

**ORIGINAL**

63188

Decision No. \_\_\_\_\_

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of petroleum and petroleum products in bulk (commodities for which rates are provided in Minimum Rate Tariff No. 6).

Case No. 5436  
(Petition for  
Modification No. 50)

In the Matter of the Application of WESTERN MOTOR TARIFF BUREAU, INC., for and on behalf of highway common carriers and petroleum irregular route carriers, parties to Western Motor Tariff Bureau, Inc., Local No. 25 (Elmer Ahl, Agent, Series), Local Freight Tariff No. 30-A, Cal. P.U.C. No. 26 (Elmer Ahl, Agent, Series) and Local Freight Tariff No. 33-B, Cal. P.U.C. No. 27 (Elmer Ahl, Agent, Series), for authority to increase certain rates.

Application No. 43894

A. D. Poe, J. C. Kaspar and J. K. Quintrall, for California Trucking Associations, Inc., petitioner in Case No. 5436 and interested party in Application No. 43894.

A. D. Poe and William J. Knoell, for Western Motor Tariff Bureau, Inc., applicant in Application No. 43894 and interested party in Case No. 5436.

John W. Telfer, J. H. Watson, Loren D. Poulsen, Roland Ernst, W. J. Timmings, Glenn Cantlay, Fred Zeebuyth and Jay Frederick, for various carrier respondents in Case No. 5436 and interested parties in Application No. 43894.

M. B. Ketter, Ray Longrainer, A. E. Patton, R. L. Hattorson, L. P. Mayeskie, Philip J. Ryan, Robert J. Sullivan and J. W. Wiley, for various shippers, interested parties.

Edward E. Tanner and A. R. Day, for the Commission staff.

INTERIM OPINION

By Petition No. 50 in Case No. 5436, filed October 24, 1961, the California Trucking Associations, Inc., seeks rate

increases and other changes in Minimum Rate Tariff No. 6 pertaining to the transportation of petroleum and petroleum products in bulk in tank vehicles. Petitioner states that it is now engaged in studies looking towards a complete revision of the tariff, but that recent wage increases have made it necessary to seek these rate increases prior to the time the general studies will be completed. Some of the minimum rates have not been increased since 1953, and no rates have been increased since May, 1959.

By Application No. 43894 filed November 1, 1961, the Western Motor Tariff Bureau, Inc., tariff publishing agent for the principal highway common carriers and irregular route carriers engaged in the transportation of bulk petroleum and petroleum products, seeks authority to increase certain rates and charges that are different than rates and charges named in Minimum Rate Tariff No. 6 or for services for which no minimum rates are provided.

Public hearing on the petition and on the application was held before Examiner William E. Turpen at San Francisco on November 14, 1961. Evidence on behalf of petitioner and applicant was presented by the director of research for the California Trucking Associations, Inc., and by the agent for Western Motor Tariff Bureau, Inc. Members of the Commission's staff assisted in the development of the record.

The director of research presented a cost study in which he took a previous study, derived from data of carrier operations collected in 1957 and 1958, and brought the costs up to the July 1, 1960 level and then to the January 1, 1962 level, and computed the percentage increases over the 1960 to 1962 period. He then applied these percentages to the present rates. His study shows that

increases of approximately three percent in the rates are necessary to offset the cost increases during the past year and a half. Based on similar calculations, his study showed that charges based entirely on labor should be increased by 25 cents per hour.

The petition also asks that the present expiration date of March 25, 1962, on volume tender rates and certain interplant rates be extended to June 30, 1962. These rates result in charges that are lower than under the minimum rates otherwise applicable. They were established on an interim basis to give petitioner an opportunity to develop and introduce evidence to show whether or not the rates should be made permanent.<sup>1/</sup> Certain minor changes in the rules governing the volume tender rates are also proposed. A representative of the Commission's Transportation Division urged that the expiration date not be extended as petitioner has not presented the evidence to support these rates as it was instructed to do. Petitioner alleges that it would not be practical to separate a study of these particular items from the over-all study now being made, and that they should be considered along with the general revision of the tariff. Petitioner also pointed out that the sought extension is only for a period of three months. In the circumstances it appears reasonable that the study of these particular rate items should be coordinated with the over-all study of the entire tariff. The sought extension of the expiration date is justified.

