

ORIGINALDecision No: 68811

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 any and all commodities between and
 within all points and places in the
 State of California (including, but not
 limited to, transportation for which
 rates are provided in Minimum Rate
 Tariff No. 2).

Case No. 5432
 Order Setting Hearing
 Dated September 15, 1964

Arlo D. Poe, J. C. Kaspar and H. F. Kollmyer, for
 California Trucking Association; J. L. Beeler,
 for Oilfield Haulers Conference; James C.
Hazzard, for Richfield Oil Corporation;
Merlyn N. Richmond and E. J. Dunn, for Shell
 Oil Company; Charles G. Adler, for Tidewater
 Oil Company; John S. Hagestad, for John S.
 Hagestad Drilling Company, interested parties.
Gordon H. Sandberg, for Advance Truck Co.; Herb
Bales, for Northern Truck Service; Walter M.
Kofod, for Thor Kofod Trucking; William H.
Stewart, for Daigh & Stewart Truck Co.;
Paul D. Turner, for Union Truck Co. Inc.,
 respondents.
Norman B. Haley and Fred P. Hughes, for the
 Commission staff.

O P I N I O N

The Commission's Transportation Division recommended that
 a public hearing be scheduled for the purpose of receiving evidence
 related to the highway transportation of oil, water or gas well
 outfits and supplies.^{1/} Public hearings were held on December 17
 and 18, 1964, before Examiner Gagnon at Los Angeles. The matter
 was submitted on the latter date.

^{1/} Also referred to herein as well machinery and supplies.

Cost and rate economic studies were presented in evidence by the Commission's Transportation Division staff and the California Trucking Association (CTA). The Oilfield Haulers Conference supports the proposals of the CTA. A representative of the John S. Hagestad Drilling Company testified in opposition to the cost and rate proposals.

We are concerned here with only that phase of the highway transportation of well machinery and supplies governed by the minimum hourly rates provided in Items Nos. 720 and 720-1 of Minimum Rate Tariff No. 2. These hourly rates were first established by Decision No. 29313, dated December 7, 1936, in Part C of Case No. 4088 (40 CRC 296). Since that time, the hourly rates have not been changed to any material degree other than periodic adjustments in the level of the rates and the extension of the application of the rates from 20 miles to 35 miles. Studies were undertaken to determine what changes, if any, are required in the hourly rate provisions in order to reflect the current needs of both shippers and carriers.

Hourly Cost Studies

Staff cost and performance data (Exhibit No. 1) were obtained from sixteen different well machinery haulers located generally in Williams, Rio Vista, Ventura, Bakersfield and Long Beach. The class of motor vehicle equipment most frequently observed by the staff in the highway transportation of well machinery and supplies may be described as follows:^{2/}

- (a) 3-axle heavy-duty diesel tractor in combination with a 2-axle conventional semitrailer or low bed.

^{2/} No staff costs were developed for shipments transported in 2-axle trucks because available data were insufficient. ✓

- (b) Heavy-duty 3-axle diesel powered truck with removable A-Frame.

Staff labor costs were developed on the basis of straight time, overtime at one and one-half regular time, and an estimated industry composite overtime experience of 11.8 percent. A weighted average labor rate was employed for both "special permit loads" and helpers. Labor rates initially used in the staff cost study reflected the union contract rates in effect July 1, 1963 for the Long Beach and Bakersfield areas, plus a 10-cent per hour increase, effective July 1, 1964.^{3/}

The California Trucking Association study of the cost of transportation of well machinery and supplies (Exhibit No. 4) is predicated upon the staff study. Where CTA parallel cost analysis resulted in either the same level of costs or, in the opinion of CTA, the Commission staff cost factors reasonably approximated the CTA costs, the staff study was employed. Certain other essential cost elements developed by the staff but not explored by the CTA were also incorporated into the Association's study. Staff cost elements which were modified by the CTA, prior to being introduced into the latter's cost study, are set forth in the following table:

Table 1

<u>Cost Factor</u>	<u>CTA Exh. No. 4</u>		<u>Staff Exh. No. 1</u>	
	<u>Truck</u>	<u>Tractor</u>	<u>Truck</u>	<u>Tractor</u>
<u>Running Costs:</u>				
Miles per gallon of fuel	3.0	2.5	5.0	4.0
<u>Labor Costs:</u>				
Premium Pay	9.3%		11.8%	
Nonproductive Time	7.6%		5.3%	
Extra Labor	Driver Wage Rate		Casual Labor Wage Rate	

^{3/} Commission staff Exhibit No. 1 was revised at the December 17, 1964 hearing to reflect adjustments in labor rates, effective September 1, 1964.

The CTA "miles per gallon" cost factor reflects hourly operations only. The staff cost witness, on the other hand, testified that he included overall operations, covering movements transported on a weight basis, in the development of the same cost factor. The percentage allowance for premium pay was reduced by the CTA in order to represent daily overtime only, separate costs and tariff charges being proposed for Saturday and Sunday overtime. The variation in the CTA and staff allowances for nonproductive time is primarily due to a difference in the judgment of the respective cost witnesses. The CTA provision for extra labor was based on the drivers' wage rate, whereas the same staff cost factor is predicated upon the casual labor rate. The staff and CTA both testified, however, that when the services of extra labor are required, which is seldom, such services are generally performed by the driver.

The CTA total hourly cost development is slightly higher than the staff cost study as a result of the former's greater emphasis upon the hourly operating experiences of the carriers. Since only the minimum hourly rates are under consideration in this proceeding, the position of the trucking association is well taken.

Present Hourly Rates

The present hourly rates set forth in Item No. 720 of Minimum Rate Tariff No. 2 are subject to the following tariff provisions:

1. The transportation of property must be necessary or incidental to the establishment, maintenance, or dismantling of oil, gas, or water wells, pipelines, refineries and cracking or casing head plants.

2. The point of origin must be at a well site or within an oil field, and the point of destination also must be at a well site or within the same or another oil field.

3. The distance between the point of origin and destination does not exceed 35 miles.

4. The hourly rates and charges are based upon the loading time, plus double the driving time, plus the unloading time. The rate to be assessed is determined by capacity of the equipment furnished. Each carrier establishes the normal carrying capacity of his equipment and furnishes an equipment list to the Commission showing the assigned capacity of each piece of equipment.

A Commission staff rate expert presented testimony (Exhibit No. 2) concerning the application of the present minimum hourly rates for the transportation of well machinery and supplies. As a result of a staff field study, the rate witness testified that he found the present practices of carriers to vary widely and that they do not follow the original intent of the present hourly rate provisions. For example, the rate witness asserts that the following transportation practices were observed:

1. The industry considers all commodities moving from and to the oil fields as being necessary or incidental to the operation of an oil well.

2. The term "oil field", as defined in Decision No. 29313, has been interpreted to mean between any two places within 35 miles in the State of California as long as either the point of origin or destination is at a well site, a site for an exploratory well, or a service facility near existing oil wells.

3. Various methods are employed in determining the 35-mile distance factor. The Commission's Constructive Distance Table, actual speedometer miles, auto club maps, or a combination of all three methods are utilized.

4. Carriers are frequently called upon to supply extra semitrailers whenever a shuttle operation is planned during the movement of an oil-well rig. Carriers are also called upon to supply tractors and drivers without trailing equipment in cases where drilling contractors have mobile oil-well drilling rigs, tanks and pumps which can be towed by carrier's equipment.

5. Although the majority of the transportation performed under the oil field hourly rates is performed on standard equipment there is a need for low-bed semitrailers.

6. The majority of the loading and unloading of carrier equipment is performed by mobile cranes, A-frames or winches. The expense of the mobile crane or A-frame is borne by the shipper. The carrier's driver assists in the loading and unloading. Whenever the lading consists of oil-well drilling compound, in sacks, the driver loads and unloads.

