

Decision No. 46203

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.)

Case No. 4808

Appearances

Edward M. Berol, for Tank Truck Operators Association,
petitioner.

Elmer Ahl and William J. Knoell, for Tank Truck
Operators Tariff Bureau, interested party.

J. L. Beeler, for Southwestern Motor Tariff Bureau,
interested party.

A. L. Bakewell, C. W. Chamberlain, Lloyd Guerra and
F. P. Lucas, for various highway carriers,
respondents.

P. A. Buck, Harry L. Gunnison, M. S. Housner,
R. T. Hunt, J. R. Keane, L. C. Monroe,
Paul H. Moore, W. O. Narry and A. E. Patton,
for various petroleum producers, refiners,
and distributors, interested parties.

Norman Haley, C. H. Jacobsen and G. L. Malquist,
for Transportation Department, Public Utilities
Commission of the State of California

SUPPLEMENTAL OPINION

The Tank Truck Operators Association, by petition, seeks
revision of minimum rates, rules, and regulations heretofore
established by the Commission for the transportation of asphalt
and road oil in bulk, in tank vehicles, by highway carriers.¹

¹ The minimum rates are set forth in City Carriers' Tariff No. 5,
Highway Carriers' Tariff No. 6, which is Appendix "C" to Decision
No. 32608 as amended in Cases Nos. 4246 and 4434.

Public hearings were held before Examiner Bryant at Los Angeles on June 27 and 28, 1951. The matter is ready for decision.

Petitioner alleges that, since the promulgation of the present minimum rates, practically all highway carriers transporting petroleum products in bulk have had their status changed by action of this Commission and by legislative enactments. Most of the carriers are now classed as highway common carriers or petroleum irregular route carriers. As such carriers they are subject to the provisions of the Public Utilities Act, including the requirement that they publish and observe fixed rates. Petitioner declares that the existing minimum rates for the transportation of asphalt and road oil do not lend themselves readily to publication as fixed rates, inasmuch as such commodities may move in transport service only, may move to mobile road mixers, or may be spread at destination by the use of one-man or two-men spreaders. According to petitioner, dissatisfaction with the present minimum rates exists among carriers and shippers.

The minimum rate tariff for the transportation of petroleum products in bulk provides three columns of distance rates. The lowest of the three scales is applicable to "black oils", the next to "refined petroleum products", and the highest to "liquefied petroleum gas". Asphalt and road oil, the commodities herein involved, are included in the "black oils" group.² Under petitioner's proposal, as it was developed at the hearings, asphalt and road oil would be given a new scale of minimum rates. For distances beyond

² Other black oils are crude oil, gas oil, and designated fuel oils.

45 miles the new rates would correspond substantially to the present rates on refined petroleum products, which are approximately 15 percent higher than the existing rates on asphalt and road oil. For shorter distances the proposed rates would materially exceed the minimum rates on refined products, and would be higher than the present minimum rates on asphalt and road oil by amounts ranging from about 30 to 89 percent.

In addition to the rate increases, petitioner proposes revision of several of the tariff rules and the addition of others.

Under the suggested rules, specified charges would be made for excessive detention of vehicles, for delivery of oil through moving road-mixers, for the service of spreading oil or asphalt at destination, and for extra labor on two-men spreaders; and there would be an increase in the minimum weight per shipment from 23,250 pounds to 36,000 pounds.

Evidence in support of petitioner's proposals was offered by a consulting transportation engineer, by a tariff agent and traffic manager, and by the representatives of several highway carriers specializing or actively engaged in the transportation services herein involved. One of the latter witnesses was also the president of the petitioning association.

The transportation consultant introduced and explained an exhibit consisting of a number of schedules showing results of a study which he had made of the transportation of asphalt and road oil by highway carriers. He explained that in the preparation of the exhibit he collected operating data from some 65 carriers. All of the information was not complete and in usable form but he used the available figures wherever practicable. For

example, he used data from some of the carriers to determine vehicle capacities, and data from others to determine operating costs per mile. Where carriers transported both interstate and intrastate commerce he segregated the costs, but in such instances did not rely upon the intrastate costs unless they were comparable with those of other responsible carriers whose operations were conducted solely within California. For the purpose of determining depreciation expense, he used current costs of equipment rather than average costs as represented by the book values. He stated that it was essential to do so because he had allowed the modern equipment to influence his estimates of load factors and operating costs. Many of the older vehicles now in use have capacities much lower than the capacities used in his study. The witness stated in summary that his exhibit represented a composite cross-section of the experience of the transportation industry, predicated in the main upon intrastate operations (particularly as to capacities of equipment, vehicle speeds, and similar factors), made current by the use of current prices for equipment, fuel, tires, and tubes.

