

Decision No. 75522

**ORIGINAL**

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 property by vacuum- )  
type and pump-type tank vehicles )  
(including transportation for which )  
rates are provided in Minimum Rate )  
Tariff No. 13).

Case No. 6008  
Petition for Modification  
No. 8  
(Filed August 26, 1968;  
Amended October 3, 1968)

Richard W. Smith, H. F. Kollmyer and A. D. Poe, for  
California Trucking Association, petitioners.  
James E. Ogden, for Chancellor & Ogden, Inc.; Paul  
Jenkins, for Fix & Brain Vacuum Truck Service,  
respondents.  
James W. Curtwright, for Shell Oil Company, protestant.  
Robert E. Walker and Robert W. Stich, for the Commission  
staff.

O P I N I O N

This matter was heard November 7, 1968 at San Francisco and November 20, 1968 at Los Angeles before Examiner Thompson and was submitted on briefs. Briefs were filed December 23, 1968; the matter is ready for decision.

California Trucking Association (CTA) here seeks a general modification of the minimum rates in Minimum Rate Tariff No. 13 applicable to the transportation of property in vacuum-type tank vehicles.

A vacuum-type tank vehicle is a tank truck in which fluids are loaded ordinarily by the force of atmospheric pressure acting on a vacuum within the vehicles. Their most common use is in connection

with oil field operations either in "clean-up" tasks or in transporting fluids, such as petroleum products or drilling mud when circumstances prevent loading tank vehicles by gravity or by pressure pumps.

Minimum Rate Tariff No. 13 was established by Decision No. 55584 dated September 24, 1957 in Case No. 5432 in Application No. 38489 of CTA. The minimum rates so established apply to the transportation of commodities, in liquid or semiplastic form, other than petroleum products for which rates are provided in Minimum Rate Tariff No. 6-A, when such transportation is incidental to the construction, operation or maintenance of oil or gas wells, oil pipelines or oil storage facilities. Except for increases in the level of the minimum rates there have been no significant changes in the minimum rates and rules established in Decision No. 55584.

CTA here proposes substantial revisions in the minimum rates. It asserts that such revisions reflect conditions found by petitioner during the course of a recent study which was undertaken pursuant to the directive in Decision No. 66114, dated October 1, 1963, in Petition No. 5.<sup>1/</sup> While there are a number of proposed revisions in specific items of the tariff, the effects of such proposals are to (1) make the minimum rates applicable to all commodities and services when transportation is performed in vacuum-type tank vehicles, (2) provide hourly minimum rates which are applicable from the time the vehicle leaves the carrier's terminal until it returns, and (3) provide a level of rates which will be reflective of April 1, 1969 cost levels.

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<sup>1/</sup> In that decision, the Commission stated, "Should petitioner undertake to seek in a subsequent phase of this proceeding further increases in the rates in Minimum Rate Tariff No. 13, it should undertake to establish that the data upon which it relies are reasonably representative of the circumstances then applicable to the transportation performed."

Shell Oil Company and the Commission staff oppose the proposed revisions. Shell contends that consideration should be given to the establishment of reduced rates for volume tenders or for guaranteed usage. It protests some of CTA's proposals on jurisdictional grounds.

Petitioner has used Western Motor Tariff Bureau, Inc., Local Vacuum and Pump Truck Tariff No. 7 (WMTB-7) as the prototype of the rules it proposes for MRT 13. It asserts that many of the vacuum truck operators participate in that tariff. All of them hold certificates authorizing operations as a petroleum irregular route carrier and permits authorizing operations as a radial highway common carrier or highway contract carrier. According to petitioner, none of the participants are highway common carriers of commodities transported in vacuum-type equipment. Item 20 of WMTB-7 provides that the rates and rules in the tariff apply for the use of vacuum-type tank equipment in the transportation of petroleum, petroleum products, oil base drilling fluid and other commodities, in bulk, between points and places in California when such transportation is incidental to vacuum service in connection with road surfacing, cleaning of tanks or sumps or clean-up work at oil well sites, or incidental to the construction, operation or maintenance of oil, gas wells, oil pipe lines or oil storage facilities, or other points and places requiring the use of such type equipment and, for the use of said equipment in vacuum service in connection with the cleaning of tanks or sumps or clean-up work at oil well sites, or incidental to the construction, operation or maintenance of oil gas wells, oil pipe lines or oil storage facilities, or other points and places requiring the use of such type equipment. (Emphasis added).

