

ORIGINAL

Decision No. 39855

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of)
rates, rules and regulations for the)
transportation of property by common)
carriers as defined in the Public) Case No. 4246
Utilities Act and highway carriers as)
defined in the Highway Carriers' Act.)

In the Matter of the Establishment of)
rates, rules and regulations for the) Case No. 4434
transportation of property by carriers)
as defined in the City Carriers' Act.)

Appearances

- Berol and Handler by Edward M. Berol, for petitioner,
Tank Truck Operators Association.
- Lloyd R. Guerra, for Cantlay and Tanzola, Inc.
- J. L. Amos, Jr., C. W. Burkett, Jr., George T. Hurst,
John E. Hennessy and J. M. Souby, Jr., for various
rail lines.
- E. L. Hiatt, A. E. Patton, J. D. Rearden and D. G.
Ward, for interested shippers.

SUPPLEMENTAL OPINION

Tank Truck Operators Association seeks an interim in-
crease of 20 per cent but not to exceed 6 cents per 100 pounds in
the minimum rates now in effect for the transportation of bulk
petroleum and petroleum products by highway and city carriers.

A public hearing was had at San Francisco on December 26,
1946, before Examiner Mulgrew.

There are two scales of minimum rates involved, one appli-
cable to "refined petroleum products" and the other to so-called
"black oils." ¹ Generally speaking, the refined oil scale is that es-
tablished by Decision No. 29267 of November 9, 1936, in Case No.

¹
The various commodities in issue are described and classified in
Item No. 30 of City Carriers' Tariff No. 5 - Highway Carriers' Tariff
No. 6 (Appendix "C" of Decision No. 32608, as amended).

4079 (40 C.R.C. 221). The black oil rates, which are approximately 15 per cent lower than the refined oil rates were prescribed by Decision No. 30085 of August 28, 1937 (unreported) in that proceeding. At the request of the Tank Truck Association rates for distances up to 30 miles were reduced by Decision No. 31468 of November 10, 1938 upon a showing that such action was necessary to permit the for-hire carriers to compete with proprietary operations. Various other modifications not materially affecting the general rate levels have also been made. By Decision No. 32608 of December 5, 1939, as amended, the rates have been promulgated in tariff form.

By petition filed September 6, 1946, the Tank Truck Operators Association alleged that transportation conditions had changed materially since the minimum rates were established and that, in the face of substantially higher operating costs, these rates had become unreasonably low and inadequate. Petitioner stated that it was informed that the rail lines, like the truck carriers, had experienced higher operating costs and that it therefore believed that the rail rates had also become unreasonably low and inadequate. It asked that the Commission receive evidence and make such modifications of the rates as would be meet and proper. Because petitioner was not ready to proceed to hearing, the matter was held in abeyance.

Decision No. 39785 of December 23, 1946, in Application No. 27446 authorized a general increase in intrastate rail rates. For bulk petroleum and petroleum products, the increase thus authorized was 20 per cent above the rate levels in effect prior to April 1942, subject to a maximum increase of 6 cents per 100 pounds. This action followed the granting of similar authority by the Interstate Commerce Commission by its order of December 5, 1946 in Ex Parte 162, Increased Railway Rates, Fares and Charges, 1946, and in Ex Parte 148, Increased Railway Rates, Fares and Charges, 1942, reopened.

Meanwhile, on December 18, 1946, the Tank Truck Association supplemented its petition so as to seek a corresponding increase in highway and city carrier rates on an interim basis.

A consultant employed by petitioner testified that he had been studying the situation confronting the tank truck operators for some three months. He said that his studies, while not yet complete in all respects, showed that although the sought interim increase would be entirely inadequate for short hauls it is necessary to "save the industry." In support of this conclusion he submitted a cost and rate study contrasting the existing minimum rates on refined petroleum products for various distances with expenses based on current costs and expanded to produce an operating ratio of 93 before provision for income taxes. On this basis increases ranging from 15.75 per cent for 150-mile hauls to 77.33 per cent for 15-mile hauls are indicated as being needed by the carriers.

