

ORIGINAL

Decision No. 62034

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into)
the rates, rules, regulations, charges,)
allowances and practices of all common)
carriers, highway carriers and city car-) Case No. 5436
riers relating to the transportation of) Petition for Modification
petroleum and petroleum products in bulk) No. 41
(commodities for which rates are provided) (As Amended)
in Minimum Rate Tariff No. 6).)

SUPPLEMENTAL OPINION AND ORDER

By this petition, filed April 3, 1961, and amendment, filed May 5, 1961, California Trucking Associations, Inc., seeks the following modifications of Minimum Rate Tariff No. 6, which names minimum rates, rules and regulations for the transportation of petroleum and petroleum products in bulk in tank vehicles:

1. Increase from 1½ hours to 2 hours the free time for unloading shipments of asphalt and road oil weighing in excess of 48,000 pounds.
2. Establish a basis for estimated weights and a rate of 22½ cents per 100 pounds from El Segundo to Seguro on petroleum crude residuum.
3. Adjust territorial descriptions of San Diego and Oceanside and eliminate reference to, and the description of, Miramar in connection with rates on asphalt from Compton and related points.
4. Change the description of automotive gasoline to include all gasolines and petroleum fuel oil distillate in connection with vehicle unit rates.
5. Make uniform the definition of "unit of carrier's equipment" in the vehicle unit rate provisions.

Petitioner alleges that the proposed adjustment in unloading time will satisfy a need for more reasonable free time provisions in connection with the increasing volume of asphalt and road oil shipments weighing in excess of 48,000 pounds.

The establishment of the rate of 22½ cents per 100 pounds is proposed to meet the needs of a newly developing movement of crude residuum from El Segundo to Seguro. Petitioner asserts that existing minimum rates for normal crude oils do not reflect the characteristics of crude residuum movements which involve inter-refinery transportation; that the proposed rate is reasonably related to other inter-refinery rates and will provide compensatory revenues; and that the proposal will permit the development of traffic not now available to for-hire motor carriers, and will provide a just, reasonable and nondiscriminatory rate not otherwise provided by existing tariff provisions.

The proposal to revise the description of Oceanside will provide, according to the petition, rate equality for all adjacent competitive points by including a new facility immediately east of the currently described Oceanside territory. Assertedly, elimination of the Miramar territory and revision of the San Diego description will simplify tariff provisions and will reflect the changes which have occurred in the area as a result of city boundary changes.

The proposed modification of the description of gasoline is designed to broaden the commodity description to embrace all gasolines and fuel oil distillate. Petitioner avers that such a change in description is desirable from the standpoint of tariff interpretation and application, and will permit more complete utilization of the incentive features of the vehicle unit rate provisions.

Petitioner declares that the modifications proposed herein will result in no rate increases but may result in some reductions; that such tariff changes have been considered by both shippers and carriers; and that petitioner is informed and believes that such revisions are desired by, and will be in the interest of, both

carriers and shippers. Copies of the petition were served on major oil companies and tariff agents.

A shipper has written to the Commission recommending two minor modifications of the proposed adjustments, involving a change in the description of crude residuum and adding a provision for estimated weights to be used in connection with the transportation thereof. Petitioner has informed the Commission in writing that it concurs in the suggested changes. They will be adopted.

In the circumstances, it appears, and the Commission finds, that the proposed revisions will result in just, reasonable and non-discriminatory rates and charges. A public hearing is not necessary. The petition, with the above modifications, will be granted.