The increases sought by Western Motor Tariff Bureau, Inc. in Application No. 43894 can be divided into two categories. One involves hourly rates for special hauling situations, where an

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<sup>1/</sup> See Decisions Nos. 61462 (Petition No. 37), 62425 (Petition No. 45) and 62505 (Petition No. 45), all in Case No. 5436.

increase to a minimum of \$8.25 per hour is sought. The increase of 25 cents, in most cases, is the same as the increase in hourly rates proposed in the minimum rates. The other increases involve a general three percent increase in rail competitive rates which are at a lower level than the otherwise applicable minimum rates.

The record is clear that the carriers here involved have experienced increased costs and that the cost data presented by the director of research appear to measure reasonably the amount of increase in costs during the period covered. It is also clear that the proposed increases reflect no greater amounts than are necessary to recover the amount of the cost increases during the same period. We therefore find and conclude that the proposed increases in rates and other tariff changes herein proposed are reasonable and justified. Both the petition and the application will be granted.

Petition No. 50, in Case No. 5436, will be kept open for the receipt of further evidence when petitioner's studies are complete.

INTERIM ORDER

Based upon the evidence of record and upon the findings and conclusions set forth in the preceding opinion,

IT IS ORDERED:

1. That Minimum Rate Tariff No. 6 (Appendix C of Decision No. 32608 as amended) be and it is hereby further amended by incorporating therein, to become effective March 17, 1962, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. That tariff publications required or authorized to be made by common carriers as a result of the order herein may be filed not earlier than the effective date hereof, to become effective on not less than five days' notice to the Commission and to the public; and that such tariff publications as are required shall be made effective not later than March 17, 1962; and that as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

3. That common carriers, in establishing and maintaining the rates authorized hereinabove, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution, 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 be and they are hereby modified only to the extent necessary to comply with this order; and that schedules containing the rate changes published under this authority shall make reference to the prior order authorizing long- and short-haul departures and to this order.

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

5. That the carriers on whose behalf Application No. 43894 was filed by Western Motor Tariff Bureau, Inc., be and they are hereby authorized to establish and file, on not less than five days' notice to the Commission and to the public, the increases set forth in said application.

6. That the authority granted in paragraph 5, above, shall expire unless exercised within ninety days after the effective date hereof.

7. That proceedings in Petition for Modification No. 50 in Case No. 5436 are kept open and are continued to a time and place to be determined.

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

Dated at San Francisco, California, this 26<sup>th</sup> day of January, 1962.

Charles H. Page  
President

George T. Grover

Frederick B. Holboff

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Commissioners

Peter E. Mitchell  
Commissioner S. G. Lyn Fox  
..... being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 63188

List of Revised Pages to Minimum  
Rate Tariff No. 6 Authorized by Said Decision

Eighth Revised Page 9-B  
Twelfth Revised Page 10  
Thirteenth Revised Page 11  
Seventh Revised Page 11-A  
Third Revised Page 11-B  
Ninth Revised Page 13  
Ninth Revised Page 14  
First Revised Page 14-A  
Third Revised Page 15-A  
Eleventh Revised Page 16  
Fifth Revised Page 16-A  
First Revised Page 16-B  
Eighth Revised Page 17  
Sixth Revised Page 18  
Second Revised Page 20-B

End of Appendix A List

Item No. SECTION NO. 1 - RULES AND REGULATIONS (Continued)

SPLIT DELIVERY

(Applies only in connection with transportation of Refined Petroleum Products, as described in Item No. 30.)

