

ORIGINAL

Decision No. 48756

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

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 City Carriers' Tariff No. 5-)
Highway Carriers' Tariff No. 6).)

Case No. 5436
(Pet. No. 1)

Appearances

(See Appendix "A" hereof for list of appearances.)

O P I N I O N

By petition in Case No. 4808 the Tank Truck Operators Association seeks an order modifying and generally increasing the existing minimum rates and charges applicable to the transportation of various petroleum products, other than crude oil, asphalt and road oil. By a separate petition in Case No. 5436 (petition for modification No. 1) the same association seeks an order increasing the minimum rates and charges applicable to the transportation of asphalt and road oil.

¹ Case No. 4808 is an investigation into the rates, rules, regulations and charges of all common carriers, highway carriers and city carriers relating to the transportation of property. Case No. 5436 is an investigation into the rates, rules, regulations and charges of any and all carriers of property engaged in the transportation of petroleum and petroleum products in bulk, including common carriers, petroleum irregular route carriers, petroleum contract carriers and city carriers as defined in the Public Utilities Code.

Public hearings were held before Examiner Bryant at Los Angeles. The two cases were heard on separate records; however, because they are interrelated in many respects it will be convenient to consider them together for purposes of decision.² This decision will embrace also certain other petitions and proposals previously partly heard as hereinafter explained, thereby disposing at one time of all outstanding matters in either proceeding relating to rates and charges for the transportation of petroleum products.

The matters herein considered relate solely to the movement of petroleum and petroleum products transported in bulk in tank vehicles over the public highways. The Tank Truck Operators Association, sometimes referred to herein as "the Association" or "the petitioner", is a corporation which includes in its membership all classes of for-hire carriers engaged in such transportation. Minimum rates heretofore established by the Commission for the performance of such transportation by petroleum contract carriers and city carriers are promulgated in a tariff identified as City Carriers' Tariff No. 5, Highway Carriers' Tariff No. 6. The other classes of carriers involved, namely highway common carriers and petroleum irregular route carriers, are required by statute to publish their own rates which they must observe thereafter without deviation as rates of both minimum and maximum application. At the present time the latter rates are in general the same as the minimum rates set forth in City Carriers' Tariff No. 5, Highway

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The hearings in Case No. 4808 were held on April 14, 15, 22, 23 and 24, 1953. The hearings in Case No. 5436 were held on April 3, 22, 23 and 24, 1953. The petition in Case No. 4808 was filed on November 5, 1952, and later amended on January 22, 1953, and at the hearings. The petition in Case No. 5436 was filed on March 6, 1953, and later amended on March 28, 1953, and at the hearings.

Carriers' Tariff No. 6. However, there are a number of exceptions, some of which will be referred to hereinafter, in which the common carrier rates are lower or higher than the minimum rates.

The Association alleges that the minimum rates on asphalt and road oil have been virtually unchanged since October 22, 1951, and that the minimum rates on the other commodities have been virtually unchanged for approximately five years. In the meantime, according to the petitions and according to the evidence, there have been increases in wage rates, in the cost of benefits involving health, welfare and vacations for employees, in the cost of equipment parts, materials and supplies necessarily used or useful to perform the transportation, in excise taxes, ad valorem taxes, and taxes measured by income, in the costs of diesel fuel and gasoline, and in the taxes applicable to such fuels. With reference particularly to the movement of asphalt and road oil, the Association declares also that during the past two years the vehicle use factor has decreased, the average pay load has been reduced, the availability of off-season hauling has lessened, and more specialized equipment and specialized operators have come into use in response to public demand. Petitioner alleges that because of such changed transportation conditions and resulting increased costs of operation the minimum rates and charges are no longer just and reasonable.

The principal evidence in support of the petitions was adduced through a consultant who testified that he and a staff of assistants had made extensive studies of the transportation operations herein involved. This witness introduced and explained a number of exhibits in each proceeding setting forth various details of the studies, deductions drawn therefrom, estimates of

operating costs, an analysis of the effect of the proposed rates on revenues of representative petroleum carriers, and various other related data. A number of highway carrier operators and their representatives testified concerning the carriers' operations and revenue needs. A tariff publishing agent for most of the petroleum common carriers described the existing rate levels in general, proposed certain rule changes, and offered technical suggestions for publication of the proposed minimum rates.

In Case No. 5436, which involves herein only asphalt and road oil, there were no other witnesses. Representatives of the Department of Finance and the Department of Public Works, Division of Highways, State of California, and of the Associated General Contractors of Northern California, Inc., were among those who participated in examination of the witnesses as interested parties. In Case No. 4808, for the Commission's staff, a transportation engineer introduced a report on his study of the cost of performing the service, an accountant introduced a report on operating results of certain highway carriers for the year 1951 and the nine months ended September 30, 1952; and a transportation rate expert introduced exhibits consisting of recommended changes in the tariff rules and regulations. Other witnesses in Case No. 4808 were representatives of major oil companies who explained the positions of their companies and suggested several tariff modifications and revisions.

The consultant explained in detail the methods by which he developed his estimates of the cost of performing the services. According to his testimony it was first determined by a process of elimination which were the principal carriers with adequate and

reliable records. These carriers were called upon to supply information prepared from their records in accordance with the uniform system of accounts. The consultant and his staff checked these returns against the annual reports filed as public documents with the Commission. When a discrepancy appeared or a question developed, personal calls were made at the carriers' offices to check the ledgers and other sources to determine the facts. Approximately 150 operators furnished some information for the studies, but the principal basic data came from about 20 carriers. The witness explained that the information supplied by the carriers was supplemented by performance data developed through driver trip reports and other records and, to some extent, through observers actually riding the trucks.

Using the data thus obtained, the consultant developed estimated transportation costs per 100 pounds for various distances by distributing the operating expenses to selected lengths of haul, expanding for gross receipts charges, and dividing by the load factors.⁴ With an additional expansion, he developed the amounts necessary to permit earnings as measured by an operating ratio of 90 per cent before provision for income taxes.

With reference particularly to commodities other than asphalt and road oil, the witness submitted additional exhibits consisting of freight bill studies, income profit-and-loss statements for the year 1951 and the first six months of 1952, analyses of the

⁴ The load factors developed and used by the consultant were 43,550 pounds for asphalt and road oil, 46,660 pounds for intragroup movements of the other products, and 47,050 pounds for longer hauls of the other products. The vehicle use factors used were 2550 hours per year for the asphalt and road oil hauling, 3200 hours per year for intragroup movements of the other petroleum products, and 3250 hours per year for the longer hauls of the other products.

effect of the proposed rates upon the revenues of representative petroleum carriers, and a study of the estimated return on investment. According to his exhibit the average rate of return on investment for the future year would be 4.7 per cent under existing rates and 14 per cent under the proposed rates. He concluded, however, that if modifications were made for all of the known increases in operating costs there would be a net operating loss under existing rates, and a return of less than 10 per cent under the proposed rates.

