

ORIGINAL

Decision No. 58211

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into
the rates, rules, regulations, charges,
allowances and practices of all common
carriers, highway carriers and city
carriers relating to the transportation
of petroleum and petroleum products in
bulk (commodities for which rates are
provided in Minimum Rate Tariff No. 6).)

Case No. 5436
Petition for Modification
No. 24

In the Matter of the Application of
WESTERN MOTOR TARIFF BUREAU, INC.,
for and on behalf of highway common
carriers and petroleum irregular
route carriers, parties to Western
Motor Tariff Bureau, Inc., Local
Freight Tariff No. 3-D, Cal. P.U.C.
No. 25 (Elmer Ahl, Agent, Series),
Local Freight Tariff No. 30A, Cal.
P.U.C. No. 26 (Elmer Ahl, Agent,
Series) and Local Freight Tariff No.
33B, Cal. P.U.C. No. 27 (Elmer Ahl,
Agent, Series), for authority to
increase certain rates.

Application No. 40554

Arlo D. Poe, J. C. Kaspar and J. Quintrall, for
California Trucking Associations, Inc.,
petitioner in Case No. 5436 and interested
party in Application No. 40554.

Arlo D. Poe and W. J. Knoell, for Western Motor
Tariff Bureau, Inc., applicant in Application
No. 40554 and interested party in Case No. 5436.

W. T. Cannon, Lloyd R. Guerra, and W. L. Lykke, for
various carrier respondents in Case No. 5436
and interested parties in Application No. 40554.

W. H. Adams, W. Y. Bell, P. A. Buck, James A. Gayle,
J. M. Connors by Ted Grace, W. J. Haener,
M. S. Housner, H. M. Long, Paul W. Moore,
A. D. Carlton by John L. Nice, and
C. P. Stephenson, for various shippers,
interested parties.

R. A. Lubich and Ralph Staunton, for the Commission's
staff.

O P I N I O N

By Petition No. 24 in Case No. 5436 the California Trucking Associations, Inc., seeks rate increases and other changes in the provisions of Minimum Rate Tariff No. 6 which apply as minimum for the transportation of petroleum and petroleum products in bulk in tank vehicles by for-hire highway carriers. Petitioner alleges that since September, 1953, when the present rates in Minimum Rate Tariff No. 6 were first established, the carriers' costs of operation have increased to the point that the rates are not reasonably compensatory. Petitioner further alleges that the rate increases and other modifications of the minimum rate provisions which it seeks are necessary to restore the minimum rates to a reasonable level as required by law.

By its Application No. 40554 the Western Motor Tariff Bureau, Inc., tariff publishing agent for the principal highway common carriers and irregular route common carriers engaged in the transportation of bulk petroleum and petroleum products within California, seeks authority to effect increases in certain rates and charges which it maintains in said carriers' behalf in the following tariffs:

Western Motor Tariff Bureau, Inc.,

Local Freight Tariff No. 3-D,
Cal. P.U.C. No. 25 (Elmer Ahl, Agent, series)

Local Freight Tariff No. 30-A,
Cal. P.U.C. No. 26 (Elmer Ahl, Agent, series)

Local Freight Tariff No. 33-B
Cal. P.U.C. No. 27 (Elmer Ahl, Agent, series)

In general the provisions of these tariffs conform to those in Minimum Rate Tariff No. 6. Adjustment of Minimum Rate Tariff No. 6

in response to the petition of California Trucking Associations, Inc., would require parallel adjustments in said tariffs of Western Motor Tariff Bureau, Inc. Various items of the latter tariffs, however, relate to services which the carriers provide and which are not subject to Minimum Rate Tariff No. 6. It is principally with certain of these items that the application for authority to establish increases in rates and charges deals.

Public hearing on the petition and on the application was held before Examiner C. S. Abernathy at Los Angeles on December 16, 1958. Evidence was presented in both matters by the director of research for the California Trucking Associations, Inc. The agent for Western Motor Tariff Bureau, Inc., submitted testimony bearing on certain aspects of the application. Members of the Commission's staff also participated in the development of the record.

The evidence which was presented by the director of research for the California Trucking Associations, Inc., was directed principally to three general areas of consideration: (a) revenue needs of the carriers; (b) the costs of the transportation services involved, and (c) the objectives of the various rate and related tariff adjustments which are sought in these matters.

According to this witness, the earning position of the carriers has deteriorated substantially during the past nine years. He said that in 1950 the carriers as a group were able to attain earnings (before taxes) equivalent to about 10 percent of their gross revenues, but that their earnings have since diminished to about 1½ percent of their gross revenues, notwithstanding substantial efforts which they have made to achieve lower costs through improvements in the carrying capacities of their vehicles and

through other measures. The current level of earnings, the witness said in effect, is insufficient to maintain the transportation services provided, and the carriers have no alternative to seeking increases in their rates.

The cost data which the witness presented were derived largely from a study which he had made of the carriers' operations for the years 1957 and 1958. In the development of these studies the carriers' records were analyzed to arrive at current load and other factors bearing upon the costs of service. Current wage rates were used in the computation of labor costs. Adjustments were made in some instances to exclude what the witness considered to be operating inefficiencies or abnormalities. According to the witness, the figures which he developed as a consequence of his study are a reasonable portrayal of the carriers' present costs of service as measured under the standards employed by the Commission in cost determinations for minimum rate purposes.