Petitioner contends, by reason of the emphasized phrases, this tariff provides state-wide rates for all commodities transported in vacuum-type equipment.

Without commenting upon, or making any reference to, the duties and obligations imposed by law other than the Public Utilities Code upon common carriers, nor making any comment or reference to the rights and obligations of shippers engaging such common carriers, if, as stated by petitioner, the participants to Tariff WMTB-7 hold only petroleum irregular route certificates and radial highway common carrier permits as authorities to operate as common carriers, with respect to any regulations or matters involving Divisions 1 and 2 of the Public Utilities Code and orders issued by the Commission pursuant to said provisions, Tariff WMTB-7 applies only to the transportation of petroleum and petroleum products. We consider Tariff WMTB-7 herein only as evidence of the legal rates of the participants for their transportation of petroleum and petroleum products in vacuum-type trucks, and as evidence of what the participants consider to be a suitable structure of rates for the various services they perform in vacuum-type equipment.

Vacuum-type tank vehicles are utilized for many purposes. Their development was primarily initiated by the needs of the oil and gas well industries. In Decision No. 55584, we said,

"The transportation that is here involved is a specialized type of service. It consists mainly of transportation of oil-well-drilling waste materials from well sites to disposal areas and the transportation of oil-well-drilling muds, compounds, and chemicals from suppliers to well sites."

The equipment is suited for the transportation of any fluid or semiplastic commodity and is particularly useful for the loading of

such commodities when outside pumping facilities are not available or the commodity cannot be loaded by gravity. Outside of the oil-well-drilling fields, their present use is primarily in connection with clean-up work. It was testified that such equipment is used following the wash-down of loads of liquids spilled upon the State highways. We take note that newspaper articles have reported their use in the cleaning of beaches and harbors following the recent oil-well leak off the coast of Santa Barbara. For many years vacuum-type and pump-type tank trucks have been utilized in connection with the cleaning of cess pools and septic tanks.

Unless a specific need has been shown the Commission has not undertaken to prescribe regulations for transportation involving clean-up work or debris removal. The exceptions include minimum rates in MRT-7 for the hauling in dump trucks of debris resulting from the demolition of buildings and structures and resulting from maintenance of streets and highways. Other rate regulation of clean-up work has been limited to cleanup performed at a job site as an incidental service to the carrier's transporting asphaltic concrete to said job site under the zone rates in MRT 17 and to clean-up work at oil and gas well sites under the rates in MRT 13. The minimum rates were established in such instances to meet individual special situations; however, the circumstances resulting in those special situations are similar; i.e., the carriers perform clean-up work for the shippers that regularly engage them to perform what might be called commercial transportation. Unless minimum rates were established for the clean-up work the carriers would be able to subvert the minimum rates established for the commercial transportation by providing clean-up work at free or reduced charges. The establishment of minimum rates for

clean-up work was necessary to the application and enforcement of the minimum rates prescribed for other services the carriers perform.

What applicant proposes here is to have the minimum rates apply to all types of clean-up work in which a vacuum-type tank truck is utilized. We have pointed out that the vacuum-type tank truck is a versatile vehicle and its capability of being able to load fluids and semiplastic commodities without the necessity of having outside pump or gravity-type loading facilities provides for many types of use. In addition to the transportation of petroleum products, drilling muds, chemicals and compounds and the cleaning of sumps and other clean-up work at oil and gas well locations, we have mentioned three types of uses of this equipment. Although petitioner states that almost twenty percent of the present transportation requested by shippers and performed by carriers is beyond the scope of MRT 13 and to this extent the tariff is not responsive to the needs of shippers and carriers and does not reflect present circumstances, petitioner has not explained or described the activity or services involved in this twenty percent. If it comprises only the cleaning of cess pools and septic tanks, the removal of water and waste from public highways and the removal of oil waste from the harbors and beaches, it does not appear that the establishment of minimum rates for such clean-up work is necessary to the application and enforcement of the minimum rates for the transportation of petroleum products, drilling muds, chemicals and compounds. It is questionable that the shippers of such commodities would have enough cess pools, septic tanks, highways, beaches and harbors to be cleaned that the charges assessed for such services would have any effect upon commercial transportation.

It is not always in the public interest to regulate rates for the transportation and disposal of waste materials. Jeffrey Milling Co. (1963) 60 Cal. P.U.C. 719. Good cause has not been shown why such regulation should be imposed here.