The president of the Tank Truck Operators' Association testified that it was a general policy of the Association to keep the shipping industry informed in advance of its intentions and proposals regarding rates, and that it had done so prior to the hearings in the present proceedings. He stated also that the petitioner, in its rate proposals, had followed a determined course to obviate any unnecessary expansion of proprietary operations. This witness testified that it was his view, and the view of the Association, that the proposed rates are the very minimum that the industry must have in order to continue to provide a reasonable service.

A number of other carrier representatives testified concerning the operations, costs and revenue needs of their several companies. One carrier took the position that the present rates for distances beyond 50 miles are sufficient. It was the testimony of the other carrier witnesses, however, that the existing rates are inadequate in the light of current costs, and that the rate adjustments herein proposed are needed urgently. Several carrier witnesses explained also the circumstances and conditions which had led the Association to exclude from its present petitions the inter-refinery movement of liquefied petroleum gases and the transportation of petroleum crude oil.

Two carrier representatives testified particularly with reference to the movement of asphalt and road oil. One of these witnesses was the operator of a company which owns approximately 30 truck-and-trailer units, or tractor-and-trailer units, and leases others from time to time. According to his testimony, this carrier hauls the preponderance of all the asphalt and road oil that is transported by highway carriers within southern California. He testified that his company sustained an operating loss of more than \$37,000 for the year 1952, that it has made every known economy consistent with the maintenance of necessary services as a common carrier, and that the very continued existence of the company was dependent upon the immediate establishment of increased rates. Both of the carrier witnesses testified that the existing rates for the transportation of asphalt and road oil are in most cases below those which were in effect prior to October, 1951, and that the rates are now deficient and in general below the cost of performing the service.⁵ These witnesses described requirements of scheduling, seasonal fluctuations, costs of specialized equipment, premium wages for spreading, and other conditions and factors which tend to make the cost of delivering asphalt and road oil higher than the cost of transporting petroleum products generally.

The report submitted by a transportation engineer of the Commission's staff consisted of a study of the cost of transporting petroleum products in bulk by tank truck and trailer equipment. He

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It was testified that, prior to October 22, 1951, the carriers generally charged "agreed" rates higher than those effective as minimum. On that date, following a statutory change in status, the common carriers were required to file and observe tariff rates. At that time they deemed it necessary to conform to the minimum rates then applicable.

explained that it was his purpose to develop the current costs that would be incurred by any reasonably efficient carrier. The basic data used in the preparation of his report were obtained, compiled and analyzed by personnel of the transportation engineering staff of this Commission. The report culminates an investigation into all phases of the operating practices of the carriers, in addition to a study of methods of loading and unloading at refineries and other points of origin or destination. This witness said that the loading and unloading time for gasoline, diesel fuel and "black oils" were found to be very closely related. For the purpose of his study, therefore, he considered them to be the same. His exhibit develops the estimated cost for 100 pounds of transporting (1) gasoline, diesel fuel and other refined or "black" oils in bulk, and (2) liquid petroleum gases in bulk. He undertook also to show the rates of return on a typical investment, at an operating ratio of 90 per cent before income taxes. On this basis the estimated rates of return would vary, according to the length of haul, from 7.7 per cent to 15.8 per cent.

Representatives of major oil companies stated the positions of their companies, raised questions and offered exceptions to some features of petitioner's proposals, and recommended modifications in some of the proposed rules. Other rule changes were recommended by a transportation rate expert of the Commission's staff.

Discussion and Conclusions

The rates proposed by the Association to be established as minimum for the transportation of asphalt and road oil follow closely the consultant's estimate of the cost of performing such service, expanded to permit earnings as hereinbefore stated. Representatives of the State agencies and of the Associated General

Contractors of California, Inc., questioned the carrier witnesses regarding the costs, and by their questions indicated anxiety lest there be any unnecessary increase in the rates. ✓ Counsel for the ✓ contractors argued that a cost study should be made by the Commission's staff to determine the necessity for the rate increases on these two commodities. Counsel for petitioner replied that the carriers had come forward with a complete line of evidence to show their dire need for the increases proposed, and that the Commission should, in full compliance with its statutory duty, approve the proposed rates. Thereafter, he said, the carriers would welcome any further independent study by the Commission's staff. He directed attention to the fact that no one had appeared as a protestant, and that the only evidence offered was that submitted by the petitioner in support of its proposal.

The evidence is convincing that the exhibits as submitted by petitioner's consultant fairly reflect the minimum reasonable cost of performing the transportation of asphalt and road oil by efficient means. The proposed rates, as hereinbefore stated, closely follow such costs. Upon consideration of the record as a whole, it is concluded that increased minimum rates for the movement of these two commodities substantially as sought by petitioner are necessary if the highway carriers are to be in a position to perform their duties to those who require their services.

The foregoing discussion relates solely to asphalt and road oil. The rates proposed by the Association for other petroleum products were based upon considerations in addition to the estimated cost of performing the service. These proposals require further explanation and comment.

Petroleum and petroleum products are separated into several different commodity groupings for rate purposes. Historically, the rates on so-called "black oils" have been maintained at a relationship of approximately 85 per cent of the rates on gasoline and other "refined products." The Tank Truck Operators Association now proposes a single scale of rates on refined products and black oils. The consultant stated that he had found no material difference in the costs, and said that to the extent that there was any difference the refined products developed the greater load factors and hence the lower costs.⁶ The consultant explained that the carriers, finding the cost difference to be very small, determined as a matter of policy that the rate difference should be removed. Otherwise, he said, either the black oil rates would be below cost or the refined rates would be so high as to encourage proprietary operations unduly. In view of the evidence, it is concluded that the historical difference between the refined rates and the black oil rates is not necessary or justified under present conditions and that the rates for these two commodity groups should be equalized.