His figures, the consultant testified, take into consideration both upward and downward trends in costs since the rate levels were established. He furnished various illustrations of these changes, citing as an example wages and other payroll expense which, on an equipment-unit basis, he said, had increased from \$2,315 to \$5,229 per year. On the other hand, higher average pay loads and greater operating speeds, the witness stated, had increased the payload figure from 20 to 23 tons and operating speeds for the longer hauls from 20 to 25 miles per hour with resulting reductions in costs.

The consultant also submitted a statement of revenues and expenses experienced by 21 tank truck operators said to be representative of the carriers engaged in this type of hauling. The statement, which covers operations for the first 6 months of 1946, shows aggregate revenues as \$5,477,333 and expenses as \$5,383,431. Modi-

fied to reflect a 15 per cent wage increase which became effective August 20, 1946, expenses are shown as \$5,575,203. This modification results in changing the indicated aggregate net profit of \$93,902 to a net loss of \$97,870 and the operating ratio before provision for income taxes from 98.29 to 101.79.

These operating results, the consultant stated, did not reflect the carriers' revenue needs as accurately as his cost estimates. He explained that in the limited time available to prepare the showing it was not possible to segregate intrastate and interstate revenues and expenses or further to modify the carriers' expense figures so as to demonstrate the full effect of increased costs experienced since June 30, 1946. Except in the case of rates for California-Arizona traffic which the witness said were depressed, he claimed that the interstate rates compared favorably with intrastate rates. The carriers, he stated, had withdrawn from the California-Arizona traffic. Many of the carriers, the witness also said, had been charging rates higher than the minimum rates and had refused short hauls and other unattractive shipments during the period studied. The time available for preparation of the study assertedly did not permit the adjustment of revenues so that it would disclose the operating results which would have obtained had the minimum rates been uniformly observed.

The vice-president and manager of one of the larger carriers testified that the increased expenses which had been incurred since January 1, 1946, included substantial increases in the cost of equipment, materials and supplies. Examples of these higher costs taken from a study he offered are a 20 per cent increase in the price of trucks in October, increases of 8.6 per cent in May and 10 per cent in December in the cost of cargo tanks for trucks, increases amounting to 36.8 per cent in the cost of diesel oil, and

two increases in the price of truck batteries, 10 per cent in June and 20 per cent in October.

Another study prepared by this witness discloses that labor expense which in 1944 amounted to 10.9 cents per mile had increased to 14.1 cents in 1946. In 1944, the study shows 39.5 per cent of the company's revenue was required to meet labor costs; in 1946, 51.8 per cent of revenue was needed for this purpose. On a vehicle-mile basis, the company's operating cost increased from 22.9 to 28.1 cents in the same period. Revenue per vehicle-mile of 27.5 cents in 1944 was 27.2 cents in 1946. The company's operating results from January 1, 1944 to October 31, 1946 are shown in the following tabulation:

	<u>Revenues</u>	<u>Expenses</u>	<u>Operating Income</u>	<u>Net Income*</u>
1944	\$1,417,540	\$1,182,878	\$234,662	\$115,173
1945	1,412,193	1,400,279	11,914	(18,424)
1946 (10 months)	1,011,492	1,046,858	(35,366)	(41,995)

() - Indicates loss.

* - Net income as shown in the study results from "making allowance for other income and deductions and income tax."

Operating ratios which were calculated by the witness only before provision for income taxes were indicated as being 83.4 for 1944, 99.1 for 1945 and 103.5 for the ten months of 1946. Revenues were said to have been those produced by the minimum rate structure, the witness explaining that his company observed the minimum rates as its actual or "going" rates.

The consultant and the carrier witness said that the operators' revenue deficiencies were most pronounced in the short-haul traffic but that, while it had been planned to charge higher rates than those here proposed for that hauling, the lesser increases here sought would be satisfactory as a temporary adjustment.