The charge for transportation of a split delivery shipment (as defined in Item No. 10) shall be the charge applicable under rates in Section No. 2 for transportation of a single shipment of like kind and quantity of property, for one-half the distance from point of origin to that same point via each of the points of destination to which deliveries are made (See Notes 1, 2, 3, 4 and 5); plus the following charges for each delivery:

Gallons Delivered		Charge in Cents	Gallons Delivered		Charge in Cents	Gallons Delivered		Charge in Cents
Over	But Not Over		Over	But Not Over		Over	But Not Over	
0	150	100	2550	2650	220	5050	5150	340
150	250	105	2650	2750	225	5150	5250	345
250	350	110	2750	2850	230	5250	5350	350
350	450	115	2850	2950	235	5350	5450	355
450	550	120	2950	3050	235	5450	5550	360
550	650	125	3050	3150	240	5550	5650	365
650	750	130	3150	3250	245	5650	5750	370
750	850	135	3250	3350	250	5750	5850	375
850	950	140	3350	3450	260	5850	5950	380
950	1050	145	3450	3550	265	5950	6050	385
1050	1150	150	3550	3650	270	6050	6150	390
1150	1250	155	3650	3750	275	6150	6250	395
1250	1350	160	3750	3850	280	6250	6350	395
1350	1450	165	3850	3950	285	6350	6450	400
1450	1550	165	3950	4050	290	6450	6550	405
1550	1650	170	4050	4150	295	6550	6650	410
1650	1750	175	4150	4250	300	6650	6750	415
1750	1850	180	4250	4350	305	6750	6850	420
1850	1950	185	4350	4450	310	6850	6950	425
1950	2050	190	4450	4550	315	6950	7050	435
2050	2150	195	4550	4650	315	7050	7150	440
2150	2250	200	4650	4750	320	7150	7250	445
2250	2350	205	4750	4850	325	7250	7350	450
2350	2450	210	4850	4950	330	7350	7450	455
2450	2550	215	4950	5050	335	7450	7550	460

◇87

NOTE 1.-When point of origin and points of destination of all component parts are within one territorial group or within one incorporated city, transportation charges shall be computed at the rate provided in Item No. 240.

NOTE 2.-Except as provided in Note 1, distances from, to or between points of origin and points of destination within territorial groups, incorporated cities, zones or unincorporated communities for which mileage basing points are provided in this tariff or the Distance Table, shall be computed from, to or between such mileage basing points.



NOTE 3.-If, subsequent to the time transportation commences, any component part is diverted from the billed point of destination, the provisions of this item shall not apply and charges for the entire shipment shall be determined under the provisions of Item No. 130.

NOTE 4.-The provisions of this item shall not apply unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignee, the point of destination and the quantity of property in each component part.

NOTE 5.-In the event a lower aggregate charge results from treating one or more component parts as a separate shipment from point of origin to point of destination, said charge may be applied.

◇ Increase, Decision No.

63188

EFFECTIVE MARCH 17, 1962

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 226

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*100	<p style="text-align: center;">PUMPING</p> <p>Rates provided in this tariff do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier, a charge of <math>\diamond 1\frac{1}{2}</math> cents per 100 pounds will be made computed on the basis of the weight of the commodity pumped.</p>
110	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Notes 1, 2 and 3.)</p> <p>NOTE 1.--When the common carrier rate used is subject to a minimum weight different than the minimum weight determined in accordance with the provisions of Item No. 80, the lesser minimum weight may be observed.</p> <p>NOTE 2.--When the common carrier rate used is based upon a weight per gallon different than that provided in Item No. 70, such different weight shall be observed.</p> <p>NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>
120	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies. (See Notes 1, 2, 3 and 4.)</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p>

(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)

NOTE 1.--If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 5 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act, whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be.

NOTE 2.--When the common carrier rate used is subject to a minimum weight different than the minimum weight determined in accordance with the provisions of Item No. 80, the lesser minimum weight may be observed in connection with such common carrier rate.

NOTE 3.--When the common carrier rate used is based upon a weight per gallon different than that provided in Item No. 70, such different weight shall be observed in connection with such common carrier rate.

NOTE 4.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

ACCESSORIAL CHARGES NOT TO BE OFFSET BY  
TRANSPORTATION CHARGES

125

Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when 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.

\* Change )  
◊ Increase )

Decision No.

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San Francisco, California.