The single scale of rates proposed by petitioner for the refined and black oils, as has been indicated, was not based solely upon the cost of performing the service. It appears that, having completed its cost studies, the Association found that rates developed therefrom would not produce the desired net operating revenues. Thereupon the consultant, from revenue studies and freight bill checks

⁶ The Commission engineer, for similar reasons, also combined the refined and black oil commodity groupings in his cost exhibit. The cost estimates of the consultant and the staff engineer differed somewhat in plan, but very little in final conclusions. In general the engineer's study shows slightly higher costs.

of selected carriers, determined what rate adjustment would be necessary to produce the desired average operating ratio. The rates as thus developed and proposed are substantially higher than the costs as determined by either the consultant or the Commission engineer. The consultant explained this apparent anomaly by stating (1) that his estimated costs do not reflect fully such increases in expense as are not directly measurable, and (2) that a combination cost study and revenue analysis is superior to a cost study alone.⁷

Petitioner's objective clearly is to have the minimum rates on refined and black oils established at a level designed to return reasonable net earnings to a representative cross section of all of the principal carriers engaged in transporting the traffic. In thus proposing minimum rates substantially higher than the estimated cost of performing the service by efficient carriers, including a provision for reasonable earnings, the Tank Truck Operators Association appears to have misconceived the statutes under which minimum rates may be established by this Commission. This is a subject which has been considered and reviewed in numerous decisions, and further

⁷ The consultant explained petitioner's undertaking as follows:

"We have attempted in our presentation which I am going to outline to develop the costs based upon the records of the carriers as we found them in the field and then to establish rates based upon those costs and to measure the resulting revenue increases through a freight bill check and further, to determine whether the rates based on cost would develop sufficient revenue measured by the freight bill check to make the revenue profit and loss statements of the carriers show a reasonable profit and to the extent that the costs do not do this we have adjusted the resulting rate proposal so that the final rate proposal when measured through a freight bill study and reflected in the revenue profit and loss statements of the carriers furnishes those carriers with a fair return."

extended discussion is unnecessary.⁸ It will be sufficient to point out here that if petitioner's theory were followed, the resulting minimum rates on noncompetitive traffic would have to be raised to a level sufficient to compensate the highway carriers for revenue deficiencies resulting from their voluntary establishment of sub-normal rates to meet rail and other competition.

The rates hereinafter established for the transportation of refined products and black oils are predicated not upon petitioner's revenue theory but upon the cost of performing the service, with provision for reasonable earnings. The rates are lower than those proposed by petitioner. Ready comparison with the present rates is not feasible because of consolidation of the refined products and black oils for rate purposes, and because of a simplification of the mileage blocks. In general, however, there will be reductions in the minimum rates on the refined products and increases in the minimum rates on black oils. The combined effect will be an over-all increase deemed sufficient to compensate for past increases in wages, taxes and other items of operating expense, and to permit reasonable earnings as measured by the cost estimates of record.

The Association did not submit a study of the current cost of transporting liquefied petroleum gases. It proposes no change in

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See, for example, Decision No. 46912, dated March 27, 1952, (51 Cal. P.U.C. 586) and decisions cited therein; also Decision No. 47123, dated May 5, 1952, (51 Cal. P.U.C. 702).

rates for the inter-refinery movement of this commodity group. As to other movements, it merely pointed out that the present minimum rates are about 150 per cent of the rates on refined products and asked that this relationship be continued. The latter proposal would produce rates substantially above the current cost of performing the service as estimated by the Commission engineer. The present minimum rates, in fact, are generally comparable to the estimated current costs. Considering all of these circumstances it is concluded that no change should be made at this time, upon the basis of the present record, in the minimum rates for transportation of liquefied petroleum gases, except such fractional adjustments as result from tariff simplification. Likewise, as requested by petitioner, no change of substance will be made in the crude oil rates.⁹

There are a number of instances in which common carrier rates lower than the general minimum rates have been authorized upon a showing of special circumstances. Most of such authorizations have been given with fixed termination dates. In two cases, however, reduced rates for the transportation of gasoline from two shipping points to numerous destinations were authorized without the expiration feature. These lower rates, having been authorized for two carriers were established voluntarily by virtually all common carriers serving the areas. Thus, in effect, they have become the

⁹ The tariff simplifications consist principally of incorporating a surcharge in the rates, standardizing the mileage blocks, and adopting the current distance table.

"going rates" for the transportation in question.¹⁰

On the basis of the present record, which shows that cost increases have been incurred by all respondent carriers, it is clear that these lower rates are now subnormal and perhaps noncompensatory. The Tank Truck Operators Association asks that they be increased. Its counsel stated, "However, I do not know what to recommend by way of the specific amount of increase to be made." He suggested that perhaps increases should be made in a percentage similar to that to be made in the corresponding minimum rates. He said further, however, that "... in the event there should be a feeling on the part of the Commission that those rates should be brought up to the minimums that are proposed here so that if the carriers that are subject to them feel that they still have special circumstances, they should then make appropriate application to the Commission, we certainly will not object to that procedure, because we are not going to be in the position here of permitting the tail to wag the dog, so that if the Commission feels that all of those rates should automatically be brought up to the level of the minimum rates that result from this proceeding, then we certainly are not going to permit those special rates to stand in the way of a general increase."

The rates in question were based upon conditions as they were shown to exist several years ago. Whether or not there is a continuing justification for these depressed rates is a matter

¹⁰ The two authorizations are as follows: Asbury Transportation Company, San Diego to Imperial Valley, Oceanside, Fallbrook, Ramona, and other points, Decision No. 43621 dated December 13, 1949, in Application No. 30590 (49 Cal. P.U.C. 267); Lang Transportation Corporation, from Monterey to Watsonville, Santa Cruz, Gilroy, Hollister, Salinas, King City and Paso Robles, Decision No. 44281, dated June 7, 1950, in Case No. 4808 (49 Cal. P.U.C. 728).

which the interested parties should establish, particularly as some of the minimum rates on gasoline will now be lowered. The following order will provide for termination of the special authorizations at the end of a period of 180 days, subject to modification or extension as required. In the meantime the interested carriers and shippers will have opportunity, should they so elect, to show to what extent, if at all, the subnormal rates should be continued for the future.

All of the foregoing discussion relates primarily to the rate levels. A number of rule changes were proposed also. One of the present rules provides that the minimum charge per shipment shall be computed upon "the full legal carrying capacity of the tank or tanks containing the shipment." This rule is not satisfactory because, as the parties agree and as the evidence demonstrates, strict compliance therewith is a practical impossibility. Shippers have no ready means of determining the full legal carrying capacity of the vehicles offered for loading, and would find it impracticable to load the indicated quantities even though the capacities were known.¹¹

A rate expert of the Commission's transportation staff offered for consideration two alternatives to the present rule. The first of these would provide that the minimum charge per shipment shall be the charge at the applicable rate for the minimum quantities designated in a suggested table. These quantities would vary according to (1) the commodity group and (2) the type of vehicle (i.e. tank truck, tank semitrailer, or two connected tank

¹¹ See Decision No. 46203, dated September 18, 1951, in Case No. 4808 (51 Cal. P.U.C. 114), for further explanation.

vehicles). The second alternative would provide that the minimum charge per shipment shall be computed upon the carrying capacity of the vehicle as specified in an equipment list which the carrier would be required to file and maintain with the Commission.