Therefore, good cause appearing,

IT IS ORDERED:

(1) That Minimum Rate Tariff No. 6 (Appendix "C" of Decision No. 32608, as amended) is hereby further amended by incorporating therein, to become effective July 8, 1961, the revised pages attached hereto and by this reference made a part hereof, which revised pages are numbered as follows:

First Revised Page 1
Thirteenth Revised Page 9
Twelfth Revised Page 11
Eighth Revised Page 14
Second Revised Page 15-A
Third Revised Page 16-A
Sixth Revised Page 17

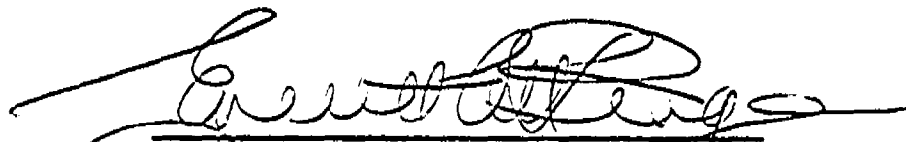
(2) That tariff publications authorized to be made by common carriers as a result of the order herein may be filed not earlier than the effective date hereof, and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

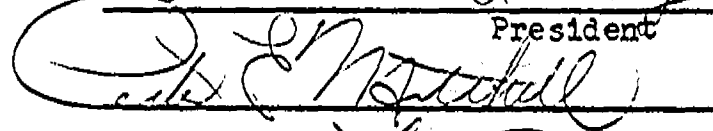
(3) That common carriers, in establishing and maintaining the rates and charges authorized herein, are hereby authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to adjust long-and-short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations are hereby modified only to the extent necessary to comply with this order.

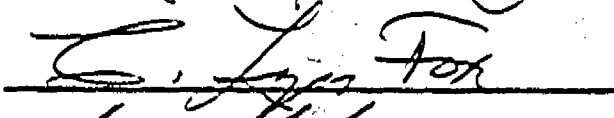
(4) That in all other respects said Decision No. 32608, as amended, shall remain in full force and effect.

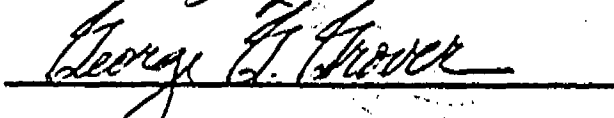
This order shall become effective twenty days after the date hereof.

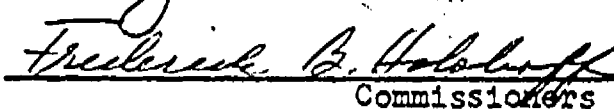
Dated at San Francisco, California, this 22nd day of May, 1961.



President








Commissioners

First Revised Page 1

Cancels

Original Page 1

MINIMUM RATE TARIFF NO. 6

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose leaf form. 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.

CORRECTION NUMBERS

211	261	311	361	411	461	511
212	262	312	362	412	462	512
213	263	313	363	413	463	513
214	264	314	364	414	464	514
215	265	315	365	415	465	515
216	266	316	366	416	466	516
217	267	317	367	417	467	517
218	268	318	368	418	468	518
219	269	319	369	419	469	519
220	270	320	370	420	470	520
221	271	321	371	421	471	521
222	272	322	372	422	472	522
223	273	323	373	423	473	523
224	274	324	374	424	474	524
225	275	325	375	425	475	525
226	276	326	376	426	476	526
227	277	327	377	427	477	527
228	278	328	378	428	478	528
229	279	329	379	429	479	529
230	280	330	380	430	480	530
231	281	331	381	431	481	531
232	282	332	382	432	482	532
233	283	333	383	433	483	533
234	284	334	384	434	484	534
235	285	335	385	435	485	535
236	286	336	386	436	486	536
237	287	337	387	437	487	537
238	288	338	388	438	488	538
239	289	339	389	439	489	539
240	290	340	390	440	490	540
241	291	341	391	441	491	541
242	292	342	392	442	492	542
243	293	343	393	443	493	543
244	294	344	394	444	494	544
245	295	345	395	445	495	545
246	296	346	396	446	496	546
247	297	347	397	447	497	547
248	298	348	398	448	498	548
249	299	349	399	449	499	549
250	300	350	400	450	500	550
251	301	351	401	451	501	551
252	302	352	402	452	502	552
253	303	353	403	453	503	553
254	304	354	404	454	504	554
255	305	355	405	455	505	555
256	306	356	406	456	506	556
257	307	357	407	457	507	557
258	308	358	408	458	508	558
259	309	359	409	459	509	559
260	310	360	410	460	510	560

