

ORIGINAL

Decision No. 45121

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)	Case No. 4808
of all common carriers, highway)	
carriers and city carriers relating)	
to the transportation of property.)	

Appearances

Edward M. Berol, Elmer Ahl, and William J. Knoell,
for Tank Truck Operators Association and for
Elmer Ahl, Publishing Agent, petitioners.

Lloyd R. Guerra, for Cantlay & Tanzola, Inc.,
respondent.

Phil Jacobson, interested party.

Robert Hutcherson, C. W. Chamberlain, C. P. Stephenson,
G. F. Webster, L. A. Hargrove, H. M. Schafer,
L. C. Monroe, P. H. Robertson, S. A. Ironside,
A. D. Carleton, H. L. Gunnison and M. A. Donahue,
for various shippers, interested parties.

SUPPLEMENTAL OPINION

Minimum rates have been established heretofore by the Commission for transportation of petroleum and petroleum products in tank vehicles over the public highways. This opinion relates to evidence received on petitions of the Tank Truck Operators Association and of Elmer Ahl, tariff publishing agent, seeking revision of the rates and rules applicable to transportation of gasoline and other refined petroleum products.

Public hearing was held before Examiner Bryant at Los Angeles on September 26, 1950. The matter is ready for decision.

Petitioners allege that costs and other conditions surrounding the transportation of refined petroleum products have changed substantially in recent years, and that these changes,

coupled with various rate adjustments which have been made from time to time, have created some improper relationships in the minimum rates. Petitioners point out that since the establishment of the existing minimum rates, practically all of the highway carriers engaged in the transportation of petroleum products in bulk have had their status changed by action of this Commission and by legislative enactments. Whereas the carriers formerly were subject to minimum rates only, most of them are now classed as common carriers under the Public Utilities Act and are required to publish fixed rates. It is asserted that much dissatisfaction exists among both carriers and shippers with the present minimum rates.¹

A consulting engineer testified on behalf of the Tank Truck Operators Association. Describing the background of an investigation which he had made, he said that an increasing amount of traffic had been diverted in recent years from for-hire carriers to shipper-owned vehicles. According to his testimony, the carriers formed a committee some months ago for the purpose of consulting with principal shippers in an endeavor to determine what rate changes would be necessary to arrest the apparent trend toward proprietary service. Upon the facts then available the carriers were unable to decide what rate adjustments could be offered. Thereupon the consultant was assigned to make a detailed study of the various factors surrounding the transportation of refined petroleum products by motor vehicle in order that it might be known what rates would be warranted upon the basis of current operating costs.

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The present minimum rates, rules and regulations are set forth in City Carriers' Tariff No. 5, Highway Carriers' Tariff No. 6 (Appendix "C" of Decision No. 32608 of December 5, 1939, in Cases Nos. 4246 and 4434, as amended).

The witness introduced and explained an exhibit which he had prepared principally from data obtained from the records of 22 carriers. These carriers, he said, utilized 456 power units and transported 90 per cent of the bulk refined petroleum products that moved in for-hire trucks in California during 1949.² Operating ratios of the individual carriers varied considerably. The combined operating ratio, which was based on total revenue of more than \$9,000,000, was approximately 92 percent for the year 1949. Annual return on the combined rate base exceeded 15 percent. The latter figure was developed after adjustments had been made in the rate base which, in the opinion of the engineer, were necessary in order to reflect adequate equipment value and working capital.

Costs were developed for various lengths of haul on the basis of an average use factor for trucks and trailers of 3,143 hours per year. The consultant stated that this figure was approximately 300 hours less per year than was developed in connection with the last study he had made. He attributed the difference to lowered business activity and to increased use of company-owned vehicles. The average capacity of truck and trailer units was found to be a little in excess of 7,000 gallons, which the witness said was about 1,000 gallons greater than that prevailing prior to World War II when minimum rates were first established. He pointed out that increased vehicle capacity was a factor which had tended to reduce unit costs. He used an average load factor of 50 percent, he explained, for the reason that the carriers of bulk petroleum products

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The witness explained that he started with a list of about 600 purported tank truck operators, but found it necessary to eliminate most of them because it was found that they were not currently engaged actively in the transportation of petroleum products in tank vehicles.

have little or no opportunity for return loads. The consultant believed that costs experienced by the carriers during 1950 had been the same or slightly less than in 1949, due principally to higher use factors resulting from increased military demands.