No one suggested any other alternatives to the present minimum charge rule. As between the two alternatives, the highway carriers and the Commission witness indicated a preference for the latter one. The carrier witnesses, however, stated various objections to either alternative. The Association offered evidence to show that the highway carriers had been endeavoring for many months to devise a satisfactory solution to the minimum charge problem and that they hoped to be able to do so eventually if allowed sufficient time.

It is now evident that the Commission, by maintaining the present minimum charge rule, is in the position of apparently requiring compliance with impossible conditions. The matter has been under study by the carriers and other parties for more than 18 months, and further continuance of the present rule is not warranted.¹² This is a situation which should be corrected at once by the best alternative available. Further modifications may thereafter be made as required.

Although some of the parties stated a definite preference for the second alternative rule, it is concluded that the first alternative is more reasonable and suitable for minimum rate.

¹² See footnote 11, supra. The rate staff proposals were set forth in an exhibit which was received in evidence in July, 1952. Cross-examination thereon was deferred, at request of the Association, until the present series of hearings which closed on April 24, 1953.

purposes. It has the merit of being definite and certain in its application, and its use is not dependent upon the publication and maintenance of equipment lists by carriers. The objection offered to it by the carriers rests upon a fear that the establishment of minimums below the "full legal carrying capacity" might induce smaller shipments and thereby produce higher costs. It does not appear from the evidence, however, that the change in the minimum charge rule would have any significant effect upon loading or shipping practices. To the contrary, the evidence leads to the conclusion that it would not. Moreover, inasmuch as the rule hereinafter prescribed constitutes a reduction in the minimum weights, the carriers may exercise their managerial discretion in adopting it or otherwise. Indeed, there is no bar to their voluntary publication of "equipment lists" should they so elect, provided only that the resulting charges must be definite, reasonable, and otherwise lawful.

An Association proposal relating to demurrage and detention charges was the subject of considerable opposition. During the course of the proceedings the proposal was modified to remove some but not all of the objections. The record is convincing that the suggested revisions, as modified, will tend to expedite loading and unloading practices without unreasonably burdening the shippers or consignees.

The tariff rule relating to diverted and returned shipments will be revised in accordance with a recommendation of the Commission staff witness. This suggested change will serve to clarify and improve the rule. It was not opposed.

A number of revisions were suggested, some by carriers and others by shippers, in the descriptions, groupings, and

estimated weights of the various commodities. Some of these recommendations would involve substantial changes which should not be determined except upon a full record developed after due notice and adequate consideration by the affected parties. No commodity changes will be made herein except such as are clearly required for tariff clarification.

Other rule and tariff changes made by the following order and not herein specifically discussed are made in response to increased costs or for other reasons which will be self-evident. All of them are in accordance with the evidence of record. Certain other matters on the Commission's docket relating to the transportation of petroleum products are related or subordinate to the evidence herein considered. They will be disposed of appropriately in the order which follows.

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 petroleum and petroleum products in bulk in motor vehicles should be revised to the extent hereinbefore indicated and as provided in the order which follows. So that the distribution of the tariff and distance table revisions will be limited to those parties interested in each of these publications, a separate order covering the distance table will be issued.

O R D E R

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

IT IS HEREBY ORDERED:

1. That City Carriers' Tariff No. 5, Highway Carriers' Tariff No. 6 (Appendix "C" of Decision No. 32608, as amended) be and it is hereby further amended by incorporating therein the

supplement and the original and revised pages attached hereto and listed in Appendix "B" also attached hereto, which supplement, pages and appendix by this reference are made a part hereof.

2. That tariff publications required or authorized to be made by common carriers as a result of the amendments herein of the aforesaid tariff and distance table shall be made effective on or before August 1, 1953, on not less than 10 days' notice to the Commission and to the public.

3. That common carriers maintaining rates lower than the minimum rates otherwise applicable for the transportation of gasoline, by virtue of authority granted in Decision No. 43621, supra, or in Decision No. 44281, supra, be and they are and each of them is hereby authorized and directed, within 180 days after the effective date of this order on not less than 10 days' notice to the Commission and to the public, to cancel such rates and establish in lieu thereof rates no lower than the minimum rates otherwise applicable.

4. That Decision No. 45121, dated December 12, 1950, in Case No. 4808 (50 Cal. P.U.C. 313), which decision was suspended by timely petition for rehearing, be and it is hereby canceled, and that there be removed from the Commission's docket the Order Granting Rehearing on said decision and also the Order Setting Hearing dated September 25, 1951, in Case No. 4808.

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

6. That in all other respects the petitions of the Tank Truck Operators Association referred to in the preceding opinion be and they are hereby denied.

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

Dated at San Francisco, California, this 24th day of June, 1953.

R. J. Davidson
President
Justus F. Calver
Samuel P. Potter

Commissioners

Commissioner Harold P. Huls, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX "A"

Appearances in Case No. 4808

Edward M. Berol, for Tank Truck Operators Association, petitioner.
Lloyd R. Guerra, for Tank Truck Operators Association, petitioner, Tank Truck Tariff Bureau, interested party, and Cantlay & Tanzola, Inc., respondent.
J. C. Kaspar and R. D. Boynton, for California Motor Transport Associations, interested party.
Elmer Ahl and William J. Knoell, for Tank Truck Operators Tariff Bureau, interested party.
J. L. Hook, Jr., William J. Collinge, William A. Schonfeld, James F. Bartholomew, H. D. White, William P. Wells, William O. Orr, P. N. Dockard, Howard Vose, Richard H. Munn, Florence S. Castle, LaVerne S. Castle, Robert J. Hildreth, and C. W. Chamberlain, for various highway carriers, respondents.
Bryan Pierce, Robert Hutcherson, J. M. Connors, Paul A. Buck, W. O. Narry, R. T. Hunt, W. H. Adams, M. S. Housner, George R. Groth, A. L. Knipping, Jr., H. M. Long, L. C. Monroe, W. J. Haswell, and C. P. Stephenson, for various petroleum companies, interested parties.
C. S. Abernathy, J. F. Donovan, and W. L. Malquist, of the staff of the Public Utilities Commission of the State of California.