The witness described the sought rate and other tariff adjustments as selective adjustments, designed to apply principally to those services which his cost study and other analyses show are the main sources of the carriers' present losses or revenue insufficiencies. In general, the sought adjustments include increases ranging up to about 17 percent in the rates for transporting refined petroleum products and black oils for distances of 90 miles or less; increases up to about 14 percent in the rates for transporting crude oil for distances up to 500 miles; increases of from 14 to 33 percent (\$1 and \$2 per hour) in certain hourly vehicle rates; increases up to 25 percent in certain rates which applicant

publishes for the transportation of liquefied petroleum gases; an increase of 6 percent in certain vehicle unit rates for the transportation of automotive gasoline; and increases of substantially similar percentages in rates and charges for such services as split delivery, pumping, diversion in transit, demurrage, and collect-on-delivery services.¹

For the most part the witness relied on his showing of costs to justify the increases sought in the various distance rates. He pointed out that these increases are greatest in the rates for short distances and are a consequence of the fact that for the transportation involved, increases in labor costs which the carriers have experienced since the adjustment of the minimum rates in 1953 have been proportionately greater, in relation to total costs, for transportation over the shorter distances. Likewise, the showing of costs was used as the principal basis for proposed increases in pumping charges, and in group and intra-group rates. The sought increases in split-delivery charges, diversion charges, and C.O.D. fees assertedly reflect over-all increases in costs of providing the services involved. With respect to the increase of 6 percent sought in rates for transporting large-volume movements of automotive gasoline, the witness said that the increases in costs which have been experienced exceed this figure, but that carriers which are engaged in said transportation are of the opinion that the increases in the rates should be limited as much as possible until they gain

¹ The specific proposals are set forth in detail in Exhibits Nos. 3 in the respective proceedings.

more operating experience under these rather-recently established rates and can better evaluate their revenue needs from the services.

Four of the proposals which require particular mention in relation to the showings made are sought increases in minimum charges, the establishment of a minimum charge for spreading asphalt or road oil, increases in charges for extra labor, and increases in hourly vehicle rates. In connection with the transportation of asphalt and road oils in tank semi-trailer or two connected tank vehicles Minimum Rate Tariff No. 6 specifies a minimum charge based on weight of 36,000 pounds. Petitioner proposes that this weight be increased to 43,000 pounds to reflect increases which the carriers have effected in the capacities of their vehicles in recent years. With reference to the spreading of asphalt and road oil, no minimum charge is specified at present in Minimum Rate Tariff No. 6. Petitioner proposes the establishment of minimum charges of \$22.75 or \$26.75, depending on the vehicles used and the capacities thereof. Petitioner's director of research said that the time required to perform spreading services does not vary substantially as between truckloads and such partial truckloads as the carriers may be called upon to transport. For this reason he advocated that the minimum charge be set in conformity with costs applicable to the spreading of minimum vehicle loads. The witness particularly urged approval of all of the sought minimums. He declared that such minimums are necessary if the carriers are to avoid burdening their transportation services generally with costs incurred in the transportation and spreading of only partial truckloads of asphalt and road oil.

For services of extra labor used in connection with the transportation of asphalt and road oil, petitioner proposes that a charge of \$3.17 per man per hour, currently provided in Minimum Rate Tariff No. 6, be increased to \$5 per man per hour, subject to a minimum charge for 8 hours. Petitioner's witness testified that under present labor contracts the carriers must pay a premium rate for such labor and that the minimum payment is that for eight hours. He said that the proposed charge is intended to compensate the carriers for the costs incurred, including those costs which, under the labor contracts, apply while the helpers involved are going to and from a job. In this same connection, and for similar reasons, applicant proposes that a charge for extra labor of \$3 per man per hour which is specified in its Local Freight Tariff Bureau Tariff No. 3-D, Cal. P.U.C. No. 25 (Elmer Ahl, Agent, series) be increased to \$4.25² per man per hour.

The hourly vehicle rates which are in issue herein are rates which applicant maintains in its Local Freight Tariffs Nos. 3-D, 30-A and 33-B to apply when shipper or consignee requests service on an hourly basis. According to applicant's agent, the hourly rates

² The extra labor which is involved in applicant's proposals is that supplied in connection with transportation of various petroleum products other than asphalt and road oils. Such labor is not subject to the premium rate of pay that applies in connection with the spreading of asphalt and road oil. However, it is subject to a minimum payment for eight hours' time. Nevertheless, applicant does not seek the establishment of a corresponding minimum charge. Assertedly, such labor can be diverted to other productive uses more readily than that employed in the spreading of asphalt and road oil.

are intended to apply mainly in circumstances where the transportation is performed under such difficult operating conditions that assessing the distance, group or point-to-point rates that would normally be charged would not return revenues commensurate with the costs incurred by the carriers. The agent asserted that in practice the hourly rates have provided an equitable and practical basis of charges that has met the needs of the carriers and has been acceptable to the shippers and consignees in circumstances where the other rates clearly are not suited to the transportation performed or to be performed. As previously stated hereinabove, the carriers seek to increase their present vehicle hourly rates of \$6 and \$7 an hour to \$8 an hour. With reference to the propriety of this proposal the director of research witness submitted evidence to the effect that the sought rate is less than the average hourly revenues that the carriers realize from their transportation services generally and that the amount of said average revenues is \$9.21 per hour.

In the circumstances here presented it appears that increases should be prescribed in the rates in Minimum Rate Tariff No. 6 and should be authorized in connection with certain rates and charges in applicant's tariffs Nos. 3-D, 30-A and 33-B. This is the first general increase which is sought in the rates involved in five years. It is well within the Commission's official knowledge that during this interval virtually all carriers in California have experienced material increases in their operating costs. The decline in earnings of carriers of petroleum and petroleum products, as reflected in the comparative operating ratio figures submitted by petitioner's director of research, also is indicative of a need for increases in

3
rates. The cost data presented by the director of research appear to measure reasonably the carriers' present costs of service. In the light of such cost data it appears that the corresponding rates are generally below reasonable levels. Upon the showing of costs and related evidence and considerations, it is hereby found and concluded that with two exceptions the proposed rate increases and other tariff adjustments have been shown to be justified.

