

**ORIGINAL**Decision No. 48926

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into )  
 the rates, rules, regulations, charges, )  
 allowances and practices of all common )  
 carriers, highway carriers and city )  
 carriers relating to the transportation )  
 of petroleum and petroleum products in )  
 bulk (commodities for which rates are )  
 provided in City Carriers' Tariff No. 5 )  
 -- Highway Carriers' Tariff No. 6). )

Case No. 5436  
(Pet. No. 5)Appearances

Arlo D. Poe, Edward M. Berol, J. C. Kaspar, James  
Quintrall, and Robert Boynton, for California  
Motor Transport Associations, Inc., petitioner.

Edward M. Berol and Willard O. Orr, for Tank Truck  
Operators Association, interested party.

Lloyd R. Guerra and Elmer Ahl, for Tank Truck  
Operators Tariff Bureau, interested party.

William J. Knoell, for Pacific States Motor Tariff  
Bureau, interested party.

Arnold Abajian, James F. Bartholomew, P. N. Deckard,  
Mike Devine, E. J. McSweeney, V. W. Pope, Chas.  
P. Pinckard, F. P. Willette, Jack E. O'Harra and  
O. H. Scott, for various highway carriers,  
respondents.

Ralph S. Schmitt for Purex Corporation, Ltd., and  
California Manufacturers Association, interested  
party.

Walter Bousfield, Robert Hutcherson, J. A. Gayle,  
L. C. Monroe, Robert D. Gibson, A. D. Carleton,  
H. L. Gunnison, George R. Groth, W. H. Adams,  
M. S. Housner, L. O. Harzgrove, H. M. Schafer,  
W. O. Narry, and R. T. Hunt, for various  
petroleum companies, interested parties.

G. L. Malquist and C. S. Abernathy of the staff of  
the Public Utilities Commission, State of  
California.

O P I N I O N

California Motor Transport Associations, Inc., a nonprofit corporation composed of associations of highway carriers, petitions for immediate increases in the minimum rates and charges for the transportation of petroleum and petroleum products in bulk in tank vehicles over the public highway.

The petition was filed on July 8, 1953. Public hearings were held before Examiner Bryant at Los Angeles on July 21 and 22, 1953. The matter is ready for decision.

The minimum rates, rules and regulations established by this Commission for the transportation in question are contained in City Carriers' Tariff No. 5, Highway Carriers' Tariff No. 6. By Decision No. 48756, dated June 24, 1953, the minimum rates and charges were substantially revised and generally increased effective August 1, 1953. The revisions were based upon a comprehensive record containing extensive studies of operating conditions, experience and costs.

Petitioner alleges that since the close of the record upon which said Decision No. 48756 was based, the carriers have experienced important increases in the costs of fuel and labor utilized in the transportation of petroleum and petroleum products. It asserts that as the result of such increases in costs, the minimum rates and charges will be, in the immediate future, unreasonably low and inadequate to return the cost of service and reasonable earnings. Petitioner declares that further and immediate increases in the rates and charges are necessary in order to bring them to a reasonable level as required by law.

A transportation analyst, testifying in support of the petition, introduced exhibits consisting of revisions of cost studies submitted by the same witness in April, 1953. <sup>(1)</sup> The purpose of these studies was to show the effect of increased costs experienced by truck operators since the April hearings. The basic figures developed in the previous studies were modified by the analyst to include the following recent cost increases: (a) an increase of 2-1/2 cents a gallon in the tax rate on diesel fuel effective July 1, 1953, (b) an increase of 1-1/2 cents a gallon in the tax rate on gasoline effective July 1, 1953, and (c) an increase in drivers' wages under a contract between the carriers and their employees which became effective June 1, 1953.

The witness explained that there was also an increase in other highway user taxes effective July 1, 1953. He did not include these taxes in his figures because they will not be reflected fully in carrier costs until the vehicles are re-registered in 1954. He pointed out also that although fuel prices were advanced early in March, 1953, such prices were included in his earlier studies as submitted in April and hence no further modification was necessary in his current exhibits.