Appearances in Case No. 5436

Edward M. Berol and Lloyd R. Guerra, for Tank Truck Operators Association, petitioner.
J. C. Kaspar and Robert D. Boynton, for California Motor Transport Association, interested parties.
J. L. Beeler, for Southwestern Motor Tariff Bureau, interested party.
William J. Knoell and Elmer Ahl, for Tank Truck Operators Tariff Bureau, interested party.
Lloyd R. Guerra, M. F. Hoff, Jack B. O'Harra, M. G. Hitchcock, F. P. Lucas and James R. Helms, Jr., for various highway carrier respondents.
W. J. Haswell, C. P. Stephenson, J. M. Schafer, A. L. Knipping, Jr., H. M. Long, Paul A. Buck, Walter Bousfield, Robert Hutcherson, Robert D. Gibson, A. D. Carleton, W. O. Narry, R. T. Hunt, Milton S. Housner and Wm. H. Adams, for various petroleum companies, interested parties.
John A. Sproul, for Associated General Contractors of Northern California, interested party.
Earl S. Williams, for Department of Finance, State of California and its agencies as shippers, interested party.
E. J. Saldine, for Department of Public Works, Division of Highways, State of California, interested party.
C. S. Abernathy and Rudolph A. Lubich of the staff of the Public Utilities Commission of the State of California.

End of Appendix "A"

Appendix "B" to Decision No. 48756

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

Supplement No. 7 cancels Supplements Nos. 3 and 6
Tenth Revised Page 2 cancels Ninth Revised Page 2
Sixth Revised Page 3 cancels Fifth Revised Page 3
Fifth Revised Page 4 cancels Fourth Revised Page 4
Eighth Revised Page 6 cancels Seventh Revised Page 6
Third Revised Page 7 cancels Second Revised Page 7
Eighth Revised Page 8 cancels Seventh Revised Page 8
Second Revised Page 8-A cancels First Revised Page 8-A
Seventh Revised Page 9 cancels Sixth Revised Page 9
Fourth Revised Page 9-B cancels Third Revised Page 9-B
Seventh Revised Page 10 cancels Sixth Revised Page 10
Fifth Revised Page 11 cancels Fourth Revised Page 11
First Revised Page 11-A cancels Original Page 11-A
Original Page 11-B
Original Page 11-C
Sixth Revised Page 13 cancels Fifth Revised Page 13
Third Revised Page 16 cancels Second Revised Page 16
Second Revised Page 21 cancels First Revised Page 21

(End of Appendix)

SUPPLEMENT NO. 7

(Cancels Supplements Nos. 3 and 6)
(Supplement No. 7 contains 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

APPLICATION OF SURCHARGE

Surcharge provided in Supplement No. 3 canceled by
Decision No. **48756**

EFFECTIVE AUGUST 1, 1953

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

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* Change)
 # Addition) Decision No. 48756
 **** Eliminated)

EFFECTIVE AUGUST 1, 1953

Issued by the Public Utilities Commission of the State of California,
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Correction No. 94

Sixth Revised Page ... 3
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CITY CARRIERS' TARIFF NO. 5
 HIGHWAY CARRIERS' TARIFF NO. 6

INDEX OF GROUP POINTS AND POINTS FROM AND TO WHICH RATES APPLY			
POINT	Group No. (Except As Shown)	POINT	Group No.
Alamitos Heights	6	Fellows	5
Alla	6	Fillmore	8
Arvin	11	Fullerton	13
Atwood	13	***	
Avenal	9	***	
Avon	2	***	
Bakersfield	4	Giffen	11
Bardsdale	8	Colota	7
Belridge	10	***	
***		Harpertown	11
***		***	
Bixby	6	Hazelton	5
Blackwell's Corner	10	Huntington Beach	6
Bowerbank	5	Hyde Park	6
Brea	13	Hynes	6
Buckhorn	8	Inglewood	6
Burnett	6	Kern Front	12
Buttonwillow	5	Kerte	5
Camarillo	8	Kettleman Hills	9
Canoga Park	Item No. 230 series	Kettleman City	9
Carpinteria	7	La Habra	13
***		Lawn	6
***		LeRoy	3
Chrisman	7	Loftus	13
Coalinga	3	Lokern	5
Colusa	17	Long Beach	6
Compton	6	***	
Conner	5	Los Angeles	6
Crump	3	Los Nietos (L. A. Co.)	6
Crutchor	6	Los Nietos (Kings Co.)	9
***		Lost Hills	10
Dominguez Junction	6	Machado	6
Downoy	6	Maltha	4
Dulah	7	Maricopa	5
East Coyote	13	Martinez	2
East Long Beach	6		
Edison	11		
Ellwood	7		
El Segundo	6		

***Eliminated, Decision No. 48756

EFFECTIVE AUGUST 1, 1953

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

Correction No. 95

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

POINT	Group No.	POINT	Group No.
McKittrick	5	Sacramento	15
Midoil	5	St. Helens Spur	6
Millux	5	San Francisco	1
Montalvo	8	San Pedro	6
Montebello	6	Santa Barbara	7
Moorpark	8	Santa Fe Springs	6
Mopoco	4	***	
Mountain View (Kern County)	11	Santa Paula	8
Mount Poso	12	Saticoy	8
		Sea Cliff	7
Naples (Orange Co.)	6	Soguro	4
Naples (Santa Barbara Co.)	7	Sespe	8
North Balridge	10	Shale	5
		Sherman Junction	6
Oakland	2	Signal Hill	6
Oil Center	4	***	14
Oil City	4	South Balridge	10
Oildale	4	Stockton	16
Olec	13	Sumnerland	7
Oleum	2	Superior Oil Company's	
Olinda	13	Kettleman Hills Plant	9
Ora	3		
Orcutt	14	Taft	5
Ortonville	7	Thonard	6
***		Torrance	6
Pentland	5		
Peralta	13	Vaccaro	11
Petaluma	18	Vonice	6
Pico	6	Ventura	7
Pinole	2	Ventura Avenue	7
Piru	8	Vernon	6
Flacantia	13	Vinvale	6
Flaya del Rey	6		
***	14	Wadstrom	7
Port Chicago	2	Watson	6
Port Costa	2	Weed Patch	11
***	14	West Coyote	13
Poco Creek	12	West Sacramento	15
		Whittier	6
Richfield	13	Wildasin	6
Richmond	2	Wilmington	6
Rincon Oil Fields	7	Wingfoot	6
Rio Bravo	5		
Rioco	6	Yorba	13
***	14	Yorba Linda	13
Rodeo	2		
Rough and Ready Island	16		

*** Eliminated, Decision No. 48756

EFFECTIVE AUGUST 1, 1953

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

Correction No. 96

Item No.	SECTION NO. 1 RULES AND REGULATIONS
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>(a) CARRIER means a petroleum contract carrier, or city carrier, as defined in the Highway Carriers' Act and in the City Carriers' Act.</p> <p>(b) CARRIER'S EQUIPMENT means any tank motor truck, tank trailer or tank semitrailer, 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>(d-a) 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.</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 of origin at one time for one consignee at one point of destination. (See Items Nos. 87 and 130 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>

*10-H
Cancels
10-G

(1) 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.