For the purpose of developing suggested rates, the consultant expanded his estimated costs to provide for an operating ratio of 90 percent, thus providing a margin of 10 percent of the gross revenue for income taxes and profit. He believed this ratio to be fair considering that the hazards involved in handling inflammable commodities are great, and that the rate of capital turnover in this type of operation is less than is experienced by highway carriers generally. The proposed scale of minimum rates, based upon the expanded costs, would effect changes in the existing minimum rates for virtually all distances. A preponderance of the changes would be reductions, but some increases would result, particularly for distances up to thirty-five miles. The witness was of the opinion that the over-all effect of the rate changes, if adopted, would be a reduction in the carriers' revenues. He was not prepared to estimate the amount of such reduction. The rates which he had developed, he said, were not as low as those to which the oil companies believed they were entitled, but from his study of conditions he "could not accede" to a greater reduction. He did not know whether or not the proposed rates were "low enough to stop the further progress of shipper-owned trucks."³

³ The consultant recognized that adoption of his proposed rates for transportation of refined petroleum products would disturb relationships between rates on the refined products and those on "black oils." Counsel for the Tank Truck Operators Association stated that consideration was being given by the carriers to seeking a regrouping of the commodities. Petitions seeking certain changes in the rates on crude oil, asphalt, and road oil were subsequently filed by the Association. Evidence thereon has not been received.

Another witness was the tariff publishing agent, who recommended several changes in rules and group descriptions. The principal change would be in a proposed provision that rates on refined petroleum products within any city or rate group "shall be the mileage rate from point of origin to point of destination, subject to a maximum rate of five cents per 100 pounds." Under the existing tariff the rate within any city or rate group, regardless of distance, is 3½ cents per 100 pounds, plus a surcharge of 10 percent. This witness pointed out that in some instances the length of haul within a single group may exceed 25 miles. His proposal, therefore, would result in increased rates for short distances, in addition to the increases suggested by the consultant.

The tariff agent recommended also the establishment of two new "rate groups"; and a rate expert of the Commission's staff recommended tariff modifications designed to eliminate conflict between one-factor rates and two-factor combination rates.⁴

Certain common carriers have been authorized, upon special application and showing, to maintain various gasoline rates lower than those otherwise applicable as minimum. These specially authorized rates have been published by all, or virtually all, highway common carriers and petroleum irregular route carriers operating between the points in question, and are in effect the applicable minimum rates for all carriers.⁵ Counsel for the Association, on the present

⁴ The proposed rate groups were the "Colusa Group," including Colusa and certain nearby area; and the "Stockton Group," including Stockton and Rough and Ready Island.

⁵ Decision No. 43621 of December 13, 1949, Asbury Transportation Company, applicable primarily from San Diego to points in the Imperial Valley and intermediate points; and Decision No. 44281 of June 7, 1950, applicable primarily from Monterey to Watsonville, Santa Cruz, Gilroy, Hollister, Salinas, King City and Paso Robles. Section 10 of the Highway Carriers' Act specifies that minimum rates for highway carriers "shall not exceed the current rates of common carriers by land subject to the provisions of the Public Utilities Act for the transportation of the same kind of property between the same points."

record, stated: "I have not run out a comparison as to how the rates proposed here will compare with the rates which the Commission has authorized to individual carriers in those instances, but on the theory that those rates have presumably been justified, we do not seek, in this proceeding, to in any way disturb the rates which the Commission authorized in those two proceedings."

The traffic manager of a major producer and distributor of petroleum products testified that his company now depends entirely upon for-hire carriers to perform its motor vehicle deliveries; that severe competition is encountered from oil companies using their own vehicles; that substantial savings could be made by use of plant-facility trucks; and that unless drastic reductions are made in the rates of for-hire carriers his company will proceed to use its own vehicles. He said that more than half of his company's shipments move within the Los Angeles Basin area where competition is especially strong, and that the increases proposed for short distances would be particularly objectionable.