The consultant's exhibit sets forth, with supporting detail, estimated costs in cents per 100 pounds for the transportation of asphalt and road oil for various distances. Also included are hourly vehicle costs and hourly labor costs, which were related by the witness to the charges proposed for vehicle detention and extra-labor services; and estimated costs for the transportation of gasoline, which were offered for purposes of comparison to show that the movement of asphalt and road oil is a more costly operation. All of the estimated "costs" include expansion for profit, based upon operating ratios, before income taxes, of 93 percent and 90

percent. The witness said that both ratios were used for illustrative purposes, and that any question concerning appropriate operating ratios would be purely academic in this proceeding, because the rates proposed by petitioner are substantially below the expanded costs.³

The tariff agent and traffic manager testified that he was the publishing agent for more than one hundred highway carriers whose services include the transportation of asphalt and road oil in bulk. He said that 96 carriers participate in a tariff which names rates identical with those which petitioner herein seeks to have established as minimum for all carriers. He explained that a few carriers maintain lower rates, on the level of those now applicable as minimum.⁴ According to this witness, the higher rates maintained by the preponderance of the carriers were decided upon after prolonged meetings between the carriers, and to some extent with shippers, during the period from August, 1950 to February, 1951. The tariff agent explained also that the rule changes proposed by petitioner would bring the minimum rate tariff into substantial conformity with the tariffs already established by the preponderance of the common carriers. He testified that cost of

³ Exceptions to this general statement will be referred to hereinafter.

⁴ From current tariff filings it appears that approximately 100 highway common and petroleum irregular route carriers are observing rates on the level herein sought. These carriers are parties to Local Freight Tariff No. 33A, Cal. P.U.C. No. 16 of Elmer Ahl, Agent. A total of 37 highway common and petroleum irregular route carriers publish rates at the minimum level, as follows: 16 carriers are parties to Local and Proportional Petroleum Tank Truck Tariff No. 1, Cal. P.U.C. No. 11 of J. L. Beeler, Agent; 14 carriers are parties to Local Freight Tariff No. 6, Cal. P.U.C. No. 3 of C. R. Nickerson, Agent; five carriers are parties to Local Freight Tariff No. 35, Cal. P.U.C. No. 15 of Elmer Ahl, Agent; and two carriers publish individual tariffs.

service was the primary consideration in the proposed charges for detention of vehicles, for delivery through moving road mixers or spreaders, and for extra labor on two-men spreaders. It was his opinion that the suggested charges were reasonable, and that the proposed increase in minimum weight per shipment from 23,250 pounds to 36,000 pounds was desirable.

Representatives of several common carriers testified concerning the minimum rate proposal. These witnesses were in agreement that the existing minimum rates are not compensatory for transportation of asphalt and road oils, and that those commodities are more costly to transport than are refined petroleum products. They asserted that most of the carriers, prior to obtaining the status of tariff-filing common carriers, had assessed rates above those now herein sought to be established as minimum, and said that carriers now maintaining lower rates on the minimum level had been virtually compelled to do so in order to retain other petroleum traffic. Some of the carrier witnesses explained that their companies engage, directly or indirectly, in the purchase and sale of asphalt and road oil as brokers. They said that the oil companies, by offering discounts from the posted prices at the refineries, had encouraged carriers to engage in brokerage operations. Frequently, according to the testimony, the discount varies with the length of haul, and is designed to supplement the transportation revenue in order to make the transaction profitable. The brokerage operations also facilitate bidding on jobs which involve paving contract work in addition to transportation. Several of the witnesses stated also that they maintain corporate affiliates for the sole purpose of meeting competition, as highway contract

carriers, at rates below the prevailing scale herein sought to be established as minimum. They declared, however, that these contract operations have been unprofitable, and will be discontinued if the rate proposal is adopted. For the most part the witnesses believed that the establishment of compensatory minimum rates, as herein sought, would lessen greatly the incentive for engaging in brokerage activities and in non-compensatory contract services.

Representatives of various oil companies participated actively in examination of witnesses, made statements of position, and offered argument. These representatives expressed dissatisfaction with existing conditions. One witness testified that confusion results from the present diversity of rates. He expressed the hope that the prescription of reasonable minimum rates by the Commission might lead to the establishment by all carriers of a single level of rates. He urged, however, that the rates not be so high as to divert the traffic from for-hire carriers. Several shipper witnesses asserted that the movement of asphalt and road oil is better suited to contract than to common carriage; that, in order to meet special circumstances, it is desirable that contract carriers be able to maintain a bargaining zone of rates between the minimum level and the higher scale published by most of the common carriers; and that the proposed increase of minimum rates to the prevailing general level would eliminate the rate flexibility necessary to insure continued participation of for-hire carriers in this type of traffic. These witnesses disclosed that the oil companies do not now engage to any appreciable extent in transporting asphalt and road oil in their own vehicles. The shipper representatives were generally opposed to any material increase in the minimum

rates, and some of them asserted that any increase would cause expansion of proprietary trucking and brokerage activities, and would force common and contract carriers to withdraw from the asphalt transportation field. The shippers were of the opinion that rate increases would encourage brokerage activities, rather than discourage them as the carriers had contended. It was the shipper opinion that higher minimum rates would provide added incentive to the carriers to compete for the available traffic through brokerage arrangements as a device for charging less than minimum rates.