The studies submitted by the transportation analyst contained a development of drivers' labor costs for various lengths of haul, running costs, indirect and insurance expenses, fixed cost per hour and year, depreciation per round trip for various lengths of haul, the cost per year and per hour for

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(1) Decision No. 48756, supra, was based upon evidence received at hearings held on various dates in April, 1953.

stand-by time, and a summary of operating expenses distributed to various lengths of haul and expanded to include gross receipts charges and earnings. In addition, the exhibits show, for each length of haul, the percent of total cost increase resulting from the recent increases in fuel taxes and drivers' labor costs. The exhibits show that the recent increases in fuel taxes and wage rates have increased the carriers' total costs of operation by amounts ranging from less than 2 percent to approximately 3-1/2 percent, varying with the length of haul and the commodity. For the performance of accessorial services where labor is the major item of expense, the cost of performing the service has increased by about 5-1/4 percent.

A somewhat similar study of the increased cost of transporting petroleum products was submitted in evidence by a senior transportation engineer of the Commission staff. The percentage increases as developed by the staff witness are in general slightly higher than those developed by petitioners' analyst. The engineer included in his exhibit the increased registration and weight fees which became effective July 1, 1953. The effect of these higher user charges on the final result is, however, relatively insignificant.

A transportation rate analyst for one of the major oil corporations urged on behalf of his company that any increase in the minimum rates be deferred until the recent general rate adjustment had been given a trial for at least six months. He pointed out that some of the common carriers had applied for an extension of time within which to prepare and file their tariffs putting the recent adjustment into effect. He reasoned that the carriers could not know what

their operating, experience would be under the adjusted rates except after a reasonable test period.

The record is clear. Subsequent to the April hearing the tax rates on fuel were increased by the legislature and the drivers' wages were increased after negotiation and arbitration. Fuel and labor constitute two of the major items of carrier operating expense. The increased expenses in this instance are definitely known and are susceptible of accurate measurement. The fact that the minimum rates were recently adjusted on the basis of comprehensive studies of the minimum reasonable cost of performing the transportation service makes unnecessary a trial period or an analysis of carrier operating revenues and expenses. Revenue studies and operating ratios taken alone provide a less satisfactory guide to the establishment of minimum rates than do studies of the minimum reasonable costs of performing the service. If the recent increases in fuel taxes and driver wages had taken effect prior to the April hearings, they would have been reflected in the earlier cost studies and in the minimum rates which became effective on August 1. These increased expenses should be given effect in the minimum rates at the earliest practicable date if the highway carriers are to be in a position to perform their duties to those who require their services.

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 provided in the order which follows.

O R D E R

Based upon the 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 revised pages attached hereto and listed in Appendix "A" also attached hereto, which 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 October 1, 1953, on not less than ten days' notice to the Commission and to the public.

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

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

Dated at San Francisco, California, this 4th day of August, 1953.

*R. J. [Signature]*  
President  
*James J. [Signature]*  
*Benjamin [Signature]*  
*Peter L. [Signature]*  
Commissioners

I concur in this decision for the sole reason that I am of the opinion that the increase of rates authorized by said decision is justified by the additional costs incurred by the carriers herein involved. It is my opinion, however, that the existing rates herein concerned have not been prescribed in accordance with the requirements of the provisions of Section 726 of the Public Utilities Code.



Commissioner.

August 4, 1953



APPENDIX "A"

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

Fifth Revised Page 9-B cancels Fourth Revised Page 9-B  
Eighth Revised Page 10 cancels Seventh Revised Page 10  
Sixth Revised Page 11 cancels Fifth Revised Page 11  
Second Revised Page 11-A cancels First Revised Page 11-A  
First Revised Page 11-B cancels Original Page 11-B  
Seventh Revised Page 13 cancels Sixth Revised Page 13  
Fourth Revised Page 14 cancels Third Revised Page 14  
Fourth Revised Page 16 cancels Third Revised Page 16

(End of Appendix)

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:

\*87-B  
 Cancels  
 87-D

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	92	2350	2450	193	4650	4750	294
150	250	96	2450	2550	197	4750	4850	299
250	350	100	2550	2650	202	4850	4950	304
350	450	104	2650	2750	207	4950	5050	308
450	550	109	2750	2850	211	5050	5150	312
550	650	114	2850	2950	215	5150	5250	317
650	750	118	2950	3050	219	5250	5350	321
750	850	122	3050	3150	224	5350	5450	325
850	950	127	3150	3250	228	5450	5550	330
950	1050	131	3250	3350	233	5550	5650	334
1050	1150	136	3350	3450	237	5650	5750	339
1150	1250	140	3450	3550	242	5750	5850	343
1250	1350	145	3550	3650	246	5850	5950	347
1350	1450	149	3650	3750	250	5950	6050	352
1450	1550	153	3750	3850	255	6050	6150	357
1550	1650	157	3850	3950	260	6150	6250	361
1650	1750	162	3950	4050	264	6250	6350	365
1750	1850	167	4050	4150	268	6350	6450	369
1850	1950	171	4150	4250	272	6450	6550	373
1950	2050	175	4250	4350	276	6550	6650	377
2050	2150	179	4350	4450	282	6650	6750	383
2150	2250	185	4450	4550	286	6750	6850	387
2250	2350	189	4550	4650	290	6850	6950	391