EFFECTIVE JULY 8, 1961

Issued by the Public Utilities Commission of the State of California,
Correction No. 210 San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)																								
	REFERENCES TO ITEMS AND OTHER TARIFFS																								
55	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 include references to amendments and successive issues of such other tariffs.																								
	COMPUTATION OF DISTANCES																								
60	<p>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, subject to the following exception:</p> <p>EXCEPTION-Distances from, to, or between Groups 1 and 2 shall not be computed via the San Francisco-Oakland Bay Bridge nor via the Richmond-San Rafael Bridge when the petroleum products transported have a flash point of 80° F. or below (as determined by flash point from Tagliabue's open-cup tester, as used for test of burning oils).</p>																								
	COMPUTATION OF CHARGES - ESTIMATED WEIGHTS																								
*70	<p>(a) The weight of commodities described under heading "Refined Petroleum Products" in Item No. 30 shall be computed upon the basis of 6.6 pounds per gallon.</p> <p>(b) The weight of commodities described under headings "Black Oils" and "Crude Oil" in Item No. 30, #and "Crude Residuum" where such description is used in this tariff, shall be computed upon the basis of 7.75 pounds per gallon.</p> <p>(c) The weight of Liquefied Petroleum Gas shall be computed upon the basis of 4.4 pounds per gallon.</p> <p>(d) The weight of asphalt and road oil shall be the actual weight.</p>																								
	MINIMUM CHARGE																								
	<p>The minimum charge per shipment shall be the charge at the applicable rate for the minimum quantities of property designated in connection with the unit or units of carrier's equipment containing the shipment, as specified below. (See Note 1.)</p>																								
80	<table><tr><td></td><td colspan="3">MINIMUM QUANTITIES</td></tr><tr><td></td><td>Tank Truck or Tank Trailer</td><td>Tank Semi- Trailer</td><td>Two Con- nected Tank Vehicles</td></tr><tr><td>Gasoline</td><td>3000 gallons</td><td>5000(1) gallons</td><td>6000 gallons</td></tr><tr><td>Refined Petroleum Products (other than gasoline) Black Oils, and Crude Oil</td><td>3000 gallons</td><td>4000(1) gallons</td><td>5000 gallons</td></tr><tr><td>Liquefied Petroleum Gas</td><td>3000 gallons</td><td>4500 gallons</td><td>6200 gallons</td></tr><tr><td>Asphalt and Road Oil</td><td>23250 pounds</td><td>43000 pounds</td><td>43000 pounds</td></tr></table>		MINIMUM QUANTITIES				Tank Truck or Tank Trailer	Tank Semi- Trailer	Two Con- nected Tank Vehicles	Gasoline	3000 gallons	5000(1) gallons	6000 gallons	Refined Petroleum Products (other than gasoline) Black Oils, and Crude Oil	3000 gallons	4000(1) gallons	5000 gallons	Liquefied Petroleum Gas	3000 gallons	4500 gallons	6200 gallons	Asphalt and Road Oil	23250 pounds	43000 pounds	43000 pounds
	MINIMUM QUANTITIES																								
	Tank Truck or Tank Trailer	Tank Semi- Trailer	Two Con- nected Tank Vehicles																						
Gasoline	3000 gallons	5000(1) gallons	6000 gallons																						
Refined Petroleum Products (other than gasoline) Black Oils, and Crude Oil	3000 gallons	4000(1) gallons	5000 gallons																						
Liquefied Petroleum Gas	3000 gallons	4500 gallons	6200 gallons																						
Asphalt and Road Oil	23250 pounds	43000 pounds	43000 pounds																						

(1) Tank semitrailers having a capacity of less than
4000 gallons shall be subject to a minimum of
3000 gallons.

NOTE 1 - See Item No. 30 for description of commodities.