The rule changes were not opposed except for the proposed increase in minimum weight. The present rule provides that the minimum charge for a shipment shall be computed upon the full legal carrying capacity of the vehicle tank or tanks containing the shipment, but that in no event shall the transportation charges on shipments of asphalt and road oil be less than those applicable upon shipments of 23,250 pounds. Petitioner's proposal would retain the body of the rule, merely changing the weight from 23,250 pounds to 36,000 pounds. In justification of the proposed change it was pointed out that the revised rule has been established voluntarily by most of the carriers; and the tariff agent testified that the carriers "felt that the 36,000 pound minimum was a reasonable minimum in view of the fact that the cost of hauling a truck and trailer is not too much greater than the hauling of a straight truck."

Shipper representatives, on the other hand, declared that both the present and proposed rules are unsatisfactory because it is not practical to determine the full legal carrying capacities of the vehicles nor to know at time of loading whether the capacity has been reached. They testified that legal vehicle capacities are

affected by such factors as mud on the chassis, residue in the tanks, fuel in the fuel tanks, and presence or absence of tire chains or sand bags. Even if the vehicle capacities at time of loading were known, they said, it would be impracticable to load the tanks accurately because asphalt and road oil are loaded at high temperatures under conditions which cause bubbling and fuming of the lading. Shipper representatives favored the prescription of specific minimum weights in lieu of reference to vehicle capacities. They also urged, presumably as an alternative, that the carriers be required to publish in tariff form the carrying capacity of each vehicle. These representatives said that shipments of asphalt and road oil weigh generally about 40,000 pounds, but in many instances weigh less than 36,000 pounds.

It is petitioner's position that present minimum rates applicable to the transportation of asphalt and road oil are obsolete. Assertedly these rates are too low to move the traffic, and have not moved the traffic for at least several years past. Petitioner argues that the existence of depressed minimum rates has caused carriers to obtain petroleum brokerage licenses in an endeavor to make up deficiencies in transportation revenue through profits in other transactions. The rates herein proposed, according to petitioner, are not rates that will return to the carriers the cost of service plus a reasonable profit, but are actually rates that will return only something between out-of-pocket cost and full cost. The establishment of subnormal minimum rates is sought, according to petitioner, because the carriers, after months of negotiations, have taken into account that perhaps asphalt and road oil will not stand rates sufficient to recompense the carriers for their full cost of providing the service. Petitioner argues that the Commission

C. 4808 - Asphalt - HM*

is under statutory obligation to establish minimum rates of a just, reasonable and nondiscriminatory nature, and that rates lower than those herein proposed would be unjust and unreasonable, and of no effect and no assistance in correcting the chaotic conditions that exist in this industry.

The cost estimates, although they must be accepted as approximations only, serve to demonstrate that the existing minimum rates for transportation of asphalt and road oil in bulk in highway tank vehicles are substantially below the present cost of performing this service. For distances beyond 45 constructive miles, where the proposed rate increases approximate 15 percent, the sought rates are all materially below the estimated costs. For shorter distances, however, petitioner proposes rates which approximate or exceed the estimated costs, including profit indicated by an operating ratio of 93 percent. In these cases the sought rates would result in increases ranging from 30 percent to 89 percent.

For the longer distances the record is clear that increased minimum rates as proposed by petitioner are justified and necessary. For the relatively short distances increases are likewise required, but in amounts less than those sought by the petitioner herein. The proposed changes in rules and regulations have been justified also, except that upon the present record no change should be made in the minimum charge per shipment.

While the present record does not afford a satisfactory basis for revision of the minimum charge rule, it does show that the existing provisions are unsatisfactory. Shippers have no ready means of determining the full legal carrying capacities of the vehicles offered for loading, and in numerous cases would find it impracticable

to load the indicated quantities precisely even though the capacities were known.⁵ The publication and maintenance of a register of vehicle capacities would afford some improvement but the carriers offered objections to such a requirement, and it is not clear in any event that a vehicle register would overcome the basic difficulties. In order that respondents and other interested parties may be afforded an opportunity to offer constructive proposals for the prescription of reasonable and practical provisions, a further hearing will be scheduled in this proceeding for the purpose of receiving evidence relating to minimum charges for the transportation of petroleum products in highway tank vehicles.