Correction No. 227

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*130	<p style="text-align: center;">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 <math>\diamond</math>\$21.85 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 <math>\diamond</math>\$6.85 for each stop in transit to partially load or unload.</p> <p>NOTE 3 - Shipments shall be subject to an additional charge of <math>\diamond</math>\$4.40 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 style="text-align: center;">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 <math>\diamond</math>\$1.95 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.
- (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:  
◇\$7.75 per hour, fractions of an hour to be prorated.
- (2) UNLOADING:  
◇\$7.75 per hour, fractions of an hour to be prorated.
- (3) SPREADING:  
◇\$9.25 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 }  
◇ Increase }

Decision No.

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San Francisco, California.

Correction No. 228

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
150	<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</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. The shipping document shall show the following information:</p> <ul style="list-style-type: none"><li>(a) Date issued.</li><li>(b) Name of carrier.</li><li>(c) Name and address of consignor.</li><li>(d) Name and address of consignee or consignees.</li><li>(e) Point or points of origin.</li><li>(f) Point or points of destination.</li><li>(g) Point or points where diversion occurs, if any.</li><li>(h) Description of the shipment.</li><li>(i) Weight of the shipment (or other factor or measurement upon which charges are based.)</li><li>(j) Description of the vehicle or vehicles used (whether tank truck, tank trailer, tank semi-trailer, or two connected tank vehicles.)</li><li>(k) Kind and quantity of property returned, if any.</li><li>(l) Rate and charge assessed.</li><li>(m) Signature of carrier or his agent.</li><li>(n) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</li></ul> <p>The form of shipping document in Item No. 340 will be suitable and proper.</p> <p>A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p>
160	<p style="text-align: center;">QUOTATION OF RATES AND CHARGES</p> <p>(a) Except as provided in Paragraph (b) 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> <p>(b) Rates or accessorial charges may 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, provided (1) that the freight charges assessed are not less than those which would have been assessed had the rates and accessorial charges stated in this tariff been applied; and (2) that the carriers' shipping documents contain all the information necessary to compute the freight charges on the basis of the units of measurement provided in this tariff.</p>

SPREADING

(Applies only in connection with transportation of asphalt or road oil.)

\*170

(1) The service of spreading asphalt or road oil shall be performed at the rate of 6½ cents per 100 pounds, computed on the basis of the weight of the asphalt or road oil spread. This rate includes only services of a driver or operator of carrier's equipment. Charges for extra labor shall be computed under the provisions of Item No. 180.

(2) The minimum charge per load shall not be less than \$27.55 for each load transported in two connected tank vehicles, or semi-trailer when the semi-trailer capacity exceeds 23,250 pounds; and \$23.45 per truck load, trailer load, or semi-trailer load when the semi-trailer capacity is less than 23,250 pounds.

ALLOWANCE FOR DELIVERY AFTER HOURS

When consignee elects to unload, at destination points, on Sundays and Legal Holidays or between the hours of 5:00 p.m. and 6:00 a.m. on other days, the following allowance may be made by carrier for this extra service, viz. (See Note 1):

175

An allowance of \$1.50 per hour, not to exceed \$3.00, may be made by carrier for the time required to unload. No payment shall be made when the accrued allowance is less than \$1.00. Fractions of an hour shall be computed to the nearest 6 minutes.

All receipts for unloading must show the time when unloading was commenced and when unloading was completed, and the allowance due thereunder may be paid directly by the carrier to the consignee on each load so unloaded.

NOTE 1 - When unloading is commenced during hours when allowance is not accorded and is completed under the provisions of this item, the allowance may be made only on the portion of the time covered by this item.

\*Change )  
 ◊Increase )

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 San Francisco, California.  
 Correction No. 229

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Concluded)
*180	<p style="text-align: center;">EXTRA LABOR</p> <p>(Applies only in connection with transportation of asphalt or road oil.)</p> <p>Extra labor furnished, other than driver or operator of carrier's equipment, shall be charged for at the rate of \$4.75 per man per hour, subject to a minimum charge of 8 hours.</p>
*190	<p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p>(Applies only in connection with transportation of asphalt or road oil.)</p> <p>A charge of 3 cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>
195	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>When two or more commodities for which different rates are provided are included in the same shipment, charges shall be computed at the separate rates upon the individual weights of the different commodities determined in accordance with the provisions of Item No. 70. The minimum charge shall be the highest determined in accordance with the provisions of Item No. 80 for any of the commodities contained in the mixed shipment. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.</p>
*Change ) oIncrease )	Decision No. <span style="float: right;">63188</span>
EFFECTIVE MARCH 17, 1962	
Issued by the Public Utilities Commission of the State of California, <span style="float: right;">San Francisco, California.</span> Correction No. 230	