* Change	}	Decision No.	62034
# Addition			

EFFECTIVE JULY 8, 1961

Issued by the Public Utilities Commission of the State of California, San Francisco, California.
Correction No. 211

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
130	<p>SHIPMENTS DIVERTED, RETURNED, OR STOPPED IN TRANSIT FOR PARTIAL LOADING OR UNLOADING (Does not apply to split delivery shipments for which rates and charges are provided in Item No. 87.)</p> <p>(a) Charges upon a shipment which at request of consignor or consignee is either diverted or stopped in transit for partial loading or unloading, or any of them, shall be computed at the rate applicable from point of origin to the point where delivery is completed via each of the points where diversion occurs or partial loading or unloading is performed. (Subject to Notes 1, 2, 3 and 5.)</p> <p>(b) Charges upon a shipment or a portion of a shipment returned to point of origin, or to a point directly intermediate between last point of diversion and point of origin, shall be computed by adding to the full charge to last point of diversion the charge at one half the rate provided in Section 2 from the latter point to point of origin on the gallonage returned, subject to minimum charge provided in Item No. 80 applicable to the shipment or portion returned, or \$21.20 or the charge computed on the basis provided in paragraph (a) of this item for the round trip movement, whichever is the lowest. (Subject to Notes 1, 2, 3, 4 and 5.) The provisions of this paragraph will also apply to the return of contaminated shipments, or portions thereof. (Subject to Notes 1, 2, 3, 5 and 6.)</p> <p>NOTE 1 - Charges upon a shipment of crude oil transported under the provisions of Item No. 210 shall be computed at the highest rate provided to any point where diversion occurs or delivery is performed.</p> <p>NOTE 2 - Shipments shall be subject to an additional charge of \$6.65 for each stop in transit to partially load or unload.</p> <p>NOTE 3 - Shipments shall be subject to an additional charge of \$4.25 for each diversion. This charge shall be in addition to all other charges provided herein.</p> <p>NOTE 4 - Applies only to property returned prior to unloading from carrier's equipment.</p> <p>NOTE 5 - A diverted shipment is a shipment on which a point of destination or consignee is changed, or both are changed, after the shipment leaves the point of origin.</p> <p>NOTE 6 - Applies only to returns made in conjunction with an outbound movement from the plant to which the contaminated property is returned.</p>
*140	<p>DEMURRAGE OR DETENTION CHARGES</p> <p>1. Applies only in connection with transportation of refined petroleum products, black oils, crude oil, and liquefied petroleum gas.</p> <p>(a) A charge of \$1.88 for each one-quarter hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete loading or unloading in excess of the free time specified in paragraph (b).</p> <p>(b) Two hours free loading and three hours free unloading time shall be allowed.</p>

2. Applies only in connection with transportation of asphalt and road oil:

(a) Charges as set forth in paragraph (c) hereof shall be assessed for the time carrier's equipment is detained, through no fault of the carrier, to complete loading, unloading or spreading after expiration of the free time specified in paragraph (b).

(b) The following free time shall be allowed (See Note 1):

(1) Except as otherwise provided in subparagraphs (2) and (3), one hour free loading time and one and one-half hours free unloading time.

(2) When spreading is performed in connection with the delivery of a shipment, one hour free loading time and two hours free unloading time.

#b(3) When shipments weigh in excess of 48,000 pounds, one hour free loading time and two hours free unloading time.

(c) The following detention or demurrage charges for excess loading, unloading or spreading shall be made:

(1) LOADING:
\$7.50 per hour, fractions of an hour to be prorated.

(2) UNLOADING:
\$7.50 per hour, fractions of an hour to be prorated.

(3) SPREADING:
\$9.00 per hour, fractions of an hour to be prorated.

NOTE 1.-When shipper or consignee orders load to be delivered at a specifically designated time and carrier has its equipment at destination point at designated time and consignee cannot receive delivery as ordered, free time will commence at the time designated for delivery.