APPLICATION OF TARIFF - GENERAL

20-E
Cancels
20-D

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 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.

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.

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.

* Change, Decision No. 48756

EFFECTIVE AUGUST 1, 1953

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

Correction No. 97

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)			
	APPLICATION OF TARIFF - COMMODITIES			
	<p>*Rates in this tariff apply on Petroleum and Petroleum Products, including compounded Oils or Greases having a Petroleum Base, as described below (See Note 1):</p> <p>(a) REFINED PETROLEUM PRODUCTS, viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 33%;"> 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, </td> <td style="vertical-align: top; width: 33%;"> 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, </td> <td style="vertical-align: top; width: 33%;"> Petroloum 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. </td> </tr> </table> <p>(b) BLACK OILS, viz.:</p> <p style="padding-left: 40px;">Fuel Oil, residual and/or distillate, not suitable for illuminating purposes (See Note 1), Gas Oil.</p> <p>(c) 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.</p> <p>(d) LIQUEFIED PETROLEUM GAS.</p> <p>(e) ASPHALT AND ROAD OIL, viz.:</p> <p style="padding-left: 40px;">Asphalt, natural, by-product, or petroleum, //Asphalt Emulsion, Road Oils.</p> <p>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.</p> <p>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.</p> <p>NOTE 3.-The term "Blended Gasolines" as used in this item covers motor fuel containing 50 percent or more of gasoline.</p>	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,	Petroloum 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.
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,	Petroloum 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-C
 Cancels
 30-B

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)
Addition) Decision No. 48756

EFFECTIVE AUGUST 1, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 98

Item No. SECTION NO. 1 - RULES AND REGULATIONS (Continued)

APPLICATION OF TARIFF - TERRITORIAL GROUPS

* Rates from, to or between all points in the groups described in this item, but not between points in the same group, shall be the rates in Section 2 of this tariff applicable from, to or between the mileage basing points designated in connection with the groups. (Subject to exception provided in Notes 1 and 2 of Item No. 45 series.) (See Item No. 60 series.)

Groups 2 to 13, inclusive, include unnamed points situated on the shortest highway route or shortest rail route between any two points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 percent, points on such circuitous route shall not be included.

*40-H
Cancels
40-G

GROUP NO.	MILEAGE BASING POINT	GROUP POINTS
1	San Francisco	San Francisco
2	Pinole	Avon, Martinez, Oakland, Olcum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo.
3	Coalinga	Coalinga, Crump, LeRoy, Ora.
4	Bakersfield	Bakersfield, Maltha, Mopoco, Oil Center, Oil City, Oildale, Seguro.
5	Taft	Boworbank, Buttonwillow, Conner, Follows, Hazelton, Kerto, Lokorn, Maricopa, McKittrick, Midoil, Millux, Olig, Pontland, Rio Bravo, Shale, Taft.
6	Compton	Alamitos Heights, Alla, Bixby, Burnett, Compton, Crutcher, Dominguez Junction, Downey, East Long Beach, El Segundo, Huntington Beach, Hyde Park, Hynes, Inglewood, Lawn, Long Beach, Los Angeles (except as provided in Item No. 50 series), Los Nietos (Los Angeles County), Machado, Montebello, Naples, Playa del Rey, Pico, Rocco, San Pedro, Santa Fe Springs, Sherman Junction, St. Helens Spur, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot.
7	Carpinteria	Carpinteria, Chrisman, Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom.
8	Fillmore	Bardsdale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe.
9	Avonah	Avonah, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County).
10	Lost Hills	Belridge, Blackwell's Corner, Lost Hills, North Belridge, South Belridge.
11	Wood Patch	Arvin, Edison, Giffon, Harperton, Mountain View (Kern County), Vaccaro, Wood Patch.
12	Poso Creek	Kern Front, Mount Poso, Poso Creek.
13	Brea	Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, Olco, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda.