Numerous other shippers entered appearances at the hearing, but did not participate otherwise in the proceeding.

The proposed rates, to the extent that they would result in increased charges, appear to be inconsistent with the Association's objective of retaining the traffic to for-hire carriers. The inconsistency is particularly apparent when it is observed that the principal increases are proposed for the shorter hauls. It is in this area, as the evidence shows, that the threat of proprietary competition is most pressing. To establish increased minimum rates at this time, based upon the Association showing of fully distributed average costs adjusted to an operating ratio of 90 percent, would be to disregard all rate-making considerations other than cost of the

service. In this case it is evident that the shippers' ability to provide their own transportation tends to limit the "value of the service" offered by the carriers. When rates exceed the value of the service, it must be expected that tonnage will decline, that vehicle use factors will be lowered, and that the remaining traffic will have to assume a greater share of the overhead burden. Where particular carriers seek to establish increased rates in the hope of increasing their net revenues, any errors in judgment are clearly their own responsibility. However, if the Commission were to establish increased rates as minimum in disregard of the value of the service to the shippers, all affected carriers would in effect be deprived of managerial discretion to correct the cause of their reduced tonnage and lost revenue. On the present record, therefore, no increases in the existing minimum rates are justified, except such negligible increases as result from disposition of fractions.

On the other hand, no justification appears for maintaining minimum rates on a major commodity group at levels in excess of the fully distributed cost of performing the service, plus ample provision for profit. To the extent that the proposed rates, as thus developed by the Association consultant, are below the present minimum rates, it is concluded that the minimum rates are now higher than necessary or desirable, and that they should be reduced accordingly as proposed. For similar reasons, the special rates heretofore authorized for transportation of gasoline from San Diego and Monterey to various points should be permitted to remain in effect as requested by the Association. The incidental proposals of the tariff publishing agent and of the Commission rate expert, relating to new rate groups and to the elimination of conflict between one-factor rates and two-factor combination rates, were noncontroversial, and it

appears clear that their adoption would serve the interests of shippers and carriers and would simplify application of the tariff. They will be adopted.

Upon consideration of all of the facts and circumstances of record, we are of the opinion and hereby find that modification of the existing rates, rules and regulations is justified to the extent hereinbefore indicated and as provided by the order herein; and that, in other respects, the proposals made have not been justified.⁶

ORDER

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

IT IS HEREBY ORDERED that Decision No. 32608, as amended, in Cases Nos. 4246, 4434, and 4808, be and it hereby is further amended by incorporating in City Carriers' Tariff No. 5, Highway Carriers' Tariff No. 6 (Appendix "C" of said decision, as amended), to become effective January 15, 1951, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Fifth Revised Page 2 Cancels Fourth Revised Page 2
~~Third Revised Page 3 Cancels Second Revised Page 3~~
Second Revised Page 4 Cancels First Revised Page 4
Fifth Revised Page 8 Cancels Fourth Revised Page 8
Second Revised Page 9-A Cancels First Revised Page 9-A
Fourth Revised Page 13 Cancels Third Revised Page 13

IT IS HEREBY FURTHER ORDERED that common carriers subject to the Public Utilities Act be and they are hereby authorized, but not required, to establish in their tariffs, to become effective not earlier than January 15, 1951, and on not less than five (5) days'

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One of the petitions herein disposed of includes reference to a suggested demurrage rule concerning which no evidence was introduced. Petitioner may file another petition if and when it is ready to offer evidence on this subject.

notice to the Commission and to the public if published to become effective on that date, rates no lower in volume or effect than the minimum rates established by the preceding ordering paragraph; except that common carriers now maintaining lower rates on gasoline from San Diego, Monterey, and points in the vicinity thereof, than those established as minimum by the preceding ordering paragraph, are not authorized nor required to increase such lower rates.