* Change)
Addition)
o Reduction)

Decision No. 62034

EFFECTIVE JULY 8, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 212

Item No.	SECTION NO. 2	RATES (Continued) In cents per 100 pounds													
210	PETROLEUM CRUDE OIL as described in Item No. 30														
	Column "A" rates apply for transportation when consignor's facilities do not permit loading, or consignee's facilities do not permit delivery, 24 hours per day.														
	Column "B" rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.														
	See Item No. 220 for description of Crude Oil Groups.														
	AND Crude Oil Group	BETWEEN													
		CRUDE OIL GROUPS													
		A		B		C		D		E		F		G	
		Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
		A	B	A	B	A	B	A	B	A	B	A	B	A	B
		3½	2¾	3½	2¾										
		4½	3¾	5¾	4½	3½	2¾								
		7	5¾	5¾	6	4½	3¾	3½	2¾						
		8¾	7¾	7¾	6	4½	3¾	6	5	3½	2¾				
		6¾	5¾	5¾	4½	4½	3¾	7½	6	4½	3¾	3½	2¾		
		4½	3¾	4½	3¾	5¾	4½	5¾	5	5¾	4½	5¾	4½	3½	2¾
5¾		4¾	4	3¾	4½	3¾	5¾	5	4½	3¾	5¾	4½	4	3¾	
7		5¾	6½	5	4½	3¾	5¾	4½	4½	3¾	5¾	4½	4	3¾	
5¾		4¾	4	3¾	4½	3¾	6¾	5	7	5¾	6¾	5	4	3¾	
Group 13	9¾	7½	8¾	7	5¾	4½	5¾	4½	5¾	4½	7½	6	7½	6½	
Crude Oil Group	CRUDE OIL GROUPS														
	H		I												
	Column A	Column B	Column A	Column B											
	A	B	A	B											
	H	3½	2¾												
I	5¾	4½	3½	2¾											
Group 13	5¾	4½	8¾	7											

210

#6211	PETROLEUM CRUDE RESIDUUM, suitable only for mixing, blending or processing, viz.: crude residuum, topped crude. (See Note)		
	FROM	TO	RATE
	El Segundo	Seguro (Kern County)	22½
NOTE: Rate in this item applies only when both origin and destination are at established refinery facilities.			
# Addition) & Reduction) Decision No. 62034			
EFFECTIVE JULY 8, 1961			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 213			

Item No.	SECTION NO. 2 - RATES (Continued) In Cents per 100 Pounds	
*230	Rates in this item apply only to shipments:	
	(A) tendered on one bill of lading, which are picked up at a single point of origin, and delivered to a single point of destination, at carrier's convenience, within a single 24-hour period; and	
	(B) having point of destination at permanent storage facilities within the described areas; and	
	(C) subject to the provision that, when through no fault of the carrier, delivery of the total quantity tendered is not made within the period specified in paragraph (A), mileage rates under Item No. 200 will apply.	
	ASPHALT, NATURAL, BY-PRODUCT OR PETROLEUM	
	FROM	TO (See Note 1) RATES (Minimum Weight, 100,000 Pounds)
GROUP 6 (As described in Item No. 43)	Oceanside	16
	Escondido	19
	**	
	San Diego	19
	Mission Gorge	21
	Otay	21
	Lakeside	22½
NOTE 1.-		
<u>*OCEANSIDE</u> - Includes all points and places located within the city limits of Oceanside, #6 and the plant of Southcoast Asphalt Company located approximately 3 miles east of the intersection of California Highway 78 and U.S. Highway 101.		
<u>ESCONDIDO</u> - Includes all points and places located within the city limits of Escondido.		
**		
<u>*SAN DIEGO</u> - Includes all points and places located within Zones 26, 27, 28 and 29 as described in Item No. 50 of the applicable Distance Table and includes points and places within two miles of the intersection of Miramar Road and U.S. Highway 395.		
<u>MISSION GORGE</u> - Includes all points and places located within a 2 mile radius of the junction of Mission Gorge Road and Bell Road.		
<u>OTAY</u> - Includes all points and places located within a 2 mile radius of Main Street and Beyer Way in Otay.		
<u>LAKE SIDE</u> - Includes all points and places located within a 2 mile radius of the junction of Slaughterhouse Canyon and State Route 67.		