21	Orcutt	(1) All territory located within the following described boundary, including both sides of highways named: Beginning at the point where the Santa Maria River runs into the Pacific Ocean, thence easterly along the south bank of the Santa Maria River to its junction with the Sisquoc River, southeasterly along the Sisquoc River to a bridge approximately 2 miles southeast of Sisquoc, southerly along the Foxen Canyon Road to Canada de Los Alisos Road, southwesterly along Canada de Los Alisos Road to U.S. Highway No. 101, westerly along U.S. Highway No. 101 to Los Alamos, westerly along State Highway toward Harriston to a point where said highway crosses Los Alamos Creek, westerly along the north bank of Los Alamos Creek to its junction with San Antonio Creek, westerly along the north bank of San Antonio Creek to the Pacific Ocean, northerly along the coast line to point of beginning.
15	Sacramento	Sacramento, West Sacramento.
16	Stockton	Stockton, Rough and Ready Island.
17	Colusa	Colusa and points east thereof to the west bank of the Sacramento River located on or within one-half mile of Crommer Avenue.
18	Petaluma	Petaluma and the area beginning at the intersection of the eastern city limits of Petaluma and U.S. Highway 101, thence easterly along Highway 101 to a point located within a radius of two (2) miles of Main Street and Western Avenue, thence northerly along said radius to the north bank of the Petaluma Creek, thence westerly along the north bank of the Petaluma Creek to the line of the Northwestern Pacific Railroad, thence northerly and westerly along the line of the Northwestern Pacific Railroad to the eastern city limits of Petaluma, thence southerly along the eastern city limits of Petaluma to point of beginning.
<p>*(1) Territorial description formerly appeared as Note 2 of Item No. 45-A.</p> <p>* Change, Decision No. 48756</p>		
EFFECTIVE AUGUST 1, 1953		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>		
Correction No. 99		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
<p>*45-B Cancels 45-A</p>	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL GROUPS (Continued)</p> <p>NOTE 1.-In computing charges for the transportation of black oils as described in Item No. 30 series from Chrisman to points located within the following described territory mileages will be computed from Chrisman to point of destination.</p> <p>Commencing at the intersection of U. S. Highway No. 101 and U. S. Highway No. 399 at Ventura, thence northerly along U. S. Highway No. 399 to Wheelers Hot Springs (including the highway extending approximately 1.8 miles to Buena Ventura Hot Springs), returning along U. S. Highway No. 399 to Meiners Oaks, southeasterly along the county road extending from Meiners Oaks to Ojai, southeasterly along State Highway No. 150 to Santa Paula, easterly along State Highway No. 126 to Piru, returning along State Highway No. 126 approximately .8 miles to Torry Road, southerly along Torry Road to McGregor Road, westerly along McGregor Road and Guiverson Road to State Highway No. 23, southerly along State Highway No. 23 to its junction with U. S. Highway No. 101 approximately .5 miles west of Newton Oaks, westerly along U. S. Highway No. 101 to Camarillo, southerly and westerly along Oxnard Road to Wood Road, southerly along Wood Road to Hueneme Road, westerly and northerly along Hueneme Road and its prolongation via Hueneme and Hollywood-by-the-Sea to Hollywood Beach, northerly along McGrath Road to 5th Avenue, easterly along 5th Avenue to Oxnard, northerly along Oxnard Boulevard and Vineyard Avenue to El Rio, northwesterly along U. S. Highway No. 101 to point of beginning; and including also a strip of territory 1½ miles wide immediately adjoining and circumscribing the above described boundary.</p> <p>◊◊ (1) NOTE 2.-The provisions of Item No. 40 series will not apply to transportation performed under provisions of Item No. 130 series. (Shipments Diverted, Returned, or Stopped in Transit for Partial Unloading.)</p>
	<p style="text-align: center;">*(1) Territorial description formerly appearing in Note 2 transferred to Group 14 on Eighth Revised Page 8.</p> <p>* Change) ◊ Increase) Decision No. 48756 ◊ Reduction)</p>
	<p>EFFECTIVE AUGUST 1, 1953</p>
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 100</p>

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Continued)
50	<p>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, southwestery 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, southwestery along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.</p>
60-C Cancels 60-B 60-A and 60	<p>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 exception:</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>

COMPUTATION OF CHARGES-ESTIMATED WEIGHTS

*70-D
Cancels
70-C

(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.
 *(b) The weight of commodities described under headings "Black Oils" and "Crude Oil" in Item No. 30 series 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.

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.)

*80-C
Cancels
80-B

	MINIMUM QUANTITIES		
	Tank Truck	Tank Semi-trailer	Two Connected Tank Vehicles
Refined Petroleum Products and Black Oils	3000 gallons	5000 gallons	6000 gallons
Crude Oil	3000 gallons	4000 gallons	5000 gallons
Liquefied Petroleum Gas	3000 gallons	4500 gallons	6200 gallons
Asphalt and Road Oil	23250 pounds	36000 pounds	36000 pounds

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

*Change)
 ◊Increase) Decision No. 48756
 ◊Reduction)

EFFECTIVE AUGUST 1, 1953

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 101

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	87	2350	2450	183	4650	4750	279
	150	250	91	2450	2550	187	4750	4850	283
	250	350	95	2550	2650	191	4850	4950	288
	350	450	99	2650	2750	196	4950	5050	292
	450	550	103	2750	2850	200	5050	5150	296
	550	650	108	2850	2950	204	5150	5250	300
*87-D	650	750	112	2950	3050	208	5250	5350	304
Cancels	750	850	116	3050	3150	212	5350	5450	308
87-C	850	950	120	3150	3250	216	5450	5550	312
	950	1050	124	3250	3350	221	5550	5650	317
	1050	1150	129	3350	3450	225	5650	5750	321
	1150	1250	133	3450	3550	229	5750	5850	325
	1250	1350	137	3550	3650	233	5850	5950	329
	1350	1450	141	3650	3750	237	5950	6050	334
	1450	1550	145	3750	3850	242	6050	6150	338
	1550	1650	149	3850	3950	246	6150	6250	342
	1650	1750	154	3950	4050	250	6250	6350	346
	1750	1850	158	4050	4150	254	6350	6450	350
	1850	1950	162	4150	4250	258	6450	6550	354
	1950	2050	166	4250	4350	262	6550	6650	357
	2050	2150	170	4350	4450	267	6650	6750	363
	2150	2250	175	4450	4550	271	6750	6850	367
	2250	2350	179	4550	4650	275	6850	6950	371

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.

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)
Addition) Decision No. 48756

EFFECTIVE AUGUST 1, 1953

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

Correction No. 102

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*90-C Cancels 90-B	<p>◇ • Item canceled. See Item No. 130-B.</p>
100-D Cancels 100-C	<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 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 one-half cent per 100 pounds will be made.</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-C Cancels 120-B	<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, 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)	Decision No. 48756
◇ Increase)	
♣ Reduction)	

EFFECTIVE AUGUST 1, 1953

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

Correction No. 103

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Continued)
<p>*130-B Cancels 130-A</p>	<p style="text-align: center;">SHIPMENTS DIVERTED, RETURNED, OR STOPPED IN TRANSIT FOR PARTIAL UNLOADING (Does not apply to split delivery shipments for which rates and charges are provided in Item No. 87 series.)</p> <p>◇ 6 (a) Charges upon a shipment which at request of consignor or consignee is either diverted or stopped in transit for partial unloading, or both, 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 unloading is performed. (Subject to Notes 1, 2 and 3.)</p> <p>◇ 6 (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, subject to minimum charge provided in Item No. 80 series applicable to the shipment or portion returned, or upon the basis provided in paragraph (a) of this item for the round trip movement, whichever is lower. (Subject to Notes 1, 2, 3 and 4.)</p> <p>◇ 6 NOTE 1 - Charges upon a shipment of crude oil transported under the provisions of Item No. 210 series 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 \$5.94 for each stop in transit to partially unload.</p> <p>◇ NOTE 3 - Shipments shall be subject to an additional charge of \$3.80 for each diversion not involving partial unloading.</p> <p>◇ NOTE 4 - Applies only to property returned prior to unloading from carrier's equipment.</p>
<p>*140-B Cancels 140-A</p>	<p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>01. Applies only in connection with transportation of refined petroleum products, black oils, crude oil, and liquefied petroleum gas.</p> <p>(a) A charge of \$2.50 for each one-half 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 arrives at the loading or unloading point and the carrier's employee reports to the consignor or consignee that the equipment is ready for loading or unloading. Two hours free time shall be allowed for loading and three hours free time shall be allowed for unloading.</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) Free time shall commence when carrier's equipment is placed in position to load, unload or spread (see Note 1). Two hours free time shall be allowed for loading and two hours free time shall be allowed for unloading and spreading.

