event would the rate changes resulting from the publication of the new tariff amount to as much as one percent of the carrier's annual revenue generated from operations under the authority transferred.

VII

This is not a major action under Sections 3502.1 and 3502.2 of the California Public Utilities Code.

VIII

Applicant alleges that the cost of reproducing and distributing copies of this application to all carriers operating in the State of California would be excessive and that adequate notice of the intent of applicant will be accomplished through routine publication in the Commission's Daily Transportation Calendar. Therefore, in order to secure just, speedy and inexpensive determination of the issues present, waiver of Rule 21F of the Rules of Practice and Procedure is respectfully requested under Rule 87 of the Rules of Practice and Procedure. Applicant knows of no opposition to this application. A copy of this application will be served by first-class mail to any party upon request.

SE:6 W 9-29 6861

UNITED STATES
THIRD SECT. OF CALIF. and
COURT

WHEREFORE applicant prays that relief sought by this application be granted; and that the Commission issue its ex parte order permitting applicant to publish an individual with rates at the same level as transferor, Allstate Trucking, Inc., for the transportation of cement to San Bernardino County; that changes resulting in an increase in applicant's gross revenue as a cement carrier of not more than one percent be authorized; that said order provide that the new tariff be made effective on not less than five days' notice; that departure from Sections 460 and 461.5 of the Public Utilities Code be authorized to the extent necessary to apply the increase granted; and that the Commission grant such other order and further relief as may be reasonable and proper.

Executed on, November 20, 1989, at Garden Grove,
California.

By: 

Harry James Hartnell, Owner
HARTNELL TRUCKING
6091 Richmond Ave.
Garden Grove, CA 92645

1989 DEC -9 9:35

-4-

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
COMM

VERIFICATION

I am the applicant in the above-entitled matter. The statements in the foregoing document are true of my own knowledge, except as to matters therein stated on information and belief, and as to those matters, I believe them to be true.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on November 20, 1989, at Garden Grove,
California.

By: 

Harry James Hartnell, Owner
HARTNELL TRUCKING
6091 Richmond Ave.
Garden Grove, CA 92645

1989 DEC -6 9- 35

PUBLIC AFFAIRS COMM.
STATE OF CALIF.
1989

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

Application of Morosa Bros.
Transportation Co. (T-67161) for
authority to cancel its parti-
cipation in Western Motor Tariff
Bureau, Inc., Local Freight Tariff
No. 17 naming commodity rates for
the transportation of cement and
other commodities, and in lieu
thereof concurrently publish rates
in an individual tariff.)
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STD No. . 9989 .

APPLICATION

The application of Morosa Bros. Transportation Co. hereinafter referred to as Morosa or applicant, respectfully shows:

I

Applicant is a corporation. Applicant's mailing address is 1816 Golden State Ave., Bakersfield, California 93301. Applicant's telephone number is (805) 861-8894. A certified copy of the applicant's Articles of Incorporation is on file with the Commission under file T-67161.

II

Correspondence and communications in regard to this application are to be addressed to:

Rod Logan
Sam Miles, Inc.
2124 F Street
Bakersfield, California 93301
Telephone (805) 324-1663

III

Applicant operates as a cement carrier with authority authorized by Decision 87097. Applicant has authority to engage in the transpor-

64:6 117 8-ACN 68

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STATE OF CALIF.

tation of portland or similar cements, either alone or in combination with lime or powdered limestone, in bulk or in packages, from any and all points of origin to any and all points within the following counties, namely: Butte, Fresno, Inyo, Kern, Kings, Los Angeles, Madera, Merced, Mono, Orange, Placer, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, Santa Clara, Stanislaus, Tulare, Ventura, and Yolo. Applicant also holds highway common carrier authority as well as certain permitted authorities.

IV

Applicant currently has on file with the Commission participation in Western Motor Tariff Bureau issues including Local Freight Tariff No. 17 which contains rates for the transportation of cement. By this application, applicant requests authority to cancel its participation in Local Freight Tariff No. 17 and to publish concurrently rates in an individual tariff at the same rate level. In the new publication, applicant would carry over from its Western Motor Tariff Bureau publication rates and rules currently applicable. The format of the individual tariff would be somewhat different from Local Freight Tariff No. 17 in that the individual tariff would be based on the format established by former Minimum Rate Tariff 10 published by the California Public Utilities Commission. However, the substance of each item and its affect on applicant's rates would be no different from what is currently in effect in Western Motor Tariff Bureau Local Freight Tariff No. 17. Concurrently with the filing of the proposed individual tariff, applicant also intends to file under General Order

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STATE OF CALIF.

147-A, Rule 7.7, an individual tariff containing rates on general commodities to replace applicant's current participation in Western Motor Tariff Bureau. With the filing of the cement carrier tariff and the general commodities tariff, applicant would then be completely withdrawn from Western Motor Tariff Bureau.

V

Since the new individual tariff proposed by applicant would contain the same rules and rates to which applicant is currently subject in Western Motor Tariff Bureau Local Freight Tariff No. 17, in no event would an increase in revenue resulting from this publication be as much as one percent.

VI

Applicant avers that this application is intended to simplify tariff publication and reduce tariff filing costs by allowing applicant to publish an individual tariff at the same rate level it now uses.

VII

This is not a major action under Sections 3502.1 and 3502.2 of the California Public Utilities Code.

VIII

Applicant alleges that the cost of reproducing and distributing copies of this application to all carriers operating in the State of California would be excessive and that adequate notice of the intent of applicant will be accomplished through routine publication in the Commission's Daily Calendar. Therefore, in order to secure just,

64:6 117 6-ACN 63
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STATE OF CALIF.

speedy and inexpensive determination of the issues present, waiver of Rule 21F of the Rules of Practice and Procedure is respectfully requested under Rule 87 of the Rules of Practice and Procedure. Applicant knows of no opposition to this application. A copy of this application will be served by first-class mail to any party upon request.

WHEREFORE applicant prays that relief sought by this application be granted; and that the Commission issue its ex parte order permitting applicant to publish its individual tariff; that increases resulting in an increase in applicant's gross revenue as a cement carrier of not more than one percent be authorized; that said order provide that the tariff be made effective on not less than ten days' notice; that departure from Sections 460 and 461.5 of the Public Utilities Code be authorized to the extent necessary to apply the increase granted; and that the Commission grant such other order and further relief as may be reasonable and proper.

Executed on November 1, 1989, at Bakersfield, California.

By: 

Remy Ortiz, Vice President
MOROSA BROS. TRANSPORTATION CO.
1816 Golden State Ave.
Bakersfield, CA 93301

REC'D
PUBLIC UTILITIES COM.
STATE OF CALIF.
89 NOV - 9 AM 9:49

VERIFICATION

I am an officer of the applicant and am authorized to make this Verification on its behalf. The statements in the foregoing document are true of my own knowledge, except as to matters therein stated on information and belief, and as to those matters, I believe them to be true.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on November 1, 1989, at
Bakersfield, California.



By: RA
Remey Ortiz, Vice President
MOROSA BROS. TRANSPORTATION CO.
1816 Golden State Ave.
Bakersfield, CA 93301

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