7. The present practice of computing the hours of service is from carrier's terminal to carrier's terminal.

Staff Rate Proposal

The staff recommends that a uniform statewide hourly rate scale for specific categories of truck equipment be adopted.

The practice within the industry of including any commodity for transportation moving from or to the oil fields is reflected in the staff rate proposal. Since practically no transportation to refineries, cracking or casing head plants or pipelines was observed moving under the existing hourly rates, the staff suggests that reference to such movements be canceled.

It recommended, however, that the application of the hourly rates be expanded to cover newly developed movements to and from ocean piers to service off-shore oil well drilling facilities. It further suggested that the highway mileage rate factor of 35 miles be amended to 20 air miles, which assertedly approximates the existing 35-mile tariff provision. The staff witness testified that under this proposed method a uniform basis for application of rates would be established.

At the present time, the transportation of well machinery and supplies in low-bed trailers is exempt from minimum rates. This exemption does not appear warranted to the staff. It recommends, therefore, that the present general exemption for low-bed trailers be amended so as to exclude the transportation of oil, gas or water well equipment and supplies when the point of origin or destination is: "...an oil, gas or water well site; a site for drilling an exploratory oil, gas or water well; or a pier, quay or wharf for transshipment from or to an off-shore drilling facility." Specific hourly rates are proposed by the staff for movements transported in low-bed equipment between points of origin or destination as described above.^{4/}

The staff field study also developed an apparent need for hourly rates applicable to movements transported in 2-axle truck equipment. The staff rate expert explained that, in emergency circumstances at the well sites, the carrier will frequently dispatch such lightweight equipment as a matter of convenience. In the absence of specific cost data for 2-axle truck

^{4/} The staff proposal would also remove the current minimum rate exemption on such traffic in low-bed equipment between points more than 20 air miles apart and thereby make such movements subject to the minimum distance class rates.

equipment, the staff rate expert testified that he developed the proposed 2-axle truck rate of \$10.45 per hour on the basis of the present minimum rate for truck transportation over 5,000 pounds but not over 8,000 pounds.^{5/}

CTA Rate Proposal

The rate study conducted by the California Trucking Association (Exhibit No. 5) generally affirms the recommendations of the staff. The CTA suggests, however, that certain modifications be made in the staff proposal.

The hourly rates suggested by the CTA are slightly higher than those developed by the staff and, according to the testimony of the CTA witness, give greater recognition to the operating costs experienced by the carriers under the minimum hourly rate provisions. A summary of the CTA and staff proposed hourly rates is set forth in the following table:

Table 2

<u>Truck and Trailer Equipment</u>	<u>Rates in Cents per Hour</u>	
	<u>Staff</u>	<u>CTA</u>
1. 2-axle truck	1045	1100
3-axle truck	1305	1350
2. Trucks, tractors, trailers, dollies, semitrailers: Any combination thereof moving as a single unit		
Carrier owned:		
Other than low bed	1480	1560
Low bed	1605	(Retain exemption)
3. Excess trailers or semitrailers	230	300
4. Tractor and Driver only (Shipper owned trailing equipment)	1325	1400

^{5/} Item No. 420 of Minimum Rate Tariff No. 5 (Los Angeles Drayage Area) provides an all-freight hourly rate of \$10.45 for such traffic.

The California Trucking Association recommends that no minimum rates be established at this time for the transportation of well machinery and supplies in low-bed equipment. The CTA asserts that its position in this instance is not intended to imply a deviation from its general policy of opposition to any minimum rate exemption, but rather a difference of opinion as to the appropriate procedure for establishing minimum rates for the transportation of property in low-bed equipment. The CTA maintains that the problem should be approached on an industry-wide basis and not piecemeal as recommended by the staff. The CTA further alleges that the establishment of rates for only a segment of the traffic moving in low-bed trailers would create confusion among the carriers and shippers of property in this specialized form of highway equipment. In addition, the CTA witness stated that the staff rate proposal would have the effect of establishing a depressed level of rates for the movement of well machinery and supplies in large and costly noninterchangeable low-bed trailers. The CTA witness asserted that these large low-bed trailers were only recently introduced into the oil field hauling industry and were specifically excluded from the staff cost study.^{6/}