The exceptions involve the charge for extra labor which petitioner seeks to have established in Minimum Rate Tariff No. 6 and the increases which applicant seeks in the hourly vehicle rates. On the showing made, the proposed charge of \$5 per man per hour for extra labor appears excessive from a minimum rate standpoint. This charge was evidently calculated on the basis that a premium allowance paid in connection with the spreading of asphalt and road oils would be applicable for the entire period of the helper's employment. However, under the terms of the labor contract the premium allowance applies only for the time actually spent in the spreading operations. As a consequence the actual costs of the extra labor are overstated. In consideration of this fact and of the other factors upon which the proposal was developed, it is found and concluded a charge of \$4.50 per man per hour, subject to a minimum of 8 hours, will constitute a reasonable and sufficient charge to be made under the

3 The operating ratio figures, it should be pointed out, do not provide an absolute measure of the carriers' earnings under the rates involved herein, since the carriers also maintain and assess other and lower rates for competitive reasons. Nevertheless, the figures provide and may be accepted as a general guide to the carriers' revenue requirements.

provisions of Minimum Rate Tariff No. 6 for extra labor provided in connection with the transportation of asphalt and road oil. To this extent the petition in this respect should be granted.

The proposed increases in the hourly vehicle rates are similar to those which the Commission has previously considered in relation to the same hourly rates in Decision No. 51607, dated June 28, 1955. In the discussion of the sought increases then under consideration the decision states that

"Although in the circumstances it would seem that increases in the hourly rates might be authorized, there appears to be a material defect in the hourly rate structure itself which until corrected must bar establishment of increases as herein proposed. This defect lies in the fact that the tariff regulations governing the application of the hourly rates do not define the transportation conditions under which the rates apply. The sole governing provision is that the hourly rates apply when service on an hourly basis is requested by shipper or consignee."

The decision goes on to point out that in the absence of a definition of the services for which the hourly rates may be assessed reasonably (in contrast to the services for which the distance or group rates would reasonably apply) there is not basis for a finding that the sought increases in the hourly rates are justified. The decision further states that

"The fact that the shipper or consignee may agree to the hourly rates is not sufficient delineation of the services to be performed thereunder to provide a basis for authorization of the sought increases. It appears, moreover, that the assessing of different rates for the same transportation, depending upon whether the shipper or carrier may agree to the higher basis of rates, is itself a discriminatory practice which should be corrected."

In renewing its request for increases in the hourly rates, notwithstanding the above-quoted comments with respect thereto in

Decision No. 51607, applicant's position basically is that the carriers must be permitted to assess equitable charges for unusual or difficult services; that the conditions under which petroleum and petroleum products are transported are so multitudinous and diverse a rule which would undertake to define specifically and equitably the services that would be subject to the distance or group rates and the hourly rates respectively would be so complicated as to be impractical; that notwithstanding the comments in Decision No. 51607 concerning the propriety of hourly rates, applicant has not been directed by the Commission to cancel them; that the rates have not been assailed otherwise; and that as long as the hourly rates are maintained in the tariffs they should be maintained at a reasonable level.

Notwithstanding the evidence and arguments of applicant in support of increases in the hourly vehicle rates, it appears that the conclusions concerning said rates which have been hitherto expressed in Decision No. 51607 should be reaffirmed. The basic rate structure of the carriers for all transportation which they provide to all points within the State is contained in the distance and group rates in applicant's tariffs. Under the provisions of Section 453 of the Public Utilities Code and of Section 21 of Article XII of the State Constitution the carriers are prohibited from assessing discriminatory rates and charges. Section 460 of the Public Utilities Code and Section 21 of Article XII of the Constitution prohibit the carriers from assessing greater charges for the transportation of a like kind of property for a shorter than for a longer distance over the same line or route in the same direction. It appears that the application of

the hourly rates, which rests upon whether or not the shipper or carrier requests service thereunder, would result in violations of the cited sections of the Public Utilities Code and of the Constitution. In the circumstances it is concluded that the sought hourly rates would be of little or no effect as a lawful basis of charges and that their authorization would be a useless act. For this reason, and because the specific transportation services to which the rates would apply are so indefinite that the increases may not be found to be justified, applicant's proposals in this respect should be denied. Since it appears that the hourly rates cannot be effectively assessed as a lawful basis of charges, applicant should either take steps to revise them so that they may be assessed in conformity with the statutes or it should cancel them.

O R D E R

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

IT IS HEREBY ORDERED:

1. That Minimum Rate Tariff No. 6 (Appendix "C" of Decision No. 32608, as amended) be and it hereby is further amended by incorporating therein, to become effective May 15, 1959, the revised pages attached hereto and listed in Appendix "A", also attached hereto, which pages and appendix are made a part hereof by this reference.
2. That in all other respects the aforesaid Decision No. 32608, as amended, shall remain in full force and effect.
3. That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public; and that such required tariff publications shall be made effective not later than May 15, 1959.

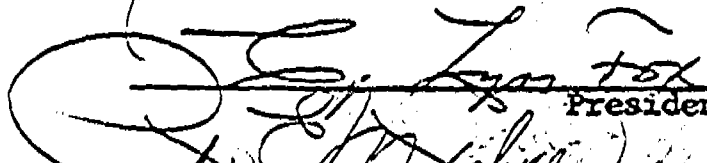
4. That common carriers, in establishing and maintaining the rates and charges authorized or directed hereinabove, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and of Section 460 of the Public Utilities Code, to the extent necessary to adjust long-and-short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are modified only to the extent necessary to comply with this order; and that common carriers, in publishing rates and charges under the authority conferred in this ordering paragraph shall make reference in their schedules to the prior orders authorizing the long-and-short-haul departures and to this order.
5. That except as otherwise provided herein the carriers on whose behalf Application No. 40554 was filed by Western Motor Tariff Bureau, Inc., be and they hereby are authorized to establish and publish the increased rates and charges which are proposed and set forth in said application and in Exhibit No. 3 in the same proceeding.