Item No.	SECTION NO. 2				RATES In cents per 100 pounds							
	<p>Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section.</p> <p>COLUMN 1 - Rates apply on Refined Petroleum Products and Black Oils.                      COLUMN 2 - Rates apply on Crude Oil.                      COLUMN 3 - Rates apply on Liquefied Petroleum Gas.                      COLUMN 4 - Rates apply on Asphalt and Road Oil.</p> <p>See Item No. 30 for description of commodities.                      See Item No. 40 for application of rates from or to points in Territorial Groups.</p>											
	MILES		RATES				MILES		RATES			
	Over	But Not Over	◇1	◇2	3	◇4	Over	But Not Over	◇1	◇2	3	◇4
*200	0	5	6½	4½	6	8	140	150	25½	25	38	30
	5	10	6½	4½	6	8	150	160	27	27	41	32
	10	15	6½	4½	6	8	160	170	28½	28	43	33
	15	20	7	5½	7½	8	170	180	29	30	44½	35
	20	25	7½	6	8½	9	180	190	31	31	47	36
	25	30	8½	7	10½	10	190	200	32	32	49½	38
	30	35	9	7½	12	11	200	220	34	34	53	40
	35	40	10	8	13½	11½	220	240	37	36	57½	44
	40	45	10½	9	14½	13	240	260	40	38	62	48
	45	50	11	10	15	14	260	280	42½	41	66½	51
	50	60	12½	11	17	15	280	300	45½	44	71	54
	60	70	14	12	18½	17	300	325	48½	46	75	57
	70	80	15½	13	22	18½	325	350	52	49	80	61
	80	90	17	15	24	20	350	375	56	51	85	65
	90	100	18	16	26	22	375	400	59½	54	90	69
	100	110	19½	18	28½	23	400	425	63	57	95	72
	110	120	21	19	30	25	425	450	67	59	99	76
	120	130	22	22	33	27	450	475	70	62	104	80
	130	140	24	24	35½	28	475	500	74	64	109	84
See Note 1												
<p>NOTE 1 - For distances over 500 miles add to rate for 500 miles the following rates for each 25 miles or fraction thereof:</p> <p>(a) Columns 1 and 4 - ◇4½ cents per 100 pounds.                      (b) Column 2 - ◇3½ cents per 100 pounds.                      (c) Column 3 - ◇4½ cents per 100 pounds.</p>												
* Change )		Decision No.		63188								
◇ Increase )												
EFFECTIVE MARCH 17, 1962												
Issued by the Public Utilities Commission of the State of California, San Francisco, California.												
Correction No. 231												

Item No.	SECTION NO. 2	RATES (Continued) In cents per 100 pounds						
<p>PETROLEUM CRUDE OIL as described in Item No. 30</p> <p>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.</p> <p>Column "B" rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.</p> <p>See Item No. 220 for description of Crude Oil Groups.</p>								
AND BETWEEN								
CRUDE OIL GROUPS								
Crude Oil Group	A	B	C	D	E	F	G	
	Column A B	Column A B	Column A B	Column A B	Column A B	Column A B	Column A B	
210 A B C D E F G H I  Group 13	3 <sup>3</sup> / <sub>4</sub>	3						
	4 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	3				
	7 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>			
	9	7 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>			
	6 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>		
	4 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	3
	5 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>
	7 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	5
	5 <sup>3</sup> / <sub>4</sub>	5	4 <sup>3</sup> / <sub>4</sub>	5	4	7 <sup>3</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>
	Group 13	9 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>
Crude Oil Group	CRUDE OIL GROUPS							
	H	I						
H I	3 <sup>3</sup> / <sub>4</sub>	3	3 <sup>3</sup> / <sub>4</sub>	3				
	5 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	3				
Group 13	5 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>				

PETROLEUM CRUDE RESIDUUM, suitable only for mixing, blending or processing, viz.: crude residuum, topped crude. (See Note)

◇211

FROM	TO	RATE
El Segundo	Seguro (Kern County)	23

NOTE: Rate in this item applies only when both origin and destination are at established refinery facilities.

