

**ORIGINAL**Decision No. 63720

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)

INTERIM OPINION AND ORDER

Decision No. 63188, dated January 26, 1962, in this proceeding, authorized certain increases in the minimum rates named in Minimum Rate Tariff No. 6, pending completion of studies looking towards a complete revision of the tariff. By First Amendment to the Petition, filed April 27, 1962, the California Trucking Associations state<sup>s</sup> that it has been impossible to complete these studies and that further wage cost increases will be incurred effective July 1, 1962. The amendment to the petition has been set for hearing on June 19, 1962.

Items Nos. 212, 213 and 280 name certain reduced rates that were established on a temporary basis pending the completion of the studies. These items presently expire June 30, 1962. Petitioner asks that the expiration date be extended so that the reduced rates will not expire. In the circumstances it appears that extension of the expiration date to December 31, 1962, is warranted.

Therefore, good cause appearing,

IT IS ORDERED that:

1. 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 July 1, 1962, Second Revised Page 14-A, Ninth Revised Page 17, Seventh Revised Page 18 and Third Revised Page 20-B, attached hereto and by this reference made a part hereof.

2. Tariff publications authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the fifth day after the effective date hereof, and may be 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. 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 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 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. In all other respects said Decision No. 32608, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 22nd day of MAY, 1962.

Carroll Page  
President  
John H. Hill  
John H. Hill  
George L. Grover  
Frederic B. Hillhoff  
Commissioners

Item No.	SECTION NO. 2	RATES (Continued) In Cents Per 100 Pounds						
<p>Δ(E) 212</p>	<p>ASPHALT, base stock, to be used only for mixing, blending or processing. (See Note)</p>							
	<table border="1"> <thead> <tr> <th data-bbox="361 573 730 637">FROM</th> <th data-bbox="730 573 1092 637">TO</th> <th data-bbox="1092 573 1476 637">RATE</th> </tr> </thead> <tbody> <tr> <td data-bbox="361 637 730 708">El Segundo</td> <td data-bbox="730 637 1092 708">Inglewood</td> <td data-bbox="1092 637 1476 708">5</td> </tr> </tbody> </table>	FROM	TO	RATE	El Segundo	Inglewood	5	
FROM	TO	RATE						
El Segundo	Inglewood	5						
<p>Δ(E) 213</p>	<p>CARBON BLACK OIL, feed stock to be used solely to manufacture carbon black. (See Note)</p>							
	<table border="1"> <thead> <tr> <th data-bbox="361 1286 730 1350">FROM</th> <th data-bbox="730 1286 1092 1350">TO</th> <th data-bbox="1092 1286 1476 1350">RATE</th> </tr> </thead> <tbody> <tr> <td data-bbox="361 1350 730 1421">Mopeco</td> <td data-bbox="730 1350 1092 1421">Rogas</td> <td data-bbox="1092 1350 1476 1421">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; 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>								
<p>Δ(E) Expires with December 31, 1962.</p> <p>Δ Change, neither increase nor reduction } Decision No. <b>63720</b></p>								
<p>EFFECTIVE JULY 1, 1962</p>								
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 241</p>								

Item No.	SECTION NO. 2 - RATES (Continued)
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VEHICLE UNIT VOLUME TENDER RATES

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.

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)

RATES

(Vehicle Unit Rates)

Δ(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) 4.50	(1) 4.50	(1) 4.50
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.

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.

(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.

Δ (E) Expires with December 31, 1962

Δ Change, neither increase nor reduction, Decision No. 63720

EFFECTIVE JULY 1, 1962

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 242

Item No. SECTION NO. 2 - RATES (Concluded)

WRITTEN AGREEMENT

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:

- (1) Name and address of carrier.
- (2) Name and address of shipper.
- (3) Date of engagement.
- (4) Calendar 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:

Δ(E)  
285

Date \_\_\_\_\_

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 \_\_\_\_\_  
(Name of Carrier)

under the rates, charges and provisions of Item No. 280 of said tariff, subject to the following terms:

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

Calendar period of agreement \_\_\_\_\_

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

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

Charge per unit of equipment for \_\_\_\_\_  
calendar period \_\_\_\_\_ (to be prepaid)

Additional charge per hour \_\_\_\_\_

Additional charge per mile \_\_\_\_\_

Excess charge per hour \_\_\_\_\_

Excess charge per mile \_\_\_\_\_

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

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

Address \_\_\_\_\_

Confirmed:

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

Address \_\_\_\_\_

Δ(E) Expires with December 31, 1962.

Δ Change, neither increase) Decision No. 63720  
nor reduction )

EFFECTIVE JULY 1, 1962

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 243

Third Revised Page .... 20-B

Cancels

Second Revised Page ... 20-B

MINIMUM RATE TARIFF NO. 6

SECTION NO. 4 - FORMS OF DOCUMENT

Δ(E) Item No. 335

FREIGHT BILL FOR VEHICLE UNIT RATES FOR TRANSPORTATION OF GASOLINE AND/OR PETROLEUM FUEL OIL DISTILLATE AND/OR JET FUEL

Name of Carrier \_\_\_\_\_ Bill No. \_\_\_\_\_  
(Name of Carrier Must Be Same as Shown on Permit) Permit No. \_\_\_\_\_

Name of Shipper \_\_\_\_\_

Street Address \_\_\_\_\_ City \_\_\_\_\_

Date of Agreement \_\_\_\_\_ Calendar Period of Engagement \_\_\_\_\_

Unit(s) of Equipment Used \_\_\_\_\_ Capacity \_\_\_\_\_  
(Identify) (Gallons)

Time Engagement Commenced (1) \_\_\_\_\_

Time Engagement Expired (2) \_\_\_\_\_

Total Time \_\_\_\_\_

Less Deductions (See Note 2, Item No. 280) \_\_\_\_\_

Net Time \_\_\_\_\_

Charges:	Rate	Charge
No. Units of Equipment Used _____	_____	_____
No. Hours _____	_____	_____
Excess Hours _____	_____	_____
Additional Charges (3) _____	_____	_____

Total Charges \_\_\_\_\_

- (1) Time equipment arrives at first point of origin.
- (2) Time equipment returns to first point of origin.
- (3) Show each charge separately and what it represents.

Certification of Data:

Shipper \_\_\_\_\_ Carrier \_\_\_\_\_

By \_\_\_\_\_ By \_\_\_\_\_

Δ(E) Expires with December 31, 1962.

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nor reduction )

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Correction No. 244 San Francisco, California