Upon careful consideration of all of the facts and circumstances of record it is concluded that the existing minimum rates, rules and regulations for the transportation of asphalt and road oil in bulk in motor vehicles should be revised to the extent hereinbefore indicated and as provided in the order which follows.

O R D E R

An adjourned public hearing having been held in the above-entitled proceeding and based upon all of the evidence and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 5 - Highway Carriers' Tariff No. 6 (Appendix "C" of Decision No. 32608

⁵ The full legal carrying capacities are governed not only by the gallonage capacity of the tanks but also by the legally allowable weights for movement of vehicles over the public highways. The legal carrying capacity of a vehicle is dependent therefore upon the capacity of the tank or tanks, the tare weight of the vehicle and equipment, including driver, fuel and any mud, residue and other encumbrances, and also upon the density of the commodity being loaded.

as amended) be and it is hereby further amended by incorporating therein the supplement and original and revised pages attached hereto and by this reference made a part hereof, to become effective October 22, 1951, which supplement and pages are numbered as follows:

Supplement No. 6 cancels Supplement No. 5
Eighth Revised Page 2 cancels Seventh Revised Page 2
Fifth Revised Page 6 cancels Fourth Revised Page 6
and Third Revised Page 6
Second Revised Page 7 cancels First Revised Page 7
Fifth Revised Page 9 cancels Fourth Revised Page 9
and Third Revised Page 9
Sixth Revised Page 10 cancels Fifth Revised Page 10
Fourth Revised Page 11 cancels Third Revised Page 11
Original Page 11-A
Fifth Revised Page 13 cancels Fourth Revised Page 13
and Third Revised Page 13
Sixth Revised Page 15 cancels Fifth Revised Page 15
and Fourth Revised Page 15

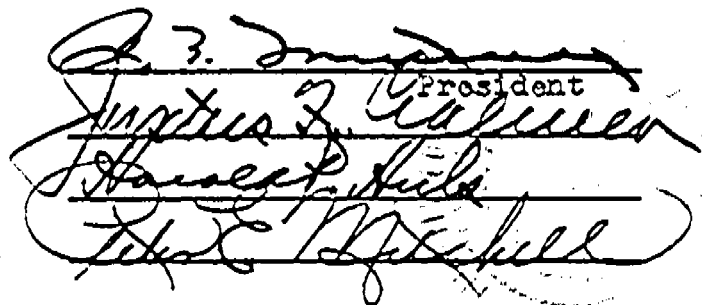
IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carriers as a result of the amendments herein of the aforesaid tariff shall be made effective on or before October 22, 1951, on not less than five (5) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that in all other respects the petition of the Tank Truck Operators Association, referred to in the preceding opinion, be and it is hereby denied.

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 Los Angeles, California this 18th day of September, 1951.



Commissioners

SUPPLEMENT NO. 6

(Cancels Supplement No. 5)
(Supplements Nos. 3 and 6 contain all changes.)

TO

CITY CARRIERS' TARIFF NO. 5
HIGHWAY CARRIERS' TARIFF NO. 6

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF PETROLEUM AND
PETROLEUM PRODUCTS
(AS DESCRIBED HEREIN)

When Transported in Bulk in Tank Trucks, Tank
Trailers or Tank Semi-Trailers Over the Public
Highways Within the State of California

By PETROLEUM CONTRACT CARRIERS
and CITY CARRIERS

Fourth Revised Page 13, suspended by Supplement No. 5 of
this tariff, will be canceled and superseded with the
effective date hereof.

Decision No. 46203

EFFECTIVE OCTOBER 22, 1951

Issued by the
Public Utilities Commission of the State of California
State Building, Civic Center
San Francisco, California

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* Change, Decision No. 46203

EFFECTIVE OCTOBER 22, 1951

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

Correction No. 78

Item No.	SECTION NO. 1 RULES AND REGULATIONS
10-E Cancels 10-D and 10-C	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>(a) CARRIER means a petroleum contract carrier, or city carrier, as defined in Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) and in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended).</p> <p>(b) CARRIER'S EQUIPMENT means any tank motor truck, tank trailer or tank semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>(c) 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; also any interstate rate of any common carrier railroad or railroads applying between points in California via an interstate or foreign route, lawfully in effect at time of shipment.</p> <p>(cc) DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(f) 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.</p> <p>(g) 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.</p> <p>(h) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(i) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>(j) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point or origin at one time for one consignee at one point of destination. (See Items Nos. 87 and 90 series for exceptions.)</p> <p>(k) 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>(l) 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, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.</p>

APPLICATION OF TARIFF - GENERAL

(1)
*20-D
Cancels
20-C

△ Rates provided in this tariff apply for the transportation of shipments of petroleum and petroleum products as described in Item No. 30 series, in bulk in tank trucks, tank trailers or tank semi-trailers, or a combination of such highway vehicles, between points in the State of California by petroleum contract carriers as defined in the Highway Carriers' Act, and by carriers as defined in the City Carriers' Act. Rates include connecting and disconnecting piping and other services incidental to loading and unloading except those services for which rates or charges are provided in individual items.