One of the Commission's senior engineers testified that he had collected considerable data for a report on the cost of transporting bulk petroleum and petroleum products. He stated that in connection with this study he had determined that drivers' wages was the most important element of labor expense and that the wage rate for drivers had increased from \$.67 per man per hour in 1936 when cost figures were submitted in the proceeding which led to the establishment of the existing minimum rate level to the \$1.38 $\frac{1}{2}$ per man per hour wage rate which now prevails. The witness estimated that this increase alone amounted to a 24.75 per cent increase in total expenses. Prices of equipment, repair parts and materials, he said, increased from 20 to 25 per cent from 1936 to 1946. For insurance he estimated the increase as 20 per cent.

On the other hand, the engineer testified that over-all fuel expense had decreased because practically all of the trucks and tractors now used by the operators were now equipped with diesel engines. Improved efficiency of the carriers, greater carrying capacity and speed of their equipment and highway improvements, the witness also said, were factors requiring consideration but which were difficult to evaluate. From the information at hand he concluded that since the present rate levels were established costs had increased within a range of from 15 to 25 per cent. He agreed with petitioner's witnesses that from a cost standpoint

greater increases were indicated for short than for long hauls.

Witnesses employed by substantial shippers of bulk petroleum and petroleum products testified that it was distinctly advantageous for their concerns to be able to know in advance the rates under which transportation would be available to them and to their competitors. They said that for sales purposes it was necessary that they know the exact rate at which shipments would be handled, that they had been required to pay highway and city carriers higher rates than the minimum rates and had absorbed the resulting higher charges, and that bargaining for rates when the minimum rate scale was not being generally observed was highly undesirable from the shippers' standpoint.

The carrier witnesses pointed out that parity of truck and rail rates had been effected following the issuance of Decision No. 29267, supra, in 1936, and had thereafter generally been maintained. They asserted that the restoration of this parity, destroyed by the recent rail rate increase, was desirable and necessary. Indeed, they characterized the situation which they predicted would develop under varying rail and truck rates as "chaotic" and "unhealthy." The shipper witnesses agreed that rail and truck rate parity should be restored by interim rate adjustment in the event the Commission finds that the increases in the truck rates involved are necessary to meet the truck lines' revenue requirements.

No one opposed the proposed interim rate increases.

The record demonstrates that the highway and city carriers of bulk petroleum and petroleum products have experienced sharp increases in their aggregate operating costs. It appears from the showing made that under the conditions now prevailing the minimum rates are not sufficient to meet the carriers' revenue

requirements. The increased minimum rates proposed by petitioner appear justified for the transportation involved because of higher operating costs and other changed conditions and circumstances disclosed by this record. The petition will be granted.

This is an interim adjustment. The resulting rates will be subject to review upon completion of further studies. The action here taken is without prejudice to the conclusions which may be reached upon further consideration of rates for the transportation in question in the light of such additional information as may be disclosed by further investigation in the matter.

O R D E R

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

IT IS HEREBY ORDERED that Decision No. 32608, as amended, in the above entitled proceedings, be and it is hereby further amended by substituting in City Carriers' Tariff No. 5 - Highway Carriers' Tariff No. 6 (Appendix "C" of said Decision No. 32608, as amended), to become effective February 1, 1947, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Second Revised Page 10	Cancels	First Revised Page 10
First Revised Page 13	Cancels	Original Page 13
First Revised Page 14	Cancels	Original Page 14
First Revised Page 15	Cancels	Original Page 15
Second Revised Page 17	Cancels	First Revised Page 17
Second Revised Page 18	Cancels	First Revised Page 18

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

The effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, this 13th day of January, 1947.

Harold P. Huls
Justus F. Casper
W. H. Powell
A. J. [unclear]
Commissioners

Item No.	SECTION NO. 1 RULES AND REGULATIONS (Continued)
90-A Cancels 90	<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>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-B Cancels 100-A	<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 ♦ .90 of 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 Column B rates provided in Item No. 210 series, or under rate provided in Item No. 230 series, a charge of ♦ .45 of one cent per 100 pounds will be made.</p>
110-A Cancels 110 2-12-40	<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 Note 1.)</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>
120-A Cancels 120 2-12-40	<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 of depot from which the common carrier rate used applies. (See Notes 1 and 2.)</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 and 2.)</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 and 2.)