◇ Increase, Decision No.

63188

EFFECTIVE MARCH 17, 1962

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

Correction No. 232

Item No.	SECTION NO. 2	RATES (Continued) In Cents Per 100 Pounds						
*(E) 212	ASPHALT, base stock, to be used only for mixing, blending or processing. (See Note)							
	<table border="1"> <thead> <tr> <th data-bbox="361 582 695 645">FROM</th> <th data-bbox="695 582 1058 645">TO</th> <th data-bbox="1058 582 1372 645">RATE</th> </tr> </thead> <tbody> <tr> <td data-bbox="361 645 695 713">El Segundo</td> <td data-bbox="695 645 1058 713">Inglewood</td> <td data-bbox="1058 645 1372 713">5</td> </tr> </tbody> </table>	FROM	TO	RATE	El Segundo	Inglewood	5	
FROM	TO	RATE						
El Segundo	Inglewood	5						
<p>NOTE: Rate in this item applies only:</p> <ol style="list-style-type: none"> <li>1. When both origin and destination are at established plant facilities, and</li> <li>2. When shipper's facilities permit loading, and receiver's facilities permit delivery, 24 hours per day, seven days per week; subject to advance notification of carrier's intent to unload shipments tendered between 4:00 P.M., Fridays, and 11:00 P.M., Sundays.</li> </ol>								
*(E) 213	CARBON BLACK OIL, feed stock to be used solely to manufacture carbon black. (See Note)							
	<table border="1"> <thead> <tr> <th data-bbox="361 1292 695 1355">FROM</th> <th data-bbox="695 1292 1058 1355">TO</th> <th data-bbox="1058 1292 1372 1355">RATE</th> </tr> </thead> <tbody> <tr> <td data-bbox="361 1355 695 1423">Mopeco</td> <td data-bbox="695 1355 1058 1423">Rogas</td> <td data-bbox="1058 1355 1372 1423">4<math>\frac{3}{4}</math></td> </tr> </tbody> </table>	FROM	TO	RATE	Mopeco	Rogas	4 $\frac{3}{4}$	
FROM	TO	RATE						
Mopeco	Rogas	4 $\frac{3}{4}$						
<p>NOTE: Rate in this item applies only:</p> <ol style="list-style-type: none"> <li>1. When both origin and destination are at established plant facilities, and</li> <li>2. When shipper's facilities permit loading, and receiver's facilities permit delivery, 24 hours per day, seven days per week.</li> </ol>								
<p>*(E) Expires with June 30, 1962.</p> <p>* Change, Decision No.            63188</p>								
EFFECTIVE MARCH 17, 1962								
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p> <p>Correction No. 233</p>								

Item No.	SECTION NO. 2 - RATES (Continued) In Cents per 100 Pounds	
	<p>Rates in this item apply only to shipments:</p> <p>(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</p> <p>(B) having point of destination at permanent storage facilities within the described areas; and</p> <p>(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.</p>	
	ASPHALT, NATURAL, BY-PRODUCT OR PETROLEUM	
	FROM	TO (See Note 1)
230 GROUP 6 (As described in Item No. 43)		Oceanside
		Escondido
		San Diego
		Mission Gorge
		Otay
		Lakeside
	<p>NOTE 1.-</p> <p><u>OCEANSIDE</u> - Includes all points and places located within the city limits of Oceanside, and the plant of Southcoast Asphalt Company located approximately 3 miles east of the intersection of California Highway 78 and U.S. Highway 101.</p> <p><u>ESCONDIDO</u> - Includes all points and places located within the city limits of Escondido.</p> <p><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.</p> <p><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.</p> <p><u>OTAY</u> - Includes all points and places located within a 2 mile radius of Main Street and Beyer Way in Otay.</p> <p><u>LAKESIDE</u> - Includes all points and places located within a 2 mile radius of the junction of Slaughterhouse Canyon and State Route 67.</p>	

◊ Increase, Decision No.