For rates for the transportation of petroleum and petroleum products, other than as provided in this tariff, see Highway Carriers' Tariff No. 2, supplements thereto and reissues thereof.

(1) Effective October 22, 1951

* Change)
△ No increase or) Decision No. 46203
reduction.)

EFFECTIVE JANUARY 1, 1952
(Except as noted)

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 79

Item No.	SECTION NO. 1	RULES AND REGULATIONS - Continued
	APPLICATION OF TARIFF - COMMODITIES	
	Rates in this tariff apply on Petroleum or Petroleum Products, including Compounded Oils or Greases having a Petroleum Base (See Note 1), viz.:	
	*Asphalt.	
	*Road Oil.	
	Liquefied Petroleum Gas.	
	Rates making specific reference to "Refined Petroleum Products" as described in this item apply on:	
	Absorption Oil, Belt Oil, Benzine, Blended Gasolines (See Note 3), Compression Oil Cordage Oil, Floor Oil, Gasoline, Casinghead, Gasoline, Natural, Gasoline, not otherwise specified, Grease, Axle, Grease, Lubricating, Grease, not otherwise specified,	Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Naptha, Naptha Distillate, Neatsfoot Oil, Oil, not otherwise specified (See Note 2), Paraffine Wax, Pentane, Petrolatum or Petrolatum Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jolly, Petrolina or Vaseline (See Note 2), Petroleum Fatty Acid or Napthenic Acid, Putty Oil, Refined Oil, illuminating or burning, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, not otherwise specified, Wax Tailings, Wool Oil.
*30-B Cancels 30-A		
	*Rates making specific reference to "Black Oil" as described in this item apply on:	
	Crude Oil in its natural state, or Crude Oil which has been subjected only to natural weathering, settling or treatment for the removal of water and bottom sediment, and not blended with other products,	Fuel Oil, residual and/or dis- tillate, not suitable for illuminating purposes. (See Note 4), Gas Oil.
	NOTE 1.-The term "having a Petroleum Base" as used in this item, means the principal ingredient of such compounded oils or greases must be Petroleum.	
	NOTE 2.-Rates in this tariff will not apply on Petroleum Oil, not otherwise specified, Petrolatum or Petrolatum Preparations, prepared and represented as a remedy, medicine or lubricant for the human body.	
	NOTE 3.-The term "Blended Gasolines" as used in this item covers motor fuel containing 50 percent or more of gasoline.	
	NOTE 4.-The term "Fuel Oil" as used in this item does not include petroleum products having a flash point below 110 degrees Fahrenheit (Tagliabue closed cup) or which have 95 percent distillation points below 464 degrees Fahrenheit.	
* Change, Decision No. 46203		
EFFECTIVE OCTOBER 22, 1951		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 80		

Cancels

and

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Continued)
50	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL GROUPS (Concluded)</p> <p>Group 6 as described in Item No. 40 series does not include points situated within that portion of the City of Los Angeles lying north of the following boundary line: Starting at the Pacific Ocean and the projected line of Sunset Boulevard, easterly along said projected line and Sunset Boulevard to the western city limits of Beverly Hills, northerly, easterly and southerly along the city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, south on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, southeasterly on the northeasterly line of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.</p>
*60-3 Cancels 60-A and 60	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exceptions:</p> <p>EXCEPTION NO. 1-Distances between points situated within that portion of the City of Los Angeles lying north of the boundary line described in Item No. 50 series shall be the constructive distance from point of origin to point of destination.</p> <p>EXCEPTION NO. 2-Distances shall not be computed via the San Francisco-Oakland Bay Bridge, the Golden Gate Bridge, the Richmond-San Rafael Ferry or the Coronado Ferry</p>

COMPUTATION OF CHARGES-ESTIMATED WEIGHTS

(1) (a) The weight of commodities described under heading "Refined Petroleum Products" in Item No. 30 series shall be computed upon the basis of 6.6 pounds per gallon.
*70-C (b) The weight of commodities described under heading "Black Oils" in Item No. 30 series shall be computed upon the basis of 7.75 pounds per gallon.
Cancels 70-B (c) The weight of Liquefied Petroleum gas shall be computed upon the basis of 4.4 pounds per gallon.
(d) The weight of asphalt and road oil shall be the actual weight.