IT IS HEREBY FURTHER ORDERED that in all other respects the petitions and amended petitions filed in this proceeding, as indicated below, be and they are hereby dismissed.

<u>Filed By</u>		<u>Date Filed</u>
Tank Truck Operators Association	-	June 20, 1950
Tank Truck Operators Association	-	July 25, 1950
Elmer Ahl, Agent	-	February 25, 1950
Elmer Ahl, Agent	-	June 8, 1950
Elmer Ahl, Agent	-	August 28, 1950

In all other respects the aforesaid Decision No. 32608, as amended, shall remain in full force and effect.

This order shall become effective twenty (20) days after the date hereof.

Dated at San Francisco, California, this 12th day of December, 1950.

R. J. [Signature]
Justus F. Coeuen
W. H. [Signature]
Harold P. [Signature]
Wesley P. [Signature]
 Commissioners.

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* Change, Decision No. 45121	
EFFECTIVE JANUARY 15, 1951	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 49	

INDEX OF GROUP POINTS AND POINTS FROM AND TO WHICH RATES APPLY

POINT	Group No.	Item No.	POINT	Group No.	Item No.
Alamitos Heights	6		Fellows	5	
Alla	6		Fillmore	8	
Alturas	--	300,310	Fuller	--	300,310
Arvin	11		Fullerton	13	
Atwood	13		Garey	14	
Avenal	9		Gates	14	
Avon	2		Gato Ridge	14	
Bakersfield	4		Giffen	11	
Bardsdale	8		Goleta	7	
Belridge	10		Guadalupe	14	
Betteravia	14		Harpertown	11	
Bicknell	14		Harriston	14	
Bixby	6		Hazelton	5	
Blackwell's Corner	10		Holtville	--	300,310
Bowerbank	5		Huntington Beach	6	
Brea	13		Hyde Park	6	
Buckhorn	8		Hynes	6	
Burnett	6		Inglowood	6	
Buttonwillow	5		Jacumba Hot Springs	--	310
Callexico	--	300,310	Kern Front	12	
Calipatria	--	300,310	Kerto	5	
Camarillo	8		Kettleman Hills	9	
Canoga Park	--	240	Kettleman City	9	
Carpinteria	7		La Habra	13	
Casmalia	14		Lawn	6	
Cat Canyon	14		LeRoy	3	
Chrisman	7		Loftus	13	
Coalinga	3		Lokern	5	
Colorado	--	300,310	Long Beach	6	
Colusa	17		Los Alamos	14	
Compton	6		Los Angeles	6	
Conner	5		Los Nietos (L.A. Co.)	6	
Crump	3		Los Nietos (Kings Co.)	9	
Crutcher	6		Lost Hills	10	
Divide	14		Lyoth	--	310
Dominguez Junction	6		Machado	6	
Downey	6		Madeline	--	310
Dulah	7		Maltha	4	
East Coyote	13		Maricopa	5	
East Long Beach	6		Martinez	2	
Edison	11				
El Centro	--	300,310			
Ellwood	7				
El Segundo	6				

* Change, Decision No. 45121.

EFFECTIVE JANUARY 15, 1951

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San Francisco, California.

Correction No. 50

INDEX OF GROUP POINTS AND POINTS FROM AND TO WHICH RATES APPLY
(Concluded)