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.

◊ Increase, Decision No. 39855

EFFECTIVE FEBRUARY 1, 1947

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

Correction No. 13

Item No.	SECTION NO. 2		RATES In Cents per 100 pounds					
	MILES	RATES	MILES	RATES	MILES	RATES		
	Over	But not over	Column 1	Column 2	Over	But not over	Column 1	Column 2
	0	5	3½	3	220	225	34	29
	5	10	3½	3	225	240	35	29
	10	15	3½	3½	240	245	36½	32
	15	20	4½	4½	245	260	37	32
	20	25	4-3/4	4-3/4	260	280	39	34
	25	30	6	5½	280	285	41	36
	30	35	7	6	285	300	41½	36
	35	40	8	6½	300	305	43	38½
	40	45	8½	7	305	320	44	38½
	45	50	9	8	320	325	45½	40
200-A Cancels 200	50	60	10	8½	325	340	46	40
	60	70	11	9½	340	360	48	41½
	70	80	13	11	360	365	50	44
	80	90	14	12	365	380	50½	44
	90	100	16	13	380	385	52	46
	100	105	17	16	385	400	53	46
	105	120	18	16	400	405	54½	47½
	120	125	20	18	405	420	55	47½
	125	140	21	18	420	440	57	49½
	140	145	23	20	440	445	59	51½
	145	160	24	20	445	460	59½	51½
	160	165	26	22	460	465	61	53½
	165	180	26	22	465	480	62	53½
	180	200	29	25	480	485	63½	55½
	200	205	31	27	485	500	64	55½
	205	220	32	27	500	---	--	(Note 1)

Note 1. - For distances over 500 miles add to rate for 500 miles 2½ cents per 100 pounds for each 25 miles or fraction thereof.

Increase, Decision No. 39855

EFFECTIVE FEBRUARY 1, 1947

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

Correction No. 14

Item No.	SECTION NO. 2		RATES (Continued) In cents per 100 pounds												
	PETROLEUM CRUDE OIL as described in Item No. 30 series. Column "A" rates apply only for transportation where consignee's facilities do not permit delivery 24 hours per day. Column "B" rates apply only for transportation where consignee's facilities permit delivery 24 hours per day. See Item No. 220 series for description of Sub-Groups.														
	BETWEEN														
	AND	6-A		6-B		Sub-Groups 6-C		6-D		6-E		6-F		6-G	
		Column A B		Column A B		Column A B		Column A B		Column A B		Column A B		Column A B	
◆ 210-A Cancels 210	Sub-Group														
	6-A	(1)		-	-	-	-	-	-	-	-	-	-	-	-
	6-B	3	2	(1)		-	-	-	-	-	-	-	-	-	-
	6-C	4 ¹ / ₂	3 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	(1)		-	-	-	-	-	-	-	-
	6-D	4 ¹ / ₂	3 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	5 ¹ / ₂	2 ¹ / ₂	(1)		-	-	-	-	-	-
	6-E	4 ¹ / ₂	3 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	4 ¹ / ₂	2 ¹ / ₂	4 ¹ / ₂	3	(1)		-	-	-	-
	6-F	4 ¹ / ₂	3	4 ¹ / ₂	3	4 ¹ / ₂	3	4 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	(1)		-	-
	6-G	4 ¹ / ₂	3	4 ¹ / ₂	2 ¹ / ₂	3	2	4 ¹ / ₂	3	3 ¹ / ₂	3	4 ¹ / ₂	3	(1)	
	Group 13	4-3/4	4-3/4	4-3/4	4-3/4	4-3/4	3 ¹ / ₂	4-3/4	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	4-3/4	3 ¹ / ₂	4-3/4	4 ¹ / ₂
	(1) For transportation between points situated in the same sub-group the rate shall be 2 ¹ / ₂ cents per 100 pounds for Column "A" service and 1-3/4 cents per 100 pounds for Column "B" service.														
◆ Increase, Decision No. <u>39855</u>															
EFFECTIVE FEBRUARY 1, 1947															
Issued by The Public Utilities Commission of the State of California, San Francisco, California															
Correction No. 15															