MINIMUM CHARGE

The minimum charge for a shipment in a tank truck, tank trailer, tank semi-trailer, or in any combination of such vehicles, shall be computed upon the full legal carrying capacity of the tank or tanks containing the shipment, subject to Notes 1 and 2.
80-B NOTE 1.-In no event shall the transportation charges on shipments of commodities other than asphalt and road oil be less than those applicable upon shipments of 3,000 gallons.
Cancels 80-A NOTE 2.- In no event shall the transportation charges on shipments of asphalt and road oil be less than those applicable upon shipments of 23,250 pounds.

(1) Effective October 22, 1951.
* Change Decision No. 46203

EFFECTIVE JANUARY 1, 1952
(Except as Noted)

Issued by the Public Utilities Commission of the State of California-
San Francisco, California.
Correction No. 81

Item No.	SECTION NO. 1 RULES AND REGULATIONS (Continued)
90-B Cancels 90-A	<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>Shipments, other than split delivery shipments, shall be subject to an additional charge of \$5.40 for each stop in transit to partially unload. Charges will be collected on the weight of the entire shipment from point of origin to the highest rated point of delivery.</p>
*100-D Cancels 100-C	<p style="text-align: center;">(1) PUMPING</p> <p>Rates provided in this tariff do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier, a charge of \diamond one cent per 100 pounds will be made. (See Exception.)</p> <p>EXCEPTION.—When pumping is performed in connection with the transportation of petroleum crude oil under rates provided in Item No. 210 series, a charge of 1.16 cents per 100 pounds will be made when service is under Column "A" rates and .58 of one cent per 100 pounds when service is under Column "B" rates; when under rate in Item No. 230 series, a charge of \diamondone-half cent per 100 pounds will be made.</p> <p>(1) Not subject to provisions of Supplement No. 3.</p>
110-B Cancels 110-A	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Notes 1 and 2.)</p> <p>NOTE 1.—When the common carrier rate used is subject to minimum weight different from the minimum weight determined in accordance with the provisions of Item No. 80 series, the lesser minimum weight may be observed.</p> <p>NOTE 2.—When the common carrier rate used is based upon a weight per gallon different from that provided in Item No. 70 series, such different weight shall be observed.</p>
120-B Cancels 120-A	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies. (See Notes 1, 2 and 3.)</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3.)</p>

NOTE 1.—If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 5 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be.

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

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

* Change)
◇ Increase) Decision No. 46203

EFFECTIVE OCTOBER 22, 1951

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

Correction No. 62

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Continued)
130-A Cancels 130	<p style="text-align: center;">DIVERTED SHIPMENTS AND RETURNED SHIPMENTS</p> <p>(a) Charges upon shipments diverted at request of consignor or consignee shall be assessed upon the basis of the charge established for the mileage applicable via the point or points where diversion occurs. (See Exception.)</p> <p>EXCEPTION.--If point of diversion is situated on direct rail route between point of origin and final point of destination, charges shall be assessed upon the basis of the charge established for direct movement from point of origin to final point of destination.</p> <p>(b) Charges upon shipments returned to point of origin, or to a point situated on the shortest resulting highway route or on a direct rail route between point of origin and original destination (or point of diversion) shall be assessed for the entire trip upon the basis of 150 percent of the charge established for the outbound movement, or upon the basis established in paragraph (a) of this item, whichever is lower.</p>
*140-A Cancels 140	<p style="text-align: center;">(1) DEMURRAGE OR DETENTION CHARGES</p> <p>1. Applies only in connection with transportation of Liquefied Petroleum Gas:</p> <p>(a) A charge of \$1.65 for each one-half ($\frac{1}{2}$) hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete loading or unloading in excess of the free time specified in paragraph (b).</p> <p>(b) Free time shall commence when carrier's equipment is ready for loading or unloading. Two (2) hours free time shall be allowed for loading and three (3) hours free time shall be allowed for unloading.</p> <p>2. Applies only in connection with transportation of asphalt or road oil:</p> <p>(a) Charges as set forth in paragraph (c) hereof shall be assessed for the time carrier's equipment is detained, through no fault of the carrier, to complete loading, unloading or spreading after expiration of the free time specified in paragraph (b).</p> <p>(b) Free time shall commence when carrier's equipment is placed in position to load, unload or spread (see Note 1). Two (2) hours free time shall be allowed for loading and two (2) hours free time shall be allowed for unloading and spreading.</p> <p>(c) The following detention or demurrage charges for excess loading, unloading or spreading shall be made:</p> <p>(1) LOADING: \$5.50 per hour, fractions of an hour to be prorated.</p> <p>(2) UNLOADING: \$5.50 per hour, fractions of an hour to be prorated.</p> <p>(3) SPREADING: \$6.50 per hour, fractions of an hour to be prorated.</p> <p>NOTE 1.--When shipper or consignee orders load to be delivered at a specifically designated time and carrier has its equipment at destination point at designated time and consignee cannot receive delivery as ordered, free time will commence at the time designated for delivery.</p>

ISSUANCE OF SHIPPING DOCUMENT

A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:

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- (a) Name of shipper.
- (b) Name of consignee.
- (c) Point of origin.
- (d) Point of destination.
- (e) Description of the shipment.
- (f) Weight of the shipment (or other factor or measurement upon which charges are based).
- (g) Rate and charge assessed.
- (h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

The form of shipping document in Item No. 340 series will be suitable and proper.