POINT	Group No.	Item No.	POINT	Group No.	Item No.
McKittrick	5		*Sacramento	15	300,310
Micoil	5		St. Helens Spur	6	
Millux	5		San Diego	—	300,310
Montalvo	8		San Francisco	1	
Montebello	6		San Pedro	6	
Moorpark	8		Santa Barbara	7	
Mopeco	4		Santa Fe Springs	6	
Mountain View (Kern Co.)	11		Santa Maria	14	
Mount Poso	12		Santa Paula	8	
			Saticoy	8	
Naples (Orange Co.)	6		Sea Cliff	7	
Naples (Santa Barbara Co.)	7		Seguro	4	
Niland	—	300,310	Sespe	8	
North Belridge	10		Shale	5	
			Sherman Junction	6	
Oakland	2		Signal Hill	6	
Oil Center	4		Sisquoc	14	
Oil City	4		*South Belridge	10	
Oildale	4		*Stockton	16	300,310
Oleo	13		Summerland	7	
Oleum	2		Superior Oil Company's		
Olinda	13		Kettleman Hills Plant	9	
Ora	3		Susanville	—	300,310
Orcutt	14				
Ortenville	7		Taft	5	
			Thenard	6	
Palmer	14		Torrance	6	
Pentland	5		Tracy	—	310
Peralta	13				
Pico	6		Vaccaro	11	
Pinole	2		Venice	6	
Piru	8		Ventura	7	
Placentia	13		Ventura Avenue	7	
Playa del Rey	6		Vernon	6	
Point Sal	14		Viewland	—	310
Port Chicago	2		Vinvale	6	
Port Costa	2				
Port Petrol	14		Wadstrom	7	
Poso Creek	12		Watson	6	
			Weed Patch	11	
Ravendale	—	310	West Coyote	13	
Richfield	13		Westmoreland	—	300,310
Richmond	2		*West Sacramento	15	300,310
Rincon Oil Fields	7		Whittier	6	
Rio Bravo	5		Wildasin	6	
Rioco	6		Wilmington	6	
Roadamite	14		Wingfoot	6	
Rodeo	2				
*Rough and Ready Island	16		Yorba	13	
			Yorba Linda	13	

* Change, Decision No. 45121

EFFECTIVE JANUARY 15, 1951

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

Correction No. 51

Item No.	SECTION NO. 1	RULES AND REGULATIONS (Continued)
	APPLICATION OF TARIFF - TERRITORIAL GROUPS	
	Rates from, to or between all points in the groups described in this item, but not between points in the same group, shall be the rates in Section 2 of this tariff applicable from, to or between the mileage basing points designated in connection with the groups. (Subject to exception provided in Note 1, Item No. 45 series.) (See Item No. 60 series.)	
	Groups 2 to 13, inclusive, include unnamed points situated on the shortest highway route or shortest rail route between any two named points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 percent, points on such circuitous route shall not be included.	
	GROUP NO.	MILEAGE BASING POINT GROUP POINTS
	1	San Francisco San Francisco
	2	Pinole Avon, Martinez, Oakland, Oleum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo.
	3	Coalinga Coalinga, Crump, LeRoy, Ora.
	4	Bakersfield Bakersfield, Maltha, Mopoco, Oil Center, Oil City, Oildale, Seguro.
	5	Taft Bowerbank, Buttonwillow, Connor, Follows, Hazelton, Kerto, Lokern, Maricopa, McKittrick, Midoil, Millux, Olig, Pentland, Rio Bravo, Shale, Taft.
	6	Compton Alamos Heights, Alla, Bixby, Burnett, Compton, Crutcher, Dominguez Junction, Downey, East Long Beach, El Segundo, Huntington Beach, Hyde Park, Hynes, Inglewood, Lawn, Long Beach, Los Angeles (except as provided in Item No. 50 series), Los Nietos (Los Angeles County), Machado, Montebello, Naples, Playa del Rey, Pico, Rioco, San Pedro, Santa Fe Springs, Sherman Junction, St. Helens Spur, Signal Hill, Theard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot.
	7	Carpinteria Carpinteria, Chrisman, Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom.
	8	Fillmore Bardsdale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe.
	9	Avenal Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County).
	10	Lost Hills Belridge, Blackwell's Corner, Lost Hills, North Belridge, South Belridge.
	11	Weed Patch Arvin, Edison, Giffen, Harperton, Mountain View (Kern County), Vaccaro, Wood Patch.
	12	Poso Creek Kern Front, Mount Poso, Poso Creek.
	13	Brea Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, Oleo, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda.
	14	Orcutt All territory located within the boundaries described in Note 2, Item No. 45 series. (See Note.) NOTE.--Group 14 territory includes the following points: Betteravia, Bicknell, Casmalia, Cat Canyon, Divide, Garey, Gates, Gato Ridge, Guadalupe, Harriston, Los Alamos, Orcutt, Palmer, Point Sal, Port Petrol, Roadamito, Santa Maria, Sissuoc.
	15	Sacramento Sacramento, West Sacramento.
	16	Stockton Stockton, Rough and Ready Island.
	17	Colusa Colusa and points east thereof to the west bank of the Sacramento River located on or within one-half mile of Crommer Avenue.