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 NUMBER	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 1-14-40	6-C	Bounded on the north by Compton Boulevard, on the east by Los Alamitos Boulevard, on the south by the Pacific Ocean and on the west by the Los Angeles River.
	6-D	Bounded on the north by Carden 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 due south to Artesia Boulevard, west to Los Alamitos Boulevard, north to Rosecrans Boulevard, west to the Los Angeles River, north to Slauson Avenue, thence on a 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 $\frac{1}{2}$
◆240-A Cancels 240	Refined Petroleum Products as de- scribed in Item No. 30 series	BETWEEN		3 $\frac{1}{2}$
	Black Oils as de- scribed in Item No. 30 series	Points within one Territorial Group or Points within incorporated cities (See Note 2)		
				(1) 3

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(1) Will not apply to transportation for which rates are specifically provided in Item No. 210 series.

Note 1. - For description of Los Angeles Zone 2 see Item No. 30 series of Distance Table No. 3 (Appendix "A" of Decision No. 31605 dated December 27, 1938, as amended or as may be amended, in Case No. 4246.)

Note 2. - Will not apply between points within the City of Los Angeles. See Item No. 40 series for description of numbered Territorial Groups.

Effective February 1, 1947

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San Francisco, California.

Correction No. 16

Second Revised Page17
 Cancels
 First Revised Page17

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

Item No.	SECTION NO. 3	RATES In cents per 100 pounds			
300-B Cancels 300-A	Refined Petroleum Products as described in Item No. 30 series	COMMODITY	FROM	TO	RATE
			Groups 1 and 2 Stockton	Alturas	45 45
			Group 3		48
			Group 4		51
			Group 6		59
			Group 11	Susanville	52
			Sacramento West Sacramento		32
			South Valiejo Stockton		39
			Groups 1 and 2	Westwood	41
			Group 6	Calexico Calipatria El Centro Fuller Holtville	34
			San Diego	Niland Westmoreland	24
			San Diego	Colorado	24

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EFFECTIVE FEBRUARY 1, 1947

Issued by The Public Utilities Commission of the State of California,
 Correction No. 17 San Francisco, California.

Item No.	SECTION NO. 3		RATES (Continued) In cents per 100 pounds		
	Rates in this item apply only from railhead to railhead and are not subject to intermediate application except at unnamed points intermediate to destination points named in this item via rail routes shown in Item No. 320 series. See Item No. 40 series for description of numbered Territorial Groups.				
	COMMODITY	FROM	TO	RATES	
				Column A	Column B
		Groups 1 and 2		36	36
		Groups 3,4,9 and 11		41	41
		Lyoth	Alturas		
		Sacramento		36	36
		Stockton			
		Tracy			
		San Diego	Calxico Calipatria El Centro Fuller Holtville Niland Westmoreland	17	17
			Coloreao	24	--
		Group 6	Jacumba Hot Springs	23	23
		San Diego		12	--
		Groups 1 and 2		--	35
		Groups 3,4 and 11		--	40
		Lyoth	Madeline		
		Sacramento		--	35
		Stockton			
		Tracy			
		Groups 1 and 2		--	32
		Groups 3,4 and 11		--	38
		Lyoth	Ravendale		
		Sacramento		--	34
		Stockton			
		Tracy			
		Groups 1 and 2		35	30
		Groups 3 and 4		40	36
		Group 5		40	36
		Group 11		40	36
		Lyoth	Susanville	35	30
		Sacramento			
		West Sacramento		27	27
		Stockton		24	30
		Tracy		35	30
		Groups 1 and 2		--	31
		Groups 3,4 and 11		--	37
		Lyoth	Viewland		
		Sacramento		--	31
		Stockton			
		Tracy			

310-B
 Cancels
 310-A

COLUMN "A"
 Rates apply on:
 Crude Oil,
 Fuel Oil,
 Gas Oil,
 as described
 in Item No. 30
 series.

COLUMN "B"
 Rates apply on:
 Asphalt.

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EFFECTIVE FEBRUARY 1, 1947

Issued by The Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 18