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.

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\* Change )  
◇ Increase) Decision No. 48926

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EFFECTIVE September 10, 1953

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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 111

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Item No.	SECTION NO. 1- RULES AND REGULATIONS (Continued)
*100-E Cancels 100-D	<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 <math>\diamond</math> 1.2 cents per 100 pounds will be made when service is under Column "A" rates and <math>\diamond</math> .6 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 )  
◇ Increase) Decision No. 48926

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

Correction No. 112

Item  
No.

SECTION NO. 1

- RULES AND REGULATIONS (Continued)

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.)

(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.)

\*130-C  
Cancels  
130-B

(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.)

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.

NOTE 2 - Shipments shall be subject to an additional charge of  $\diamond$ \$6.25 for each stop in transit to partially unload.

NOTE 3 - Shipments shall be subject to an additional charge of  $\diamond$ \$4.00 for each diversion not involving partial unloading.

NOTE 4 - Applies only to property returned prior to unloading from carrier's equipment.

## DEMURRAGE OR DETENTION CHARGES

1. Applies only in connection with transportation of refined petroleum products, black oils, crude oil, and liquefied petroleum gas.

\*140-C  
Cancels  
140-B

(a) A charge of  $\diamond$ \$2.58 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).

(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.

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:  
    ◇\$6.40 per hour, fractions of an hour to be prorated.
- (2) UNLOADING:  
    ◇\$6.40 per hour, fractions of an hour to be prorated.
- (3) SPREADING:  
    ◇\$8.40 per hour, fractions of an hour to be prorated.

NOTE 1. - When shipper or consignee orders load to be delivered at a specifically designated time and carrier has its equipment at destination point at designated time and consignee cannot receive delivery as ordered, free time will commence at the time designated for delivery.

\* Change }  
◇ Increase } Decision No. 48926

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 113

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

ISSUANCE OF SHIPPING DOCUMENT

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

- (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.

150-A  
Cancel  
150

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

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

QUOTATION OF RATES AND CHARGES

(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.

(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.

160



SPREADING

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

\*170-B  
Cancels  
170-A

The service of spreading asphalt or road oil shall be performed at the rate of  $\diamond 6\frac{1}{2}$  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.

\* Change }  
 $\diamond$  Increase } Decision No. 48926

EFFECTIVE September 10, 1953

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 114

Item No.	SECTION NO. 1 RULES AND REGULATIONS (Concluded)
*180-A Cancels 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 <math>\diamond</math> \$3.17 per man per hour.</p>
*190-A Cancels 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 <math>\diamond</math> 2-3/4 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>*Change }  <math>\diamond</math>Increase } Decision No. 48926</p>	
<p style="text-align: right;">EFFECTIVE September 10, 1953</p>	
<p>Issued by the Public Utilities Commission of the State of California,            San Francisco, California.            Correction No. 115</p>	