The CTA proposal would broaden the application of the hourly rates to include transportation of property necessary or incidental to the establishment, maintenance or dismantling of pipelines, refineries and cracking or casing head plants. The CTA witness explained that this suggestion was intended to recognize a need within the oil field hauling industry.

^{6/} Upon cross-examination, the staff cost witness explained that certain large type low-bed equipment was specifically excluded from the staff cost development, as such equipment was found to be used in only a few instances.

The CTA also recommended that the staff rate proposal be modified so as to apply for distances not exceeding 30 air miles in lieu of 20 air miles. The CTA witness testified that certain movements to and from ocean piers to service off-shore drilling facilities in the Long Beach-Wilmington area would not be covered under the proposed hourly rates if limited to points of origin and destination not more than 20 air miles apart.

Interested Party Objections

The John S. Hagestad Drilling Company presented testimony urging the Commission not to make any changes which would increase the existing minimum hourly rates governing the transportation of well machinery and supplies. A witness in behalf of the company presented statistical information (Exhibit No. 3) indicating that its overall daily rig operating expenses have increased 59.4 percent while, at the same time, its footage prices have declined 18.7 percent, for a 12-year period ending in 1963. The exhibit does not contain any analysis of the transportation cost factors involved nor the various cost elements included in the daily rig operating expenses.

The well drilling contractor claims that the oil well drilling industry has been subjected to the "worst type of wanton price cutting", which appears to be the result of a relatively large number of contractors bidding for a declining number of available jobs.

Every consideration will be given to the alleged financial stress of the oil well drilling contractors. The carriers, however, should not be expected to perform adequate transportation services at unreasonably low price levels in order to absorb costs which are directly attributable to oil well drilling operations.

Discussion

It is evident that the present hourly rates in Items Nos. 720 and 720-1 of Minimum Rate Tariff No. 2 do not reflect

the present transportation needs of the carriers and shippers of oil, water or gas well outfits and supplies. It is also apparent that the adoption of the staff rate proposals, including certain modifications thereto as recommended by the California Trucking Association, would eliminate existing out-dated tariff provisions and give recognition to the current needs of the carriers and shippers.

It is evident that the general level of rates and charges recommended by the CTA, with emphasis upon the hourly operating experiences of the carriers, will result in a realistic minimum hourly rate structure. The trucking association recommendation that no minimum rates be established at this time for the transportation of oil, water or gas well outfits and supplies in low-bed trailers is also persuasive in the absence of any demonstrated need by the carriers and shippers for such rate regulation. This latter rate proposal is in consonance with the Commission's customary reluctance to expand its minimum regulatory rate program into areas of transportation where there exists sufficient rate stability to maintain an equality of competitive opportunity consistent with the needs of commerce.

The CTA proposal to establish a separate additional charge to cover overtime pay when transportation services are performed on Saturdays and Sundays, in lieu of including such overtime labor costs in the basic rate structure, is also well taken in that it produces a more equitable basis for the assessment of hourly charges.

Other suggested adjustments in the present minimum hourly rate provisions, by either the Commission staff or the California Trucking Association, not specifically referred to are generally self-explanatory and have been thoroughly considered.

Findings and Conclusions

We find that:

1. The existing minimum hourly rates, rules and charges governing the transportation of oil, water or gas well outfits and supplies do not reflect the current transportation requirements of both the shippers and the carriers.

2. The revision in Minimum Rate Tariff No. 2 proposed by the Commission staff, modified to the extent hereinbefore discussed by the alternative proposals of the California Trucking Association, should be authorized.

3. The minimum rates so established are the just, reasonable and nondiscriminatory minimum rates for the transportation governed thereby.