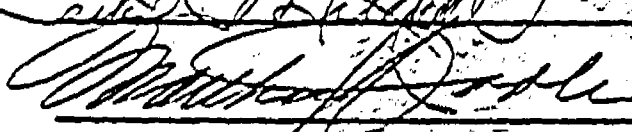
Exception: The authority granted pursuant to the terms of this paragraph may not be exercised to establish increases in the hourly rates contained in Sections Nos. 2 of Local Freight Tariffs Nos. 3-D, Cal. P.U.C. No. 25 (Elmer Ahl, Agent, series), and 30-A, Cal. P.U.C. No. 26 (Elmer Ahl, Agent, series), of Western Motor Tariff Bureau, Inc.

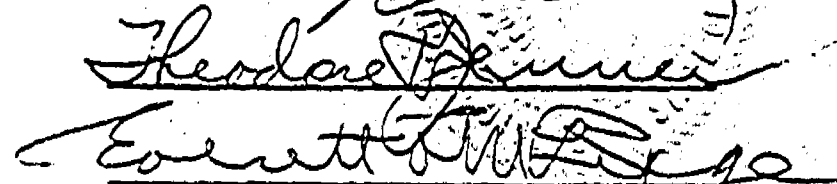
6. That except as provided in paragraph 5, above, Application No. 40554 be, and it hereby is, denied.

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

Dated at San Francisco, California,
this 31st day of March, 1959.



President


Theodore D. Kinner


Commissioners

APPENDIX "A" TO DECISION NO. 58211

Supplemental and Revised Pages to Minimum
Rate Tariff No. 6 Authorized by Said Decision

Twelfth Revised Page 6
Twelfth Revised Page 9
Sixth Revised Page 9-B
Eleventh Revised Page 10
Eleventh Revised Page 11
Sixth Revised Page 11-A
Second Revised Page 11-B
Eighth Revised Page 13
Seventh Revised Page 14
Tenth Revised Page 16
First Revised Page 16-A

End of Appendix "A"

Cancel

Item No.	SECTION NO. 1	RULES AND REGULATIONS
*10-K Can- cels 10-J	DEFINITION OF TECHNICAL TERMS	
		CARRIER means a petroleum contract carrier, or city carrier, as defined in the Highway Carriers' Act and in the City Carriers' Act.
		CARRIER'S EQUIPMENT means any tank motor truck, tank trailer or tank semitrailer, or any combination of such highway vehicles operated by the carrier.
		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.
		DISTANCE TABLE means Distance Table No. 4.
		ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.
		INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.
		LOADING TIME means that time which commences when carrier's equipment is placed in position to load and which terminates when carrier's equipment is released for departure from point of origin.
		#MOBILE ROAD MIXER means contractor's or road making equipment that is equipped and being used in mobile service for the picking up of raw materials along a road or a proposed road, mixing them with petroleum products as described herein and dumped behind said moving road mixer. The equipment of carrier is attached to the mobile unit and proceeds with said unit in its road mixing service. The moving road mixer may either pump over the load or the carrier's equipment may pump over the load as the case may be. When carrier's equipment pumps the load, pumping charges as provided in Item 100 Series apply in addition to the rates as otherwise provided therein.
		POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.
		POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.
		RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.
		RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

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

SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See Items Nos. 87 and 130 for exceptions.)

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.

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.

UNLOADING TIME means that time which commences when carrier's equipment is placed in position to unload and/or spread and which terminates when carrier's equipment is released for departure from point of destination. It also includes time spent in weighing, sampling and/or the processing of samples even though such time may be spent prior to the placement of the equipment in position to unload or spread.

APPLICATION OF TARIFF - GENERAL

Rates provided in this tariff apply for the transportation of shipments of petroleum and petroleum products as described in Item No. 30, in bulk in tank trucks, tank trailers or tank semitrailers, 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.

20-G
Cancels
20-F

For rates for the transportation of petroleum and petroleum products, other than as provided in this tariff, see Minimum Rate Tariff No. 2.

Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor sub-haulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.

Rates in this tariff do not apply to the transportation of property for the United States Government.