Petitioner proposes that the hourly rates be applied on a terminal-to-terminal basis. Petitioner made a similar proposal during the proceedings which led to the establishment of MRT 13. In Decision No. 55584 we stated,

"The principal modification in this regard relates to the method of determining the time upon which the carriers' charges should be computed. Applicant proposed that charges be assessed for the time of the departure of vehicles from the carriers' terminals to the time of return thereto. It appears from the testimony of the carrier witnesses that in the performance of the services the carriers do not return to their terminals with the completion of each job but frequently proceed from job to job. Thus, under the rules and regulations which applicant proposes, charges would be assessed on a basis which from the standpoint of the actual experience does not appear to be in accord with efficient operating practices. The rule which will be prescribed will be similar to that which the Commission has heretofore found reasonable in circumstances similar to those applicable to the transportation involved herein. 3/  
3/ Minimum Rate Tariff No. 7, Item No. 300-B."

The record shows that the circumstances have not changed. One of the considerations in petitioner's cost study, which was said to be a common occurrence in clean-up work, is for the carriers to deposit waste from one job in a sump for temporary storage until a full load can be taken to a disposal site. At best, the record shows that the carriers ordinarily charge for time on a terminal-to-terminal basis. Such charges may be reasonable and suitable for the particular transportation performed and may be suitable for most of the services performed by these carriers. They are free to make such charges under the minimum rate tariff because all that tariff provides are minimum rates. The difficulty is attempting to reconcile prescribing terminal-

to-terminal charges for the application of minimum rates for those instances, which are not infrequent, when such computation of time is not reflective of the service performed and is not reasonable or suitable for such service. While under minimum rates the carrier may charge more when he is of the opinion that the minimum rates do not cover his costs, the shipper can not pay less than the minimum rates when the rates cover time or service that is not provided in connection with his shipment.

Petitioner proposes rates which will reflect the cost level of April 1, 1969. The rates in Minimum Rate Tariff No. 13 were last adjusted reflecting cost levels of July 1, 1967. Exhibit 1 discloses that the collective bargaining agreement between carriers and their employees provide for an increase of 11 cents per hour effective April 1, 1968 and an additional increase of 11 cents per hour effective April 1, 1969. On April 1, 1968 the carriers incurred an additional increase of 3 cents per hour resulting from cost-of-living provisions in the collective bargaining agreement. It is estimated that effective April 1, 1969 an additional cost-of-living increase of 4 cents per hour will be incurred.

On July 1, 1967 the employer's contribution to the pension fund was \$8.00 per week per employee. April 1, 1968 the contribution was increased to \$9.00 and on April 1, 1969 will be \$10.00. The changes in basic wage rates and in pension fund contributions are for drivers, helpers, mechanics, greasers, washers, tiremen and mechanic's helpers.

Effective January 1, 1968 the taxable wages subject to F.I.C.A. were increased from \$6,600 to \$7,800. Effective January 1, 1969 the payroll tax rate for F.I.C.A. was increased from 4.4 percent to 4.8 percent.



Petitioner prepared a cost study in which the expense levels were taken into account. The cost factors utilized in that study, however, reflect the rate structure proposed by applicant and not the structure of rates presently in MRT 13. As was stated by petitioner's witness in response to a question from the Examiner the cost study is not readily susceptible to adjustments of the factors therein found not to be reasonable. For the reasons hereinabove set forth, we cannot approve or adopt the proposed rate structure for minimum rates. The cost study is not appropriate for use as a measure for adjusting the present minimum rates.

The evidence does show an increase in the driver wage costs of providing service under hourly rates of at least 29 cents per hour. It also shows increases in wage costs for mechanics and servicemen of at least 30 cents per hour; however, the full amount of such latter increase is not fully attributable to the time the truck is in revenue service.

The evidence presented by petitioner shows that since the last adjustment in the rate in MRT 13, the hourly driver and helper labor costs incurred by the carriers have increased by at least 30 cents per hour. The rates involved are hourly rates, any change in performance factors would not have an effect upon the cost per hour the truck is in service, but merely upon the hours involved in performing that service. Insofar as the minimum rates are concerned, the increases in the direct hourly labor cost are not offset by changes in performance factors. We would be derelict in our duty to prescribe just and reasonable minimum rates if we overlooked such evidence merely because petitioner has not shown that its proposed rate structure is reasonable.