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

- (1) LOADING:
 ◇ \$6.25 per hour, fractions of an hour to be prorated.
- (2) UNLOADING:
 ◇ \$6.25 per hour, fractions of an hour to be prorated.
- (3) SPREADING:
 ◇ \$8.25 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.

For Item No. 150-A cancels Item No. 150, appearing on Fourth Revised Page 11, see First Revised Page 11-A.

* Change)
◇ Increase)
δ Reduction)
△ No increase or reduction)

Decision No. 48756

EFFECTIVE AUGUST 1, 1953

Issued by the Public Utilities Commission of the State of California
San Francisco, California
Correction No. 104

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Continued)
<p>(1) *150A Cancels 150</p>	<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 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 semitrailer, 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 series 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>160</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.)

*170A
Cancels
170

The service of spreading asphalt or road oil shall be performed at the rate of 6 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.

(1) For provisions in effect prior to the effective date hereof see Fourth Revised Page 11.

For Items Nos. 180 and 190 shown on Original Page 11-A, see Original Page 11-B.

* Change)
◇ Increase) Decision No. 48756

EFFECTIVE AUGUST 1, 1953

Issued by the Public Utilities Commission of the State of California
San Francisco, California.
Correction No. 105

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Concluded)
(1) 180	<p style="text-align: center;">EXTRA LABOR</p> <p>(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.</p>
(1) 190	<p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p>(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.</p>
#195	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>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.</p>
<p>(1) For provisions in effect prior to the effective date hereof see original Page 11-A.</p> <p># Addition, Decision No. 48756</p>	
EFFECTIVE AUGUST 1, 1953	
<p>Issued by the Public Utilities Commission of the State of California San Francisco, California</p> <p>Correction No. 106</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Concluded)
	<p><u>COLLECTION OF CHARGES</u></p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>
#198	# Addition, Decision No. 48756
	EFFECTIVE AUGUST 1, 1953
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.
	Correction No. 107

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	◊61	◊62	◊63	◊4	But not Over	Over	◊61	◊62	◊63	◊4		
*200-F Cancels 200-E	0	5	5	3½	5-3/4	7½	140	150	23½	22	37	28		
	5	10	5	3½	5-3/4	7½	150	160	25	22	39½	29½		
	10	15	5	3-3/4	5-3/4	7½	160	170	26½	24	41½	31		
	15	20	5½	4½	7	7½	170	180	27½	24	43	32½		
	20	25	6½	5	8	8½	180	190	29	26	45½	34		
	25	30	7	6	10	9½	190	200	30	27½	48	35½		
	30	35	8	6½	11½	10½	200	220	32½	30	51½	38		
	35	40	8½	7	13	11	220	240	35	32	55½	41½		
	40	45	9½	7½	14	12	240	260	37½	34½	60	44½		
	45	50	10	9	15	13	260	280	40	37	64½	47½		
	50	60	11	9½	16½	14	280	300	43	39½	68½	50½		
	60	70	12½	10½	18	16	300	325	46	42	72½	54		
	70	80	14	12	21½	17½	325	350	49½	44½	77	57½		
	80	90	15½	13	23	19	350	375	53	47½	82	61		
	90	100	17	14½	25	20½	375	400	56½	50	86½	64½		
100	110	18½	16	27½	22	400	425	60	53	91½	68			
110	120	19½	17½	29½	23½	425	450	63½	55½	96	71½			
120	130	21	19	32	25	450	475	67	58½	101	75			
130	140	22	20	34½	26½	475	500	70½	61	105½	78½			
	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 - 3½ cents per 100 pounds. ◊ (b) Column 2 - 3 cents per 100 pounds. ◊ (c) Column 3 - 4½ cents per 100 pounds.														
* Change) ◊ Increase) Decision No. 48756 ◊ Reduction)														
EFFECTIVE AUGUST 1, 1953														
Issued by the Public Utilities Commission of the State of California, San Francisco, California.														
Correction No. 108														

Item No.	SECTION NO. 2. RATES (Concluded) In Cents per 100 Pounds		
	(1) COMMODITY	FROM	TO RATE
*230-B Cancels 230-A	Crude Oil	Canoga Park (Los Angeles Zone 2, see Note 1)	Group 6 ◊4-3/4
*210-E Cancels 210-D	Refined Petroleum Products and Black Oils	BETWEEN Points within one Territorial Group or Points within one incorporated city (See Notes 2, 3, 4, and 5.)	◊5
	Crude Oil		(2) *3 1/2
	Liquefied Petroleum Gas		◊5-3/4
	Asphalt and Road Oil		◊7-1/2

- (1) See Item No. 30 series for description of commodities.
 (2) 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 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.
 # NOTE 4. - Will not apply to transportation performed under provisions of Item No. 130 series. (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 series, from Chrisman to points located within the territory described in Note 1 of Item No. 45 series.

* Change)
 # Addition) Decision No. 48756
 ◊ Increase)
 ◊ Reduction)

EFFECTIVE AUGUST 1, 1953

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California
 Correction No. 109

SECTION NO. 4 - FORM OF SHIPPING DOCUMENT

*Item No. 340-B Cancels 340-A

SHIPPING ORDER AND FREIGHT BILL

Permit No. _____ Date _____ Bill No. _____

Name of Carrier _____
 (Must be same as shown on permit.)

Point of Origin _____ Point of Destination _____
 Consignor _____ Consignee _____
 Street Address _____ Street Address _____
 City _____ City _____

Note: - Show each point where diversion occurs or partial delivery is performed, and names and addresses of each consignee when more than one.

Number of Gallons	Weight Per Gallon	Description of Commodities	Total Weight	Rate	Charges

<u>Type of Equipment Used</u> <input type="checkbox"/> Tank truck <input type="checkbox"/> Tank semitrailer <input type="checkbox"/> Two connected tank vehicles	Other Charges (Show each charge separately and what it represents.)		
	Prepaid		
		Total to Collect	

Shipper _____ By _____
 (Show name in full.)

Received by carrier in good condition, except as noted: _____

By _____
 (Show name in full.)

Received by Consignee in good condition, except as noted: _____

By _____ Date _____
 (Show name in full.)

END OF TARIFF

* Change, Decision No. 48756

EFFECTIVE AUGUST 1, 1953

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

Correction No. 110