*Change
#Addition

Decision No. 58211

EFFECTIVE MAY 15, 1959

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 186

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Continued)																										
55	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.																										
60-F Cancels 60-E	COMPUTATION OF DISTANCES 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 exception: EXCEPTION-Distances from, to, or between Groups 1 and 2 shall not be computed via the San Francisco-Oakland Bay Bridge nor via the Richmond-San Rafael Bridge when the petroleum products transported have a flash point of 80° F. or below (as determined by flash point from Tagliabue's open-cup tester, as used for test of burning oils).																										
70-D Cancels 70-C	COMPUTATION OF CHARGES - ESTIMATED WEIGHTS (a) The weight of commodities described under heading "Refined Petroleum Products" in Item No. 30 shall be computed upon the basis of 6.6 pounds per gallon. (b) The weight of commodities described under headings "Black Oils" and "Crude Oil" in Item No. 30 shall be computed upon the basis of 7.75 pounds per gallon. (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.																										
*80-F Cancels 80-E	MINIMUM CHARGE The minimum charge per shipment shall be the charge at the applicable rate for the minimum quantities of property designated in connection with the unit or units of carrier's equipment containing the shipment, as specified below. (See Note 1.) <table><tr><td></td><td colspan="3">MINIMUM QUANTITIES</td></tr><tr><td></td><td>Tank Truck or Tank Trailer</td><td>Tank Semi- Trailer</td><td>Two Con- nected Tank Vehicles</td></tr><tr><td>Gasoline</td><td>3000 gallons</td><td>5000 (1) gallons</td><td>6000 gallons</td></tr><tr><td>Refined Petroleum Products (other than gasoline) Black Oils, and Crude Oil</td><td>3000 gallons</td><td>4000 (1) gallons</td><td>5000 gallons</td></tr><tr><td>Liquefied Petroleum Gas</td><td>3000 gallons</td><td>4500 gallons</td><td>6200 gallons</td></tr><tr><td>Asphalt and Road Oil</td><td>23250 pounds</td><td>43000 pounds</td><td>43000 pounds</td></tr></table>				MINIMUM QUANTITIES				Tank Truck or Tank Trailer	Tank Semi- Trailer	Two Con- nected Tank Vehicles	Gasoline	3000 gallons	5000 (1) gallons	6000 gallons	Refined Petroleum Products (other than gasoline) Black Oils, and Crude Oil	3000 gallons	4000 (1) gallons	5000 gallons	Liquefied Petroleum Gas	3000 gallons	4500 gallons	6200 gallons	Asphalt and Road Oil	23250 pounds	43000 pounds	43000 pounds
	MINIMUM QUANTITIES																										
	Tank Truck or Tank Trailer	Tank Semi- Trailer	Two Con- nected Tank Vehicles																								
Gasoline	3000 gallons	5000 (1) gallons	6000 gallons																								
Refined Petroleum Products (other than gasoline) Black Oils, and Crude Oil	3000 gallons	4000 (1) gallons	5000 gallons																								
Liquefied Petroleum Gas	3000 gallons	4500 gallons	6200 gallons																								
Asphalt and Road Oil	23250 pounds	43000 pounds	43000 pounds																								

(1) Tank semitrailers having a capacity of less than 4000 gallons shall be subject to a minimum of 3000 gallons.

NOTE 1 - See Item No. 30 for description of commodities.

*Change
o Increase)

Decision No. 58211

EFFECTIVE MAY 15, 1959

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 187

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)								
	SPLIT DELIVERY								
	(Applies only in connection with transportation of Refined Petroleum Products, as described in Item No. 30 series.)								
	The charge for transportation of a split delivery shipment (as defined in Item No. 10 series) shall be the charge applicable under rates in Section No. 2 for transportation of a single shipment of like kind and quantity of property, for one-half the distance from point of origin to that same point via each of the points of destination to which deliveries are made (See Notes 1, 2, 3, 4 and 5); plus the following charges for each delivery:								
	Gallons Delivered		Charge in Cents	Gallons Delivered		Charge in Cents	Gallons Delivered		Charge in Cents
	Over	But Not Over		Over	But Not Over		Over	But Not Over	
	0	150	98	2350	2450	205	4650	4750	310
	150	250	100	2450	2550	210	4750	4850	315
	250	350	105	2550	2650	215	4850	4950	320
	350	450	110	2650	2750	220	4950	5050	325
	450	550	115	2750	2850	225	5050	5150	330
	550	650	120	2850	2950	230	5150	5250	335
	650	750	125	2950	3050	230	5250	5350	340
	750	850	130	3050	3150	235	5350	5450	345
	850	950	135	3150	3250	240	5450	5550	350
	950	1050	140	3250	3350	245	5550	5650	355
	1050	1150	145	3350	3450	250	5650	5750	360
	1150	1250	150	3450	3550	255	5750	5850	365
	1250	1350	155	3550	3650	260	5850	5950	370
	1350	1450	160	3650	3750	265	5950	6050	375
	1450	1550	160	3750	3850	270	6050	6150	380
	1550	1650	165	3850	3950	275	6150	6250	385
	1650	1750	170	3950	4050	280	6250	6350	385
	1750	1850	175	4050	4150	285	6350	6450	390
	1850	1950	180	4150	4250	290	6450	6550	395
	1950	2050	185	4250	4350	295	6550	6650	400
	2050	2150	190	4350	4450	300	6650	6750	405
	2150	2250	195	4450	4550	305	6750	6850	410
	2250	2350	200	4550	4650	305	6850	6950	415
	NOTE 1.- When point of origin and points of destination of all component parts are within one territorial group or within one incorporated city, transportation charges shall be computed at the rate provided in Item No. 240 series.								
	NOTE 2.- Except as provided in Note 1, distances from, to or between points of origin and points of destination within territorial groups, incorporated cities, zones or unincorporated communities for which mileage basing points are provided in this tariff or the Distance Table, shall be computed from, to or between such mileage basing points.								

*87-F
 Cancels
 87-E

NOTE 3.-If, subsequent to the time transportation commences, any component part is diverted from the billed point of destination, the provisions of this item shall not apply and charges for the entire shipment shall be determined under the provisions of Item No. 130 series.

NOTE 4.-The provisions of this item shall not apply: unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignee, the point of destination and the quantity of property in each component part.

NOTE 5.-In the event a lower aggregate charge results from treating one or more component parts as a separate shipment from point of origin to point of destination said charge may be applied.

* Change)
◇ Increase)

Decision No.

58211

EFFECTIVE MAY 15, 1959

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

Correction No. 186

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
100-H Cancels 100-G	<p style="text-align: center;">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 $0\frac{1}{2}$ cents per 100 pounds will be made computed on the basis of the weight of the commodity pumped.</p> <p style="text-align: center;">**</p>
110-C Cancels 110-B	<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, 2 and 3)</p> <p>NOTE 1.--When the common carrier rate used is subject to a minimum weight different than the minimum weight determined in accordance with a provisions of Item No. 80, 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 than that provided in Item No. 70, such different weight shall be observed.</p> <p>NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>
120-D Cancels 120-C	<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, 3 and 4.)</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, 3 and 4.)</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, 3 and 4.)