Item No.	SECTION NO. 2				RATES							
	In cents per 100 pounds											
Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section. COLUMN 1 - Rates apply on Refined Petroleum Products 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		◇1	◇2	◇3	◇4	But not Over		◇1	◇2	◇3	◇4	
0 5		5½	3½	6	7-3/4	140	150	24½	22½	38	29	
5 10		5½	3½	6	7-3/4	150	160	26	23½	41	30½	
10 15		5½	4	6	7-3/4	160	170	27½	25	43	32	
15 20		5-3/4	4-3/4	7½	7-3/4	170	180	28½	26	44½	33½	
20 25		6-3/4	5½	8½	8-3/4	180	190	30	27	47	35	
*200-G Cancels 200-F	25 30	7½	6½	10½	9-3/4	190	200	31	28½	49½	36½	
	30 35	8½	6-3/4	12	10-3/4	200	220	33½	31	53	39	
	35 40	8-3/4	7½	13½	11½	220	240	36	33	57½	42½	
	40 45	10	7-3/4	14½	12½	240	260	39	35½	62	46	
	45 50	10½	9½	15½	13½	260	280	41½	38	66½	49	
	50 60	11½	10	17	14½	280	300	44½	41	71	52	
	60 70	13	11	18½	16½	300	325	47½	43½	75	55½	
	70 80	14½	12½	22	18	325	350	51	46	80	59½	
	80 90	16	13½	24	19½	350	375	55	49	85	63	
	90 100	17½	15	26	21	375	400	58½	52	90	66½	
100 110	19	16½	28½	22½	400	425	62	55	95	70		
110 120	20	18	30½	24	425	450	66	57½	99	74		
120 130	21½	19½	33	26	450	475	69	60½	104	77½		
130 140	23	21	35½	27½	475	500	73	63	109	81		
See Note 1												

NOTE 1 - For distances over 500 miles add to rate for 500 miles the following rates for each 25 miles or fraction thereof:

- ◇ (a) Columns 1 and 4 - 4 cents per 100 pounds.
- ◇ (b) Column 2 - 3 cents per 100 pounds.
- ◇ (c) Column 3 - 4½ cents per 100 pounds.

\*Change )  
 ◇Increase) Decision No. 48926

EFFECTIVE September 10, 1953

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

Correction No. 116

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 for transportation when consignor's facilities do not permit loading, or consignee's facilities do not permit delivery, 24 hours per day.															
	Column "B" rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.															
	See Item No. 220 series for description of Sub-Groups.															
		BETWEEN														
		SUB-GROUPS														
	AND	6-A		6-B		6-C		6-D		6-E		6-F		6-G		
		Column ◊A	Column ◊B	Column ◊A	Column ◊B	Column ◊A	Column ◊B	Column ◊A	Column ◊B	Column ◊A	Column ◊B	Column ◊A	Column ◊B	Column ◊A	Column ◊B	
	Sub-Group															
*210-D Cancels 210-C	6-A	2.8	2.3													
	6-B	3.6	2.8	2.8	2.3											
	6-C	5.7	4.6	4.4	3.6	2.8	2.3									
	6-D	7.2	5.9	5.9	4.9	3.6	2.8	2.8	2.3							
	6-E	5.2	4.4	4.6	3.6	3.9	3.1	4.9	4.1	2.8	2.3					
	6-F	3.6	2.8	3.6	2.8	4.4	3.6	5.9	4.9	3.6	2.8	2.8	2.3			
	6-G	4.6	3.9	3.3	2.6	3.6	2.8	4.6	4.1	4.6	3.6	4.4	3.6	2.8	2.3	
	6-H	5.7	4.6	5.2	4.1	3.6	2.8	4.4	3.6	3.9	3.1	4.4	3.6	3.9	3.1	
	6-I	4.6	3.9	3.3	2.6	3.9	3.1	5.2	4.4	5.7	4.6	5.2	4.1	3.3	2.6	
	Group 13	7.5	6.2	6.7	5.7	4.6	3.6	4.4	3.6	4.4	3.6	5.9	4.9	6.2	5.2	
		SUB-GROUPS														
		6-H				6-I										
		Column ◊A		Column ◊B		Column ◊A		Column ◊B								
	Sub-Group															
	6-H	2.8	2.3													
	6-I	4.4	3.6	2.8	2.3											
	Group 13	4.4	3.6	6.7	5.7											

\*Change )  
 ◊Increase) Decision No. 48926

EFFECTIVE September 10, 1953

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 San Francisco, California.  
 Correction No. 117

Item No.	SECTION NO.2	RATES (Concluded) In Cents per 100 Pounds		
	(1) COMMODITY	FROM	TO	RATE
*230-C Cancels 230-B	Crude Oil	Canoga Park (Los Angeles Zone 2 See Note 1.)	Group 6	05
	Refined Petroleum Products and Black Oils	BETWEEN Points within one Territorial Group or Points within one incorporated city		05½
*240-F Cancels 240-E	Crude Oil			(2) 03½
	Liquefied Petroleum Gas	(See Notes 2, 3, 4, and 5.)		06
	Asphalt and Road Oil			07-3/4

(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 ) Decision No. 48926  
 ◊ Increase)

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