With respect to Shell Oil Company's assertions, there is no evidence herein from which any determination can be made of whether or not volume incentive rates or rates based on guaranteed hours would be reasonable or suitable for the services involved herein. We refer such assertions to our staff and to petitioner for consideration in future proceedings in Case No. 6008.

Discussion of the other grounds presented by Shell and by the staff in their opposition to petitioner's proposal is not necessary.

We find that:

1. By petition filed August 26, 1968, amended October 23, 1968, California Trucking Association proposes the adoption of a new and different rate structure from that presently established in Minimum Rate Tariff No. 13 for the transportation of property in vacuum-type equipment.

2. Such proposed rate structure would provide hourly rates for vehicles of various capacities with time to be computed on a terminal-to-terminal basis for all "engagements" for services of any type requiring the use of vacuum-type tank vehicles within the State of California.

3. Minimum Rate Tariff No. 13 was established by Decision No. 55584 dated September 24, 1957 and applies to transportation of specified commodities and incidental services performed with vacuum-type and pump-type tank vehicles in connection with the construction, operation or maintenance of oil or gas wells, oil pipe lines, or oil storage facilities.

4. The carriers performing services for which minimum rates are prescribed in Minimum Rate Tariff No. 13 also perform other

services with vacuum-type tank vehicles for which minimum rates have not been established.

5. The extent or the types of such other services were not specified by petitioner. The evidence shows that such vehicles have been used in clean-up work in connection with septic tanks, cess pools, beaches, harbors and highways.

6. It has not been shown that the shippers utilizing vacuum-type tank vehicles for services governed by Minimum Rate Tariff No. 13 have any connection with the services provided by these carriers and for which minimum rates have not been established.

7. The establishment of minimum rates for the transportation of waste material for disposal is not always in the best interest of the public.

8. Petitioner has not shown that the establishment of minimum rates for all services involving the use of vacuum-type tank vehicles is necessary to the application and enforcement of the minimum rates established in Minimum Rate Tariff No. 13, nor has it shown that the establishment of minimum rates for such clean-up services is consistent with the best interests of the public.

9. It has not been shown that the computation of time for hourly rates on a terminal-to-terminal basis will provide just, reasonable and non-discriminatory minimum rates for the services for which rates are prescribed in Minimum Rate Tariff No. 13.

10. The last general adjustment in the minimum rates was pursuant to Decision No. 73679, dated January 30, 1968, in Petition No. 6 in Case No. 6008. Such adjustments reflected cost levels as of July 1, 1967.

11. Since July 1, 1967, the direct hourly labor costs incurred by vacuum-type tank trucks will have increased at least 30 cents per hour effective April 1, 1969.

12. Such increases in direct hourly labor costs have not been offset by any other cost factors.

13. This record does not provide data from which it can be determined whether guaranteed hourly rates or volume incentive rates will be reasonable or suitable for the services for which minimum rates are prescribed in Minimum Rate Tariff No. 13.

14. An increase of 30 cents per hour in the minimum hourly rates for transportation and accessorial services involved herein are justified.

15. Increases of 30 cents per hour in the hourly rates maintained by the common carriers listed in Appendix A hereto for the transportation of commodities in vacuum-type or pump-type tank motor vehicle equipment and for accessorial and incidental services are justified.

16. The rates, charges, rules and regulations in Minimum Rate Tariff No. 13 as modified by the order that follows are the just, reasonable and non-discriminatory minimum rates and accessorial charges to be assessed, charged and collected, and the rules to be observed, by any and all highway carriers for the transportation and other services including accessorial services rendered incident thereto for which rates, charges and rules are provided in said tariff.

We conclude that:

1. Minimum Rate Tariff No. 13 should be amended by increasing the hourly rates for transportation and other services by 30 cents per hour.

2. Common carriers by motor vehicle maintaining rates for transportation and services for which minimum rates are provided in Minimum Rate Tariff No. 13 should be authorized to increase their hourly rate by 30 cents per hour and directed to establish rates, charges and rules no lower in volume or effect than the minimum rates established herein.

3. In all other respects Petition for Modification No. 8 should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 13 (Appendix "B" of Decision No. 55584, as amended) is further amended by incorporating therein, to become effective May 10, 1969, the revised pages attached hereto which are numbered as follows:

Sixth Revised Page 7  
Sixth Revised Page 12

2. Those common carriers whose names are listed in Appendix A attached hereto are authorized to increase their hourly rates and accessorial charges for service performed in vacuum-type or pump-type tank vehicles by 30 cents per hour and are directed to amend their respective tariffs to establish and maintain rates, charges and rules for their services no lower in volume or effect than those set forth in Minimum Rate Tariff No. 13, as amended; that said common carriers shall thereafter abstain from maintaining charges or accessorial charges lower in volume or effect than those set forth in, or accruing under the provisions of, Minimum Rate Tariff No. 13, as amended, and from observing rules resulting in charges lower in volume or effect than those set forth in said minimum rate tariff.