4. The increases resulting from such adjustments are justified and are necessary to assure to the public the maintenance of adequate and dependable transportation by highway carriers.

We conclude that the rates and rules herein found to be reasonable should be established in Minimum Rate Tariff No. 2 as the just, reasonable and nondiscriminatory minimum hourly rates and governing rules for the transportation of oil, water or gas well outfits and supplies.

Other minor changes not related to the subject matter of the Order Setting Hearing will be made in some of the tariff pages herein being revised for reasons of tariff clarification only. ✓

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective May 8, 1965, 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. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than May 8, 1965; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

3. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates

published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

Dated at San Francisco, California, this 30th day of MARCH, 1965.

Fredrick B. Hallock
President
George H. Grover
Commissioners
William L. Benson

C. 5432 (OSH 9-15-64) cp

APPENDIX A TO DECISION NO. 68811

List of Revised Pages to Minimum Rate Tariff No. 2
Authorized by Said Decision

Thirty-second Revised Page 2

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(END OF APPENDIX A LIST)

Cancelled

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Change, Decision No. **68811**

EFFECTIVE MAY 8, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1581

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
p10	<p data-bbox="569 318 1073 394">(1) DEFINITION OF TECHNICAL TERMS (Items Nos. 10, 11 and 12)</p> <p data-bbox="330 407 1404 484">*AIR-MILE means a statute mile measured in a straight line without regard to terrain features or differences in elevation.</p> <p data-bbox="330 509 1404 624">ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p data-bbox="330 637 1404 777">CARRIER means a radial highway common carrier, a highway contract carrier or a cement contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</p> <p data-bbox="330 802 1404 904">CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.</p> <p data-bbox="330 930 1404 1312">COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or Section 203(b)(8) of Part II of the Interstate Commerce Act.</p> <p data-bbox="330 1337 1404 1439">CONSIGNOR means the person, firm or corporation shown on the shipping document as the shipper of the property received by the carrier for transportation.</p> <p data-bbox="330 1465 1404 1592">DANGEROUS ARTICLES means articles described in Motor Carriers' Explosives and Dangerous Articles Tariff 11, Cal.P.U.C. 6 of American Trucking Associations, Inc., Agent, and supplements thereto or re-issues thereof.</p> <p data-bbox="413 1643 1073 1694">DISTANCE TABLE means Distance Table No. 5.</p> <p data-bbox="330 1694 1404 1796">ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p data-bbox="330 1821 1404 1898">ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p data-bbox="330 1911 1404 1987">EXCEPTION RATINGS TARIFF means Exception Ratings Tariff No. 1 issued by the Commission.</p> <p data-bbox="330 2000 1404 2076">GOVERNING CLASSIFICATION means National Motor Freight Classification A-8(CAL) as governed by National Motor Freight Classification A-8.</p> <p data-bbox="330 2102 1404 2272">INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p>

MULTIPLE LOT SHIPMENT means a shipment transported in accordance with the provisions of Item No. 85.

PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).

PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.

PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 110.

(Continued in Item No. 11)

(1) Definition of "Point of Destination" and "Point of Origin" formerly shown on this page transferred to Twentieth Revised Page 12.

of Change) Decision No. 68811
* Addition)

EFFECTIVE MAY 8, 1965

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San Francisco, California.
Correction No. 1582

Item
No.SECTION NO. 1 -- RULES AND REGULATIONS OF
GENERAL APPLICATION (Continued)(1) (2) DEFINITION OF TECHNICAL TERMS (Continued)
(Items Nos. 10, 11 and 12)

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

All

POOL SHIPMENT means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:

1. A carrier with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or

2. A consignee (other than a carrier) in connection with which pool shipment a carrier is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents or to other carriers.

The term "delivery" as used in this definition means relinquishing the property to the consignee, his agent, or another carrier entitled to receive such property, whether at the point of distribution or elsewhere.

POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.

RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.

RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.

SHIPMENT means a quantity of property physically tendered by one consignor at one point of origin at one time for one consignee at one point of destination, for which a single shipping document has been issued. (See also exceptions in rules and definitions for multiple lot, split pickup and split delivery shipments.)

(Continued in Item No. 12)

- (1) Definition of "Point of Destination" and "Point of Origin" formerly appeared on Twenty-eighth Revised Page 11.
- (2) Definition of "Split Pickup Shipment" and "Split Delivery Shipment" formerly shown on this page transferred to Eighth Revised Page 12-A.

Δ Change, neither increase nor reduction, Decision No. 68811

EFFECTIVE MAY 8, 1965

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

Correction No. 1583

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
12	<p data-bbox="419 428 1240 499">(1) DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10, 11 and 12)</p> <p data-bbox="361 555 1417 805">SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier within a period of two calendar days from one consignor at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note)</p> <p data-bbox="365 840 1433 968">NOTE.--In addition to the component parts picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot by the consignor or the consignor's agent.</p> <p data-bbox="365 998 1438 1253">SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being shipped by one consignor from one point of origin. (See Note).</p> <p data-bbox="365 1284 1417 1355">NOTE.--All charges must be prepaid, and the carrier may not collect charges of any nature from any consignee.</p> <p data-bbox="459 1411 535 1431">* *</p> <p data-bbox="459 1508 535 1528">* *</p> <p data-bbox="365 1574 1405 1763">TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p data-bbox="365 1798 1438 1926">TEMPERATURE CONTROL SERVICE means the protection from heat by the use of ice (either water or solidified carbon dioxide), by mechanical refrigeration, or by release of liquefied gases.</p>

APPLICATION OF TARIFF - CARRIERS

Rates provided in this tariff are minimum rates established pursuant to the Highway Carriers' Act and the Household Goods Carriers' Act and apply for transportation of property by radial highway common carriers, highway contract carriers, cement contract carriers and household goods carriers as defined in said Acts.

20

When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.

Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers defined in this tariff or for common carriers defined in the Public Utilities Act.

- (1) Definition of "Split Pickup Shipment" and "Split Delivery Shipment" formerly appeared on Nineteenth Revised Page 12.

Ø Change)
** Definition of "Tailgate Loading") Decision No. 68811
and "Tailgate Unloading")
Eliminated.)

EFFECTIVE MAY 8, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1584

Cancel

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
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DAILY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE
(Subject to Item 720-1 and 720-2)

Rates in this item apply for transportation of:

- A. Freight regardless of classification when transported from, to or between: an oil, gas or water well site; a site for drilling an exploratory oil, gas or water well; a pier, quay or wharf for trans-shipment from or to an off-shore drilling facility.
- B. Property necessary or incidental to the establishment, maintenance or dismantling of pipelines, refineries and cracking or casing head plants.

Rates in this item apply also for stringing pipe as provided in Item No. 175.

Rates in this item apply only for distances not exceeding 30 air miles from point of origin.

720

Type of Equipment	Rates in Cents Per Hour
Truck Without Trailer	
2 Axle	1100
3 Axle	1350
Truck or Tractor with any combination of Trailers, Semitrailers or Dollies moving as a single unit.	
Carrier Owned	1550
Excess of Trailers or Semitrailers.	
Carrier Owned	270
Tractor and Driver Only	1400
(Shipper Owned Trailing equipment)	

(Continued in Item No. 720-1)

◊ Change)
 ◊ Increase) Decision No. **68811**
 ◊ Reduction)