*40-E
 Cancels
 40-D

△ No increase nor reduction)
* Change)
o Reduction)
◇ Increase)

Decision No. 45121

EFFECTIVE JANUARY 15, 1951

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 52

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
<p>85-A Cancels 85</p>	<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000.00).</p> <p>(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars (\$2,000.00), payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty (30) days' notice to the Commission.</p> <p>(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten (10) days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.</p>
<p>*86 Added</p>	<p style="text-align: center;">APPLICATION OF COMBINATIONS OF RATES PROVIDED IN THIS TARIFF</p> <p>In the event any combination of rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a one-factor through rate, such combination of rates shall be applied.</p>
<p style="text-align: center;">* Change, Decision No. 45121</p>	
<p style="text-align: center;">EFFECTIVE JANUARY 15, 1951</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 53</p>	

Item No.	SECTION NO. 2			RATES					
	In cents per 100 pounds.								
Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section. COLUMN 1 - Rates apply on "Refined Petroleum Products" as described in Item No. 30 series. COLUMN 2 - Rates apply on "Black Oils" as described in Item No. 30 series. COLUMN 3 - Rates apply on Liquefied Petroleum Gas. See Item No. 40 series for application of rates from or to points in Territorial Groups.									
MILES		RATES			MILES		RATES		
But not Over		COLUMNS			But not Over		COLUMNS		
Over	Over	1 (See Note 1)	2	3	Over	Over	1 (See Note 1)	2	3
0	5	0 3½	3	5½	220	225	033	29	050½
5	10	0 3-3/4	3	5½	225	240	035	29	52½
10	15	0 3-3/4	3½	5½	240	245	036½	031-3/4	54-3/4
15	20	0 4-3/4	4½	6½	245	260	038	32	55½
20	25	0 5½	4-3/4	7½	260	280	040	033-3/4	58½
25	30	0 6½	5½	9	280	285	042	36	61½
30	35	0 7-3/4	6	10½	285	300	043	36	62½
35	40	0 8½	6½	12	300	305	044½	38½	64½
40	45	0 9	7	12-3/4	305	320	046	38½	66
45	50	0 10	8	13½	320	325	047	40	68½
50	60	0 11	8½	15	325	340	048½	40	69
60	70	0 12	9½	16½	340	360	051	42½	72
70	80	0 13½	11	19½	360	365	053	44	75
*200-D Cancel 200-C	80	0 15	12	21	365	380	054	44	75-3/4
	90	0 16	13	023-3/4	380	385	055½	46	78
	100	0 17	015½	25½	385	400	057	46	79½
	105	0 19	16	27	400	405	058½	47½	81-3/4
	120	0 20	017-3/4	30	405	420	059½	47½	82½
	125	0 21½	18	31½	420	440	062	49½	85½
	140	0 23	20	034½	440	445	064	51½	89½
	145	0 24	20	36	445	460	065	51½	89½
	160	0 25½	22	038-3/4	460	465	066½	53½	91½
	165	0 27	22	39	465	480	068	53½	93
	180	0 29	024-3/4	043½	480	485-	069½	55½	95½
	200	0 31	026-3/4	046½	485	500	070½	55½	96
	205	0 32	27	48	See Note 2		—	—	—
NOTE 1 - Column 1 rates are not subject to the provisions of Supplement No. 3. NOTE 2 - For distances over 500 miles add to rate for 500 miles 2½ cents per 100 pounds for each 25 miles or fraction thereof.									
Δ No increase nor reduction * Change 0 Reduction ◊ Increase									
Decision No. 45121									
EFFECTIVE JANUARY 15, 1951									
Issued by the Public Utilities Commission of the State of California, San Francisco, California.									
Correction No. 54									