EFFECTIVE MARCH 17, 1962

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 234

Item No.	SECTION NO. 2		RATES (Continued)
			In Cents per 100 Pounds
	(1) COMMODITY	BETWEEN	RATE
	Refined Petroleum Products and Black Oils	Points within one Territorial Group or Points within one incorporated city  (See Notes 2, 3, 4 and 5.)	◊ 6½
	Crude Oil		(2)◊ 4½
	Liquefied Petroleum Gas		6
	Asphalt and Road Oil		◊ 8

\*240

- (1) See Item No. 30 for description of commodities.
- (2) Will not apply to transportation for which rates are specifically provided in Item No. 210.

NOTE 2.—Will not apply between points situated within that portion of the City of Los Angeles lying north of the northern boundary line of Group 6, as described in Item No. 43; nor between such points on the one hand and points situated within that portion of the City of Los Angeles lying south of said boundary line on the other.

NOTE 3.—See Items Nos. 41 through 45, inclusive, for description of numbered Territorial Groups.

NOTE 4.—Will not apply to transportation performed under provisions of Item No. 130. (Shipments diverted, returned, or stopped in transit for partial unloading.)

NOTE 5.—Will not apply to transportation of black oils, as described in Item No. 30, from Chrisman to points located within the territory described in Note 1 of Item No. 46.

\* Change } Decision No. 63188  
◊ Increase }

EFFECTIVE MARCH 17, 1962

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

Correction No. 235

Item No.	SECTION NO. 2-RATES (Continued)
	<p style="text-align: center;">VEHICLE UNIT RATES FOR TRANSPORTATION OF            GASOLINE AND/OR PETROLEUM FUEL OIL DISTILLATE</p> <p>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>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>Rate per unit of carrier's equipment per period            of 24 consecutive hours ..... \$150.00</p> <p>*250 NOTE 1.-The rate herein provided applies for the transportation of 25,000 gallons of Gasoline and/or Petroleum Fuel Oil Distillate or less by one unit of carrier's equipment within a period of 24 consecutive hours. When more than 25,000 gallons of Gasoline and/or Petroleum Fuel Oil Distillate are tendered to, and are delivered by the carrier by one unit of equipment within said 24-hour period, an additional charge of \$0.0088 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 \$1.95 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>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>NOTE 3.-When transportation is performed under the provisions of this item, the following rules will not apply:</p> <ul style="list-style-type: none"> <li>Item 80 - Minimum Charge;</li> <li>Item 87 - Split Delivery;</li> <li>Item 100 - Pumping;</li> <li>Item 130 - Shipments Diverted, Returned or Stopped in Transit for Partial Loading or Unloading;</li> <li>Item 140 - Demurrage or Detention Charges;</li> <li>Item 150 - Issuance of Shipping Documents;</li> <li>Item 175 - Allowance for Delivery after Hours.</li> </ul>



NOTE 4.-The charge for collecting and remitting amounts collected on C.O.D. shipments transported under the provisions of this item shall be \$2.50 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  
◊ Increase

} Decision No.

63188

EFFECTIVE MARCH 17, 1962

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

Correction No. 236

Item No.

SECTION NO. 2 - RATES (Continued)

WRITTEN AGREEMENT

Prior to the transportation of \*Gasoline and/or Petroleum Fuel Oil Distillate under the provisions of Item No. 250, the shipper must enter into a written agreement with the carrier. The agreement should contain the following information:

- (1) Name and address of carrier.
- (2) Name and address of shipper.
- (3) Date of engagement.
- (4) Period of agreement.
- (5) Rates and other charges agreed upon.
- (6) Size and type of equipment to be used.
- (7) The agreement shall be in substantially the following form.