EFFECTIVE MAY 8, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1585

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)															
	HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE (Continued)																
	1. Charges shall be computed on the following basis: (See Exception.) The number of hours of service will be computed from the time the carrier's driver commences either operating the motor vehicle or performing other related service, whichever is earlier, and ending at the time that carrier's driver either ceases operating the motor vehicle or performing other related service, whichever is later. When the service performed extends over more than one day and the equipment is not returned to carrier's terminal, the period of time the driver is off-duty shall not be included in the hours of service. EXCEPTION.--(a) Allowance shall be made for delays occasioned due to failure of carrier's equipment, or due to time taken out for meals. (b) After the total time has been determined it shall be converted into hours and fractions thereof. Minimum charge, one hour. Fractions of an hour shall be determined in accordance with the following table: <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>Minutes</u></th> <th></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: center;">----- Omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">38</td> <td style="text-align: center;">----- Shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">60</td> <td style="text-align: center;">----- Shall be 1 hour</td> </tr> </tbody> </table>		<u>Minutes</u>			<u>Over</u>	<u>But Not Over</u>		0	8	----- Omit	8	38	----- Shall be 1/2 hour	38	60	----- Shall be 1 hour
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0	8	----- Omit															
8	38	----- Shall be 1/2 hour															
38	60	----- Shall be 1 hour															
	2. For transportation furnished under this item on Saturdays and Sundays, there shall be an additional charge of \$2.75 per hour in excess of those set forth in Item No. 720.																
	3. For transportation furnished under this item on holidays, there shall be an additional charge in excess of those set forth in Item No. 720, as follows: (a) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, \$11.00 per hour. (b) On Washington's Birthday, Memorial Day and December 24th, \$5.50 per hour.																
	(Continued in Item No. 720-2)																

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720-1

Change)
◊ Increase)
◊ Reduction)

Decision No. 68811

EFFECTIVE MAY 8, 1965

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Correction No. 1586

- 51-EE -

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)
	<p data-bbox="384 413 1381 481">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE (Concluded)</p> <p data-bbox="327 514 1405 738">4. Rates include the exclusive services of vehicle and driver and do not include any equipment other than a winch affixed to the vehicle to load and unload. When carrier furnishes help other than the driver or supervising foreman, such service shall be charged for at a rate of not less than \$6.50 per hour per extra man furnished.</p> <p data-bbox="411 763 1367 831">(a) On Saturdays and Sundays, the applicable helper rate shall be \$9.00 per hour.</p> <p data-bbox="411 859 1389 960">(b) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, the applicable helper rate shall be \$16.50 per hour.</p> <p data-bbox="411 985 1372 1086">(c) On Washington's Birthday, Memorial Day and December 24th, the applicable helper rate shall be \$11.50 per hour.</p> <p data-bbox="411 1111 1433 1401">(d) The helper's hours of service for each day shall be computed from the time helper is engaged to perform loading, unloading, and other related service or is required to ride carrier's vehicle, whichever is earlier, and ending at the time the loading, unloading or other related service is completed, or the helper is returned to the point at which he was engaged at start of day, whichever is later.</p> <p data-bbox="411 1426 1450 1494">(e) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals.</p> <p data-bbox="411 1519 1417 1620">(f) When the service performed extends over more than one day, the time the helper is off-duty shall not be included in the hours of service.</p> <p data-bbox="411 1645 1400 1746">(g) After the total time has been computed, it shall be converted into hours and fractions thereof as provided under the provisions of Item No. 720-1.</p> <p data-bbox="411 1771 1306 1839">(h) There shall be a minimum charge of one hour service at the applicable rate.</p> <p data-bbox="345 1864 1400 1998">5. When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff.</p>

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720-2

6. Each shipping document issued in connection with transportation under this item shall, in addition to other requirements set forth in this tariff, identify the equipment used by its equipment number and description as provided in Item No. 720.
7. Each vehicle shall have stenciled or otherwise permanently displayed on it an equipment number.
8. Excess trailers means trailers or semi-trailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit.
9. Rates include converter gears (auxiliary dollies).
10. "Dollies" include pole or pipe dollies, stretch dollies, lowbed dollies, bolster type dollies, but not auxiliary dollies.

∅ Change)
◊ Increase)
◊ Reduction)

Decision No. 68811

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Correction No. 1587 .