A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

(1) Not subject to provisions of Supplement No. 3. For Item No. 160 shown on Third Revised Page 11, see Original Page 11-A.

◇ Increase)	Decision No. 46203
* Change)	
△ No increase or reduction))	

EFFECTIVE OCTOBER 22, 1951

Issued by the Public Utilities Commission of the State of California, San Francisco, California.
Correction No. 83

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Concluded)
(1) 160	<p style="text-align: center;">QUOTATION OF RATES AND CHARGES</p> <p>(a) Except as provided in Paragraph (b) rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p> <p>(b) Rates or accessorial charges may be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated, provided (1) that the freight charges assessed are not less than those which would have been assessed had the rates and accessorial charges stated in this tariff been applied; and (2) that the carriers' shipping documents contain all the information necessary to compute the freight charges on the basis of the units of measurement provided in this tariff.</p>
◇ 170 Added	<p style="text-align: center;">SPREADING</p> <p style="text-align: center;">(Applies only in connection with transportation of asphalt or road oil.)</p> <p>The service of spreading asphalt or road oil shall be performed at the rate of 5 cents per 100 pounds. This rate includes only services of a driver or operator of carrier's equipment. Charges for extra labor shall be computed under the provisions of Item No. 180 series. (Not subject to provisions of Supplement No. 3.)</p>
◇ 180 Added	<p style="text-align: center;">EXTRA LABOR</p> <p style="text-align: center;">(Applies only in connection with transportation of asphalt or road oil.)</p> <p>Extra labor furnished, other than driver or operator of carrier's equipment, shall be charged for at the rate of \$3.00 per man per hour. (Not subject to provisions of Supplement No. 3.)</p>
◇ 190 Added	<p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p style="text-align: center;">(Applies only in connection with transportation of asphalt or road oil.)</p> <p>A charge of 2½ cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers. (Not subject to provisions of Supplement No. 3.)</p>
	<p>(1) For provisions in effect prior to the effective date hereof see Third Revised Page 11.</p> <p>◇ Increase, Decision No. 46203</p>
	EFFECTIVE OCTOBER 22, 1951
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 34.</p>

Fifth Revised Page ... 13
 Cancels
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 and
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CITY CARRIERS' TARIFF NO. 5
 HIGHWAY CARRIERS' TARIFF NO. 6

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. COLUMN 4 - Rates apply on Asphalt and Road Oil. See Item No. 40 series for application of rates from or to points in Territorial Groups.											
MILES		RATES				MILES		RATES			
But not Over		1	2	3	4 (See Note 1)	But Not Over		1	2	3	4 (See Note 1)
0	5	3½	3	5½	5	220	225	△ 33½	29	△ 50½	37½
5	10	3½	3	5½	5½	225	240	35	29	52½	38½
10	15	3½	3½	5½	6	240	245	36½	△ 31½	54½	40½
15	20	4½	4½	6½	6½	245	250	37	△ 31½	55½	40½
*200-E Cancels 200-D and 200-C	20	4½	4½	7½	8	250	260	37	32	55½	40½
	25	6	5½	9	9	260	265	39	△ 33½	58½	43
	30	7	6	10½	9½	265	280	39	34	58½	43
	35	8	6½	12	10	280	285	41	36	61½	45
	40	8½	7	12½	10	285	300	41½	36	62½	45½
	45	9	8	13½	10	300	305	43	38½	64½	47½
	50	10	8½	15	11	305	320	44	38½	66	48½
	60	11	9½	16½	12	320	325	45½	40	68½	50
	70	13	11	19½	12½	325	340	46	40	69	50½
	80	14	12	21	15½	340	360	48	41½	72	52½
	90	15½	13	23½	17½	360	365	50	44	75	55
	95	16	13	24	17½	365	380	50½	44	75½	55½
	100	17	△ 15½	25½	18½	380	385	52	46	78	57½
	105	18	16	27	20	385	400	53	46	79½	58½
	120	20	△ 17½	30	22	400	405	54½	47½	81½	60
	125	21	18	31½	23	405	420	55	47½	82½	60½
	140	22½	20	34½	25	420	440	57	49½	85½	62½
	145	24	20	36	26½	440	445	59	51½	88½	65
	160	25½	22	38½	28½	445	460	59½	51½	89½	65½
	165	26	22	39	28½	460	465	61	53½	91½	67
	180	28½	24½	43½	32	465	480	62	53½	93	68½
	185	29	25	43	32	480	485	63½	55½	95½	69½
	200	30½	26½	46½	33½	485	500	64	55½	96	70½
	205	32	27	48	35½	See Note 2		—	—	—	—
NOTE 1 - Column 4 rates are not subject to the provisions of Supplement No. 3. NOTE 2 - For distances over 500 miles add to rate for 500 miles the following rates for each 25 miles or fraction thereof: (a) Columns 1, 2, or 3 - 2½ cents per 100 pounds. (b) Column 4 - 2½ cents per 100 pounds.											
△ No increase nor reduction. Changes in rates in Columns 1, 2, or 3 are result of combinations of rates under provisions of Item No. 86-A.								Decision No. 46203			
*Change											
◇ Increase											
EFFECTIVE OCTOBER 22, 1951											
Issued by the Public Utilities Commission of the State of California, San Francisco, California.											
Correction No. 85											