\*260

Date \_\_\_\_\_

In accordance with the provisions of Item No. 250 of Minimum Rate Tariff No. 6, I hereby elect to have \*Gasoline and/or Petroleum Fuel Oil Distillate transported by \_\_\_\_\_ under the rates and provisions  
(Name of Carrier)

of Item No. 250 of said tariff, subject to the following terms:

Date of engagement \_\_\_\_\_

Period of agreement \_\_\_\_\_

Capacity of unit of equipment \_\_\_\_\_

Identification of equipment \_\_\_\_\_

Rate per unit of equipment for period  
of 24 consecutive hours  
(25,000 gallons or less) \_\_\_\_\_ (to be prepaid)

Rate per gallon for gasoline  
delivered in excess of  
25,000 gallons during the  
24-hour period \_\_\_\_\_

Rate per  $\frac{1}{2}$  hour for time  
in excess of 24 hours \_\_\_\_\_

Charge for additional service \_\_\_\_\_

Shipper \_\_\_\_\_ By \_\_\_\_\_  
(Name in full) (Name in full)

Address \_\_\_\_\_

Confirmed:  
Carrier \_\_\_\_\_ By \_\_\_\_\_  
(Name in full)

Address \_\_\_\_\_

\* Change, Decision No.

63188

EFFECTIVE MARCH 17, 1962

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

Correction No. 237

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 and/or Jet Fuel from any origin points located within 100 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>			
	RATES			
	(Vehicle Unit Rates)			
(E) *280		Per 24 Consecu- tive Hours	Per 7 Consecu- tive Days	Per 30 Consecu- tive Days
	The basic charge per equipment unit shall be....	\$20.00	\$130.00	\$550.00
	Plus an additional charge per hour or fraction thereof of .....	(1) 04.50	(1) 04.50	(1) 04.50
	Plus an additional charge per mile of .....	.20	.20	.20
	(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>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 \$5.40 per hour or fraction thereof plus 21 cents per mile until delivery of the product is completed, (2) At the rate of 38 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 \$2.50 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.

\*(E) Expires with June 30, 1962.

\*Change

oIncrease

oReduction

Decision No.

63188

EFFECTIVE MARCH 17, 1962

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

Correction No. 238

Item No.	SECTION NO. 2 - RATES (Concluded)
<p>(E) *285</p>	<p style="text-align: center;">WRITTEN AGREEMENT</p> <p>*Prior to the transportation of Gasoline and/or Petroleum Fuel Oil Distillate and/or Jet Fuel, under the provisions of Item No. 280, the shipper must enter into a written agreement with the carrier. The agreement should contain the following information:</p> <ol style="list-style-type: none"> <li>(1) Name and address of carrier.</li> <li>(2) Name and address of shipper.</li> <li>(3) Date of engagement.</li> <li>(4) Calendar period of agreement.</li> <li>(5) Rates and other charges agreed upon.</li> <li>(6) Size and type of equipment to be used.</li> <li>(7) The agreement shall be in substantially the following form:</li> </ol> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p style="text-align: right;">Date _____</p> <p>*In accordance with the provisions of Item No. 280 of Minimum Rate Tariff No. 6, I hereby request to have Gasoline and/or Petroleum Fuel Oil Distillate and/or Jet Fuel transported by _____  <span style="float: right;">(Name of Carrier)</span></p> <p>under the rates, charges and provisions of Item No. 280 of said tariff, subject to the following terms:</p> <p>Date of engagement _____</p> <p>Calendar period of agreement _____</p> <p>Capacity of unit of equipment _____</p> <p>Identification of equipment _____</p> <p>Charge per unit of equipment for _____  <span style="float: right;">calendar period _____ (to be prepaid)</span></p> <p>Additional charge per hour _____</p> <p>Additional charge per mile _____</p> <p>Excess charge per hour _____</p> <p>Excess charge per mile _____</p> <p>Charge for additional service _____</p> <p>Shipper _____ By _____  <span style="margin-left: 100px;">(Name in full)</span> <span style="margin-left: 100px;">(Name in full)</span></p> <p>Address _____</p> <p>Confirmed:</p> <p>Carrier _____ By _____  <span style="margin-left: 100px;">(Name in full)</span></p> <p>Address _____</p> </div>
<p>*(E) Expires with June 30, 1962.</p>	
<p>* Change, Decision No. <span style="float: right; font-size: 1.2em;">63188</span></p>	
<p>EFFECTIVE MARCH 17, 1962</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,  <span style="float: right;">San Francisco, California.</span></p> <p>Correction No. 239</p>	