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, 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 a minimum weight different than the minimum weight determined in accordance with the provisions of Item No. 80, 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 than that provided in Item No. 70, such different weight shall be observed in connection with such common carrier rate.

NOTE 4.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

ACCESSORIAL CHARGES NOT TO BE OFFSET BY
TRANSPORTATION CHARGES

125

Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.

*Change

**Exception eliminated

↑ Increase

Decision No.

58211

EFFECTIVE MAY 15, 1959

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 189

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*130-F Cancels 130-E	<p>SHIPMENTS DIVERTED, RETURNED, OR STOPPED IN TRANSIT FOR PARTIAL LOADING OR UNLOADING (Does not apply to split delivery shipments for which rates and charges are provided in Item No. 87.)</p> <p>(a) Charges upon a shipment which at request of consignor or consignee is either diverted or stopped in transit for partial loading or unloading, or any of them, shall be computed at the rate applicable from point of origin to the point where delivery is completed via each of the points where diversion occurs or partial loading or unloading is performed. (Subject to Notes 1, 2, 3 and 5.)</p> <p>(b) Charges upon a shipment or a portion of a shipment returned to point of origin, or to a point directly intermediate between last point of diversion and point of origin, shall be computed by adding to the full charge to last point of diversion the charge at one half the rate provided in Section 2 from the latter point to point of origin on the gallonage returned, subject to minimum charge provided in Item No. 80 applicable to the shipment or portion returned, or \$21.20 or the charge computed on the basis provided in paragraph (a) of this item for the round trip movement, whichever is the lowest. (Subject to Notes 1, 2, 3, 4 and 5.) The provisions of this paragraph will also apply to the return of contaminated shipments, or portions thereof. (Subject to Notes 1, 2, 3, 5 and 6.)</p> <p>NOTE 1 - Charges upon a shipment of crude oil transported under the provisions of Item No. 210 shall be computed at the highest rate provided to any point where diversion occurs or delivery is performed.</p> <p>NOTE 2 - Shipments shall be subject to an additional charge of \$6.65 for each stop in transit to partially load or unload.</p> <p>NOTE 3 - Shipments shall be subject to an additional charge of \$4.25 for each diversion. This charge shall be in addition to all other charges provided herein.</p> <p>NOTE 4 - Applies only to property returned prior to unloading from carrier's equipment.</p> <p>NOTE 5 - A diverted shipment is a shipment on which a point of destination or consignee is changed, or both are changed, after the shipment leaves the point of origin.</p> <p>NOTE 6 - Applies only to returns made in conjunction with an out-bound movement from the plant to which the contaminated property is returned.</p>
*140-G Cancels 140-F	<p>DEMURRAGE OR DETENTION CHARGES</p> <p>1. Applies only in connection with transportation of refined petroleum products, black oils, crude oil, and liquefied petroleum gas.</p> <p>(a) A charge of \$1.88 for each one-quarter 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) Two hours free loading and three hours free unloading time shall be allowed.</p>

2. Applies only in connection with transportation of asphalt and road oil:

(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).

(b) The following free time shall be allowed (See Note 1):

(1) Except as otherwise provided in subparagraph (2), one hour free loading time and one and one-half hours free unloading time;

(2) When spreading is performed in connection with the delivery of a shipment, one hour free loading time and two hours free unloading time.

(c) The following detention or demurrage charges for excess loading, unloading or spreading shall be made:

(1) LOADING:

o\$7.50 per hour, fractions of an hour to be prorated.

(2) UNLOADING:

o\$7.50 per hour, fractions of an hour to be prorated.

(3) SPREADING:

o\$9.00 per hour, fractions of an hour to be prorated.

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.

* Change) Decision No. 58211
o Increase)

EFFECTIVE MAY 15, 1959

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 190

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
150- C Cancels 150-B	<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>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:</p> <ul style="list-style-type: none"> (a) Date issued. (b) Name of carrier. (c) Name and address of consignor. (d) Name and address of consignee or consignees. (e) Point or points of origin. (f) Point or points of destination. (g) Point or points where diversion occurs, if any. (h) Description of the shipment. (i) Weight of the shipment (or other factor or measurement upon which charges are based.) (j) Description of the vehicle or vehicles used (whether tank truck, tank trailer, tank semi-trailer, or two connected tank vehicles.) (k) Kind and quantity of property returned, if any. (l) Rate and charge assessed. (m) Signature of carrier or his agent. (n) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>The form of shipping document in Item No. 340 will be suitable and proper.</p> <p>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.</p>
	<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>

SPREADING

(Applies only in connection with transportation of asphalt or road oil.)

*170-D
Cancels
170-C

(1) The service of spreading asphalt or road oil shall be performed at the rate of 6¢ cents per 100 pounds, computed on the basis of the weight of the asphalt or road oil spread. 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.

#(2) The minimum charge per load shall not be less than \$26.75 for each load transported in two connected tank vehicles, or semi-trailer when the semi-trailer capacity exceeds 23,250 pounds; and \$22.75 per truck load, trailer load, or semi-trailer load when the semi-trailer capacity is less than 23,250 pounds.

ALLOWANCE FOR DELIVERY AFTER HOURS

When consignee elects to unload, at destination points, on Sundays and Legal Holidays or between the hours of 5:00 p.m. and 8:00 a.m. on other days, the following allowance may be made by carrier for this extra service, viz. (See Note 1):

175

An allowance of \$1.50 per hour, not to exceed \$3.00, may be made by carrier for the time required to unload. No payment shall be made when the accrued allowance is less than \$1.00. Fractions of an hour shall be computed to the nearest 6 minutes.