3. Tariff publications required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and 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; such tariff publications as are required shall be made effective not later than May 10, 1969; and 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.

4. In all other respects Decision No. 55584, as amended, shall remain in full force and effect.

5. In all other respects Petition No. 8 herein is denied.

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

Dated at San Francisco, California, this 15<sup>th</sup> day of APRIL, 1969.

William Spitzer, Jr.  
President  
Augusta  
James R. Morrison  
C. W. Bennett  
[Signature]  
Commissioners

APPENDIX A  
Page 1 of 2

Common Carriers (as defined in the Public Utilities Act) Required to Maintain Rates, Rules and Regulations No Lower in Volume or Effect than the Rates, Rules and Regulations in Minimum Rate Tariff No. 13.

J. T. Hutchison, dba  
B & H Service  
4705 South Blosser Road  
Santa Maria, California 93454

Vincent Belloumini, Ira W. Hunt  
and J. B. Cantrell, Co-partners,  
dba Barnett Vacuum Truck Service  
1250 East Telegraph Road  
Fillmore, California 93015

Capitol Truck Line, Inc. (corp.)  
2500 North Alameda  
Compton, California 90222

Tony G. Carrasco, dba  
Carrasco Vacuum Truck Service  
P. O. Box 1043  
Wilmington, California 90745

Chancellor & Ogden, Inc.  
3365 Cherry Avenue  
Long Beach, California 90807

Gene W. East, dba  
Gene W. East Vacuum Truck Service  
1350 West 228th Street  
Torrance, California 90501

E. E. Fairbanks & D. E.  
Fairbanks, Co-partners, dba  
Fairbanks Transportation Co.  
518 Seventeenth Street  
Huntington Beach, California  
92646

\* (Mailing address)

Fix & Brain Vacuum Truck  
Service (corp.)  
233 "D" Street  
Wilmington, California 90744  
P. O. Box 76  
Wilmington, California 90746\*

S. A. and Betty D. Gilliard  
4741 Scripps Center  
Ventura, California 93003

Walter E. Gilliard, dba  
W. E. Gilliard Vacuum  
Truck Service  
P. O. Box 584  
Torrance, California 90508

Leslie M. & Raymond R. Holbrook  
dba Holbrook & Sons  
12637 Los Nietos Road  
Santa Fe Springs, California  
90670

Jack T. Jomar, dba  
J & G Oil Well Service  
P. O. Box 595  
Ventura, California 93002

Roy L. Johnston, dba  
Johnston Vacuum Tank Service  
432 Naylor Avenue  
Taft, California 93268

B. L. Lunsford, dba  
Lunsford Tank Lines  
P. O. Box 372  
Maricopa, California 93252

Marsal Transport, Inc.  
P. O. Box 2007  
Los Nietos, California 90606

Kyle O. Mayes & Jimmie C. Mayes,  
dba Kyle O. Mayes Co.  
18703 South Broadway  
Gardena, California 90247

McKay Trucking Company (corp.)  
P. O. Box 376  
Coalinga, California 93210

V. B. Morgan Co. (corp.)  
6106 Paramount Boulevard  
Long Beach, California 90805

R. H. Morrison  
1176 - 25th Street  
Long Beach, California 90806

Homer Lee Myers, dba  
Homer L. Myers Trucking  
18813 Soledad Canyon Road  
Saugus, California 91350

National Tank Lines (corp.)  
812 South Greenleaf Avenue  
Whittier, California 90602

Thomas Neely, dba  
Neely's Vacuum Truck Service  
P. O. Box 1026  
Newhall, California 91321

O. E. Pittman and E. T. Pittman,  
dba Ott's Vacuum Truck Service  
3618 Associated Road  
Brea, California 92621

Parker & Martin, Inc.  
P. O. Box 487  
La Habra, California 90633\*  
12282 Whittier Avenue  
La Habra, California 90631