* Change
** Miremar eliminated, now
included in San Diego description
Addition
o Reduction

Decision No. 62034

EFFECTIVE JULY 8, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 214

Item No.	SECTION NO. 2-RATES (Continued)
	<p data-bbox="553 373 1296 450" style="text-align: center;">VEHICLE UNIT RATES FOR TRANSPORTATION OF AUTOMOTIVE GASOLINE</p> <p data-bbox="313 476 1462 708">*The rates in this item will apply for the transportation of Gasoline and/or Petroleum Fuel Oil Distillate between points within the Los Angeles-Orange County Tank Truck Territory, and the Oakland-Bay Area Tank Truck Territory, as described in Items Nos. 35 and 35-1, when performed subject to and in accordance with the provisions of Notes 1, 2, 3, 4, 5 and 6.</p> <p data-bbox="313 734 1462 940">The provisions of this item apply only when, prior to the transportation of the property, the shipper has requested in writing that the transportation be performed under the provisions of this item, and when the rate per unit of carrier's equipment per period of 24 consecutive hours is prepaid. (See Item No. 260.)</p> <p data-bbox="388 966 1462 1043" style="text-align: right;">Rate per unit of carrier's equipment per period of 24 consecutive hours \$143.00</p> <p data-bbox="313 1056 1462 1635">NOTE 1.-The rate herein provided applies for the transportation of 25,000 gallons of automotive gasoline or less by one unit of carrier's equipment within a period of 24 consecutive hours. When more than 25,000 gallons of gasoline are tendered to, and are delivered by the carrier by one unit of equipment within said 24-hour period, an additional charge of \$.000848 per gallon shall apply to the quantity delivered in excess of 25,000 gallons. If, at the expiration of the 24-hour period, any portion of the quantity tendered during the period remains undelivered in the carrier's equipment, a charge of \$1.85 per one-quarter hour, or fraction thereof, shall apply for the time thereafter required to complete delivery of such portion. For the purposes of applying the provisions of this note time shall be computed from the time of arrival of carrier's equipment at first point of origin.</p> <p data-bbox="313 1661 1462 1919">*NOTE 2.-As used in this item "unit of carrier's equipment" means any power unit, tank trailer or tank semi-trailer (other than pressurized) or any combination of such highway vehicles operated together as a single unit. It also includes any of such vehicles used in the replacement of a unit of carrier's equipment, or a portion thereof, which has become inoperable while engaged in transportation under this item.</p> <p data-bbox="313 1944 1462 2022">NOTE 3.-When transportation is performed under the provisions of this item, the following rules will not apply:</p> <div data-bbox="487 2035 1338 2331" style="margin-left: 40px;"> <p>Item 80 - Minimum Charge;</p> <p>Item 87 - Split Delivery;</p> <p>Item 100 - Pumping;</p> <p>Item 130 - Shipments Diverted, Returned or Stopped in Transit for Partial Loading or Unloading;</p> <p>Item 140 - Demurrage or Detention Charges;</p> <p>Item 150 - Issuance of Shipping Documents;</p> <p>Item 175 - Allowance for Delivery after Hours.</p> </div>

*250

NOTE 4.-The charge for collecting and remitting amounts collected on C.O.D. shipments transported under the provisions of this item shall be \$2.40 per collection.

NOTE 5.-All required tolls, fares, special permits and weighmaster fees shall be in addition to the above-named rates and charges.

NOTE 6.-A shipping document shall be issued by the carrier to the shipper for each engagement for transportation. The form of shipping document in Item No. 330 will be suitable and proper.

A copy of each shipping document shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.

* Change, Decision No.