All receipts for unloading must show the time when unloading was commenced and when unloading was completed, and the allowance due thereunder may be paid directly by the carrier to the consignee on each load so unloaded.

NOTE 1 - When unloading is commenced during hours when allowance is not accorded and is completed under the provisions of this item, the allowance may be made only on the portion of the time covered by this item.

*Change)
#Addition)
oIncrease)

Decision No. 58211

EFFECTIVE MAY 15, 1959

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

Correction No. 191

Second Revised Page....11-B

Cancels

First Revised Page....11-B

MINIMUM RATE TABLE NO. 6

Item No.	SECTION NO. 1	RULES AND REGULATIONS (Concluded)
*180-B Cancels 180-A	EXTRA LABOR (Applies only in connection with transportation of asphalt or road oil.) Extra labor furnished, other than driver or operator of carrier's equipment, shall be charged for at the rate of $\diamond \$4.50$ per man per hour, # \diamond subject to a minimum charge of 8 hours.	
190-A Cancels 190	CONNECTING TO MOBILE ROAD MIXERS (Applies only in connection with transportation of asphalt or road oil.) A charge of 2-3/4cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.	
195	MIXED SHIPMENTS When two or more commodities for which different rates are provided are included in the same shipment, charges shall be computed at the separate rates upon the individual weights of the different commodities determined in accordance with the provisions of Item No. 70 series. The minimum charge shall be the highest determined in accordance with the provisions of Item No. 80 series for any of the commodities contained in the mixed shipment. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.	
*Change } \diamond Increase } Decision No. 58211 #Addition }		
EFFECTIVE MAY 15, 1959		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 192		

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 and Black Oils.											
	COLUMN 2 - Rates apply on Crude Oil.											
	COLUMN 3 - Rates apply on Liquefied Petroleum Gas.											
	COLUMN 4 - Rates apply on Asphalt and Road Oil.											
	See Item No. 30 series for description of commodities.											
	See Item No. 40 series for application of rates from or to points in Territorial Groups.											
	MILES		RATES				MILES		RATES			
			COLUMNS						COLUMNS			
	But not Over	over	1	2	3	4	But not Over	over	2	3	4	
*200-H Cancels 200-G	0	5	6	4	6	7-3/4	140	150	24 1/2	24	38	29
	5	10	6	4	6	7-3/4	150	160	26	26	41	30 1/2
	10	15	6	4 1/2	6	7-3/4	160	170	27 1/2	27	43	32
	15	20	6 1/2	5 1/2	7 1/2	7-3/4	170	180	28 1/2	29	44 1/2	33 1/2
	20	25	7 1/2	6	8 1/2	8-3/4	180	190	30	30	47	35
	25	30	8 1/2	6 1/2	10 1/2	9-3/4	190	200	31 1/2	32	49 1/2	36 1/2
	30	35	9	7 1/2	12	10-3/4	200	220	33 1/2	33	53	39
	35	40	9 1/2	8 1/2	13 1/2	11 1/2	220	240	36	35	57 1/2	42 1/2
	40	45	10 1/2	9	14 1/2	12 1/2	240	260	39	37	62	46
	45	50	11 1/2	10	15 1/2	13 1/2	260	280	41 1/2	40	66 1/2	49
	50	60	12 1/2	11	17	14 1/2	280	300	44 1/2	43	71	52
	60	70	13 1/2	12	18 1/2	16 1/2	300	325	47 1/2	45	75	55 1/2
	70	80	15	13	22	18	325	350	51	48	80	59 1/2
	80	90	16 1/2	15	24	19 1/2	350	375	55	50	85	63
	90	100	17 1/2	16	26	21	375	400	58 1/2	53	90	66 1/2
		100	110	19	18	28 1/2	22 1/2	400	425	62	56	95
	110	120	20	19	30 1/2	24	425	450	66	58	99	74
	120	130	21 1/2	21	33	26	450	475	69	62	104	77 1/2
	130	140	23	23	35 1/2	27 1/2	475	500	73	63	109	81
							See Note 1					
NOTE 1 - For distances over 500 miles add to rate for 500 miles the following rates for each 25 miles or fraction thereof:												
(a) Columns 1 and 4 - 4 cents per 100 pounds.												
(b) Column 2 - 3 cents per 100 pounds.												
(c) Column 3 - 4 1/2 cents per 100 pounds.												
*Change) (Increase)	Decision No.				58211							

*Change)
 (Increase)

Decision No.

58211

EFFECTIVE MAY 15, 1959

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

Correction No. 193

Item No.	SECTION NO. 2	RATES (Continued) In cents per 100 pounds						
	PETROLEUM CRUDE OIL as described in Item No. 30							
	Column "A" rates apply for transportation when consignor's facilities do not permit loading, or consignee's facilities do not permit delivery, 24 hours per day.							
	Column "B" rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.							
	See Item No. 220 for description of Crude Oil Groups.							
	BETWEEN							
	CRUDE OIL GROUPS							
AND	A	B	C	D	E	F	G	
	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
Crude Oil Group	A	B	A	B	A	B	A	B
A	3 1/2	2 3/4						
B	4 1/2	3 3/4	3 1/2	2 3/4				
C	7	5 1/2	5 1/2	4 1/2	3 1/2	2 3/4		
D	8 1/2	7 1/2	7 1/2	6	4 1/2	3 3/4	2 3/4	
E	6 1/2	5 1/2	5 1/2	4 1/2	3 1/2	2 3/4	3 1/2	2 3/4
F	4 1/2	3 3/4	4 1/2	3 3/4	4 1/2	3 3/4	5 1/2	4 1/2
G	5 1/2	4 1/2	4 1/2	3 3/4	5 1/2	4 1/2	5 1/2	4 1/2
H	7	5 1/2	6 1/2	5	5 1/2	4 1/2	5 1/2	4 1/2
I	5 1/2	4 1/2	4	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2
Group 13	9 1/2	7 1/2	8 1/2	7	5 1/2	4 1/2	5 1/2	4 1/2