L. W. Potter Trucking Co. (corp.)  
403 Real Road  
Bakersfield, California 93309

Richards Trucking (corp.)  
P. O. Box 286  
Santa Maria, California 93456

Rich-Sand Service Company (corp.)  
P. O. Box 1803  
Orcutt, California 93455

George W. Forquer and Max  
Rudolph dba Max Rudolph  
Company  
P. O. Box 108  
Santa Paula, California 93060

Bill T. Small, dba  
Vacuum Truck Company  
1506 Lyons Avenue  
Newhall, California 91321

L. L. Kirchof, dba  
Speed's Oil Tool Service  
P. O. Box 816  
Santa Maria, California 93456

Steverson Bros. (corp.)  
18062 Gothard  
Huntington Beach, California  
92646

Superior Vacuum Trucks of Long  
Beach (corp.)  
3051 San Francisco Avenue  
Long Beach, California 90806

Westates Transportation Co.  
P. O. Box 1228  
Long Beach, California 90801

Bob W. Clark, dba  
Wilco Vacuum Service  
301 Supply Road, Taft,  
California 93268  
500 Supply Road, Taft,  
California 93268\*

Yamashiro-Nako Enterprises,  
Inc. (corp.)  
13125 Lakeland Road  
Santa Fe Springs, California  
90670

\*(Mailing address)



SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.																												
<p style="text-align: center;"><b>ACCESSORIAL CHARGES</b></p> <p>When carrier furnishes help in addition to the driver, an additional charge of \$7.05 per man per hour shall apply. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided in Item No. 80.</p>	60																												
<p style="text-align: center;"><b>MINIMUM CHARGE</b></p> <p>The minimum charge per shipment shall be that for two hours of service at the applicable rate.</p>	70																												
<p style="text-align: center;"><b>COMPUTATION OF TIME</b></p> <p>Charges shall be computed on the basis of the total hours, and/or fraction thereof, from the time that driver and vehicle report for service pursuant to shipper's order to the time of completion of service under such order, less any time during such period that carrier's equipment is inactivated because of mechanical failure and/or driver is off duty, and less any time involved in performing transportation not subject to the provisions of this tariff. After the net time has been so determined, it shall be converted into hours and/or fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Minutes</th> <th></th> <th></th> </tr> <tr> <th style="text-align: center;">More Than</th> <th style="text-align: center;">But Not More Than</th> <th style="text-align: center;">-----</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;">-----</td> <td style="text-align: center;">Omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">Shall be <math>\frac{1}{4}</math> hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">Shall be <math>\frac{1}{2}</math> hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">Shall be <math>\frac{3}{4}</math> hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">Shall be 1 hour</td> </tr> </tbody> </table>	Minutes				More Than	But Not More Than	-----		0	8	-----	Omit	8	23	-----	Shall be $\frac{1}{4}$ hour	23	38	-----	Shall be $\frac{1}{2}$ hour	38	53	-----	Shall be $\frac{3}{4}$ hour	53	60	-----	Shall be 1 hour	80
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53	60	-----	Shall be 1 hour																										
<p style="text-align: center;"><b>UNITS OF MEASUREMENT TO BE OBSERVED</b></p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	90																												

SHIPMENTS TO BE RATED SEPARATELY

Each shipment shall be rated separately. Shipments shall not be consolidated nor combined by the carrier.

100

REFERENCES TO ITEMS AND OTHER TARIFFS

Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.

110

ø Change }  
◊ Increase } Decision No. 75522

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 25

SECTION NO. 2 - HOURLY RATES				Item No.
Capacity of Equipment (in barrels)		Rates in Dollars per Hour (See Note)		
More Than	But Not More Than	Territory "A"(1)	Territory "B"(2)	
0	35	----- \$13.10	\$13.10	
35	45	----- 13.10	13.35	
45	60	----- 14.40	14.50	
60	80	----- 15.35	15.45	
80	95	----- 16.25	16.20	
95	-	----- 17.30	17.30	
<p>(1) Territory "A" consists of the counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego and Imperial.</p> <p>(2) Territory "B" consists of all counties in California other than those included in Territory "A".</p> <p>NOTE:--The rates named are for transportation by vacuum-type tank vehicles. Where the transportation is performed by pump-type tank vehicles, the applicable rates are \$1.00 per hour less than those for transportation in vacuum-type tank vehicles.</p>				4200
<p>∅ Change          ◇ Increase</p>	)	Decision No. 75522		
EFFECTIVE MAY 10, 1969				
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p> <p>Correction No. 26</p>				