62034

EFFECTIVE JULY 8, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 215

Item No.	SECTION NO. 2 - RATES (Continued)		
	VEHICLE UNIT VOLUME TENDER RATES		
	<p>*The rates in this item will apply for the transportation of Gasoline and/or Petroleum Fuel Oil Distillate from any origin points located within 75 miles of first point of origin, to points of destination located within 150 miles of the first point of origin, when performed subject to, and in accordance with the provisions of Notes 1 through 9.</p> <p>The provisions of this item apply only when prior to the transportation of the property the shipper has requested in writing that the transportation be performed under the provisions of this item and when the rate per unit of carrier's equipment is prepaid. (For form of agreement, see Item No. 285)</p>		
	<p>RATES</p> <p>(Vehicle Unit Rates)</p>		
	Per 24 Consecu- tive Hours	Per 7 Consecu- tive Days	Per 30 Consecu- tive Days
(E) *280	<p>The basic charge per equipment unit shall be.... \$20.00 \$130.00 \$550.00</p> <p>Plus</p> <p>an additional charge per hour or fraction thereof of (1) 4.25 (1) 4.25 (1) 4.25</p> <p>Plus</p> <p>an additional charge per mile of20 .20 .20</p> <p>(1) Subject to a minimum charge based on 20 hours for each day that a driver or drivers are assigned to operate the vehicle.</p> <p>Note 1.--(a) Each engagement shall commence at time of arrival of carrier's equipment at point of origin and shall terminate at the expiration of the calendar period requested in advance by the shipper or when released by the shipper within the requested calendar period, provided that the engagement shall not be deemed to be terminated until carrier's equipment is returned or charges are paid for return of carrier's equipment to the point of origin of the shipment.</p>		

(b) Charges for time used in excess of the calendar period requested shall be computed as follows, (1) At the rate of \$5.25 per hour or fraction thereof plus 20 cents per mile until delivery of the product is completed, (2) At the rate of 37 cents per mile for return of equipment from the point of final delivery to the point of origin of the shipment. Said charge based on actual mileage shall apply whether or not carrier's equipment is physically returned to point of origin of the shipment.

Note 2.-Each unit of equipment shall be made available to the shipper for the full calendar period requested less only that time necessary for the fueling and servicing of the equipment.

Note 3.-As used in this item "unit of carrier's equipment" means any power unit, tank trailer or tank semi-trailer (other than pressurized), or any combination of such highway vehicles operated together as a single unit. It also includes any of such vehicles used in the replacement of the unit of carrier's equipment, or a portion thereof, which has become inoperable while engaged in transportation under this item.

Note 4.-Mileages applicable in connection with this item shall be actual mileages. Actual mileage shall not include mileage that equipment operates to and from carrier's terminal for any purpose.

Note 5.-When transportation is performed under the provisions of this item, the following rules will not apply:

Item No. 40 through 46 inclusive - Territorial Groups;
Item No. 80 - Minimum Charge;
Item No. 87 - Split Delivery;
Item No. 100 - Pumping
Item No. 130 - Shipments Diverted, Returned or Stopped in Transit for Partial Loading or Unloading;
Item No. 140 - Demurrage or Detention Charges;
Item No. 150 - Issuance of Shipping Documents;
Item No. 175 - Allowance for Delivery after Hours.

Note 6.-All required tolls, ferry, special permits and weighmaster fees shall be in addition to the above-named rates and charges.

Note 7.-A shipping document shall be issued by the carrier to the shipper for each engagement for transportation. The form of shipping document in Item No. 335 will be suitable and proper. A copy of each shipping document shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.

Note 8.-The charge for collecting and remitting amounts collected on C.O.D. shipments transported under the provisions of this item shall be \$2.40 per collection.

Note 9.-In the event that other volume tender provisions are available for the use of the same service contemplated, the shipper must elect in advance as to which type of service is to be utilized.

* Change, Decision No. 62034
(E) Expires with September 25, 1961.

EFFECTIVE JULY 8, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 216