*Change }
 *Increase } Decision No. 58211

EFFECTIVE MAY 15, 1959

Issued by the Public Utilities Commission of the State of California;
 San Francisco, California.
 Correction No. 194

Tenth Revised Page .. 16
Cancels
Ninth Revised Page.. 16

MINIMUM RATE TARIFF NO. 6

Item No.	SECTION NO. 2		RATES (Continued) In Cents per 100 Pounds
	(1) COMMODITY	BETWEEN	RATE
	Refined Petroleum Products and Black Oils	Points within one Territorial Group or Points within one incorporated city (See Notes 2, 3, 4 and 5.)	6
	Crude Oil		(2) 4
	Liquefied Petro- leum Gas		6
	Asphalt and Road Oil		7 3/4

*240-G
Cancels
240-F

- (1) See Item No. 30 for description of commodities.
(2) Will not apply to transportation for which rates are specifically provided in Item No. 210.

NOTE 2.-Will not apply between points situated within that portion of the City of Los Angeles lying north of the northern boundary line of Group 6, as described in Item No. 43; 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 Items Nos. 41 through 45, inclusive, for description of numbered Territorial Groups.

NOTE 4.-Will not apply to transportation performed under provisions of Item No. 130. (Shipments diverted, returned, or stopped in transit for partial unloading.)

NOTE 5.-Will not apply to transportation of black oils, as described in Item No. 30, from Chrisman to points located within the territory described in Note 1 of Item No. 46.

* Change } Decision No. 58211
 Increase }

EFFECTIVE MAY 15, 1959

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

Correction No. 195

Item
No.

SECTION NO. 2-RATES (Continued)

VEHICLE UNIT RATES FOR TRANSPORTATION OF
AUTOMOTIVE GASOLINE

The rates in this item apply for the transportation of automotive gasoline between points within the Los Angeles-Orange County Tank Truck Territory, as hereinafter described, when performed subject to and in accordance with the provisions of Notes 1, 2, 3, 4, 5 and 6.

The provisions of this item apply only when, prior to the transportation of the property, the shipper has requested in writing that the transportation be performed under the provisions of this item, and when the rate per unit of carrier's equipment per period of 24 consecutive hours is prepaid (see Item No. 260).

Rate per unit of carrier's equipment per period
of 24 consecutive hours \$143.00

NOTE 1.-The rate herein provided applies for the transportation of 25,000 gallons of automotive gasoline or less by one unit of carrier's equipment within a period of 24 consecutive hours. When more than 25,000 gallons of gasoline are tendered to, and are delivered by the carrier by one unit of equipment within said 24-hour period, an additional charge of \$0.000848 per gallon shall apply to the quantity delivered in excess of 25,000 gallons. If, at the expiration of the 24-hour period, any portion of the quantity tendered during the period remains undelivered in the carrier's equipment, a charge of \$1.85 per one-quarter hour, or fraction thereof, shall apply for the time thereafter required to complete delivery of such portion. For the purposes of applying the provisions of this note time shall be computed from the time of arrival of carrier's equipment at first point of origin.

NOTE 2.-As used in this item "unit of carrier's equipment" means any tractor, tank motor truck, tank trailer or tank semi-trailer, or any combination of such highway vehicles operated together as a single unit. It also includes any of such vehicles used in the replacement of a unit of carrier's equipment, or a portion thereof, which has become inoperable while engaged in transportation under this item.

NOTE 3.-When transportation is performed under the provisions of this item, the following rules will not apply:

- Item 80 - Minimum Charge;
- Item 87 - Split Delivery;
- Item 100 - Pumping;
- Item 130 - Shipments Diverted, Returned or Stopped in Transit for Partial Loading or Unloading;
- Item 140 - Demurrage or Detention Charges;
- Item 150 - Issuance of Shipping Documents;
- Item 175 - Allowance for Delivery after Hours.

*250-A
Cancels
250

NOTE 4.-The charge for collecting and remitting amounts collected on C.O.D. shipments transported under the provisions of this item shall be \$2.40 per collection.

NOTE 5.-The Los Angeles-Orange County Tank Truck Territory is that territory bounded as follows:

Beginning at the Pacific Ocean and the projected line of Sunset Boulevard, easterly and northerly along said projected line and Sunset Boulevard to State Highway No. 7, northerly along State Highway No. 7 to Foothill Boulevard, northeasterly and southeasterly along Foothill Boulevard and State Highway No. 118 to and including the City of Pasadena; easterly along Foothill Boulevard to State Highway No. 71, south on State Highway No. 71 to and including the City of Pomona, westerly and southwesterly on Fifth Street and Brea Canyon Road to and including the City of Fullerton, southerly on Spadra Road and Los Angeles Street to U.S. Highway No. 101 including the Cities of Anaheim and Orange, southeasterly on U.S. Highway No. 101 to and including the City of Santa Ana, southerly on Main Street and its prolongation to the Pacific Ocean, northwesterly along the shore line of the Pacific Ocean to point of beginning.

NOTE 6.-A shipping document shall be issued by the carrier to the shipper for each engagement for transportation. The form of shipping document in Item No. 330 will be suitable and proper.

A copy of each shipping document shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.

* Change)
o Increase) Decision No. 58211

EFFECTIVE MAY 15, 1959

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

Correction No. 196