Item No.	SECTION NO. 2. RATES (Concluded) In cents per 100 Pounds.				
	DESCRIPTION OF GROUP 6 SUB-GROUPS (Applies only in connection with rates making specific reference hereto)				
	SUB-GROUP NUMBERS	BOUNDARIES			
	6-A	Bounded on the north by the northern boundary of Group 6 (see Item No. 50 series), on the east by La Brea Avenue, on the south by Imperial Highway and on the west by the Pacific Ocean.			
	6-B	Bounded on the north by Imperial Highway, on the east by Vermont Avenue, on the south by Compton Boulevard, Redondo Beach Boulevard, Hawthorne Avenue and Torrance Boulevard, and on the west by the Pacific Ocean.			
220-A Cancels 220	6-C	Bounded on the north by Rosecrans Avenue, southeast along Century Boulevard and its prolongation to Cerritos Avenue, northeast to Gardendale Street, southeast on a direct line to Woodruff Avenue and Rosecrans Avenue, east on Rosecrans Avenue, on the east by Norwalk Boulevard, Los Alamitos Boulevard and Bay Boulevard, on the south by the Pacific Ocean, and on the west by the east bank of the Los Angeles River.			
	6-D	Bounded on the north by Garden Grove Boulevard, on the east by Huntington Beach Boulevard, and on the south and west by the Pacific Ocean.			
	6-E	Bounded on the north by the northern boundary of Group 6 (see Item No. 50 series) and the Montebello Hills, on the east by the eastern city limits of Whittier, south to Artesia Boulevard, west to Norwalk Boulevard, north to Rosecrans Avenue, on the south by the northern boundary of Sub-Group 6-C, and on the west by the east bank of the Los Angeles River to Slauson Avenue, thence on a direct line to the junction of Ninth Street and Downey Road, west on Ninth Street to the Los Angeles River, north to the junction of Mission Road and Macy Street, northeast on Mission Road to the northern boundary of Group 6.			
	6-F	Bounded by the northern boundary of Group 6 (see Item No. 50 series) and by Sub-Groups 6-A, 6-B, 6-E and 6-G.			
	6-G	Bounded on the north by Compton Boulevard and Group 6-B, on the east by the Los Angeles River, and on the south and west by the Pacific Ocean.			
		COMMODITY	FROM	TO	RATE
230-A Cancels 230		Petroleum Crude Oil as described in Item No. 30 series	Canoga Park (Los Angeles Zone 2, see Note 1)	Group 6	4 $\frac{1}{2}$
(3) *240-D Cancels 240-A		Refined Petroleum Products as described in Item No. 30 series	BETWEEN		3 $\frac{1}{2}$
		Black Oils as described in Item No. 30 series	Points within one Territorial Group or Points within incorporated cities (See Notes 2 and 3)		(1)3
		Liquefied Petroleum Gas			5 $\frac{1}{2}$
		Asphalt and Road Oil			(2)5

- (1) Will not apply to transportation for which rates are specifically provided in Item No. 210 series.
(2) Not subject to provisions of Supplement No. 3.

* NOTE 1.- or description of Los Angeles Zone 2 see the Distance Table.

NOTE 2.-Will not apply between points situated within that portion of the City of Los Angeles lying north of the boundary line described in Item No. 50 series; nor between such points on the one hand and points situated within that portion of the City of Los Angeles lying south of said boundary line on the other.

NOTE 3.-See Item No. 40 series for description of numbered Territorial Groups.

(3) Effective October 22, 1951

* Change) Decision No. 46203
◇ Increase)

EFFECTIVE JANUARY 1, 1952
(Except as Noted)

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

Correction No. 86