

**ORIGINAL**

Decision No. 49893

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  
(Petitions Nos. 8, 9, 11)

Appearances

- Edward M. Berol, for Tank Truck Operators Association and for Elmer Ahl, petitioners.
- Elmer Ahl for Tank Truck Operators Tariff Bureau, interested party.
- J. C. Kaspar, for Motor Truck Association of Southern California, interested party.
- R. D. Boynton, for Truck Owners Association of California, interested party.
- William J. Collinge, Jack B. O'Harra, Philip N. Deckard, F. P. Lucus, W. L. Lykke, and William F. Meehan, Jr., for various highway carriers, respondents.
- J. M. Connors, E. C. Hurley, and Walter Bousfield, for Tidewater Associated Oil Company, interested party.
- Edward J. Dunne, W. H. Adams, M. S. Housner, and G. R. Groth, for Shell Oil Company, interested party.
- J. E. Hale, Brian Pierce, and Robert D. Gibson, for Standard Oil Company of California, interested party.
- H. M. Schafer, L. C. Monroe, and James A. Gayle, for Union Oil Company of California, interested party.

W. O. Narry and R. T. Hunt, for Richfield Oil Corporation, interested party.

A. L. Knipping, Jr., and H. M. Long, for General Petroleum Corporation, interested party.

C. S. Abernathy and Rudolph A. Lubich, of the staff of the Public Utilities Commission of the State of California.

O P I N I O N

By Petitions for Modification Nos. 8, 9, and 11 in this proceeding the Tank Truck Operators Association and Elmer Ahl, agent for and on behalf of highway carriers parties to various tariffs of the Tank Truck Operators Tariff Bureau, seek revision of certain rules and minimum charges provided in City Carriers' Tariff No. 5, Highway Carriers' Tariff No. 6.

Public hearing was held before Examiner Bryant at Los Angeles on March 16, 1954. The matters are ready for decision.

At the hearing, counsel for the petitioner asked that Petition for Modification No. 8 be dismissed, explaining that the relief therein sought had been incorporated in the others which were filed later. He asked also that a designated portion of Petition for Modification No. 11 be dismissed without prejudice for the reason that the petitioner had no evidence to offer. He said that the latter subject would perhaps be renewed by filing another petition at a later date.

Evidence in support of the remaining proposals was offered through the testimony of the tariff agent, the chairman of the standing rate committee of the Tank Truck Operators Tariff Bureau, and traffic representatives of five major

companies engaged in the production, refining, and distribution of petroleum products. In all important respects the witnesses were in agreement that the sought tariff revisions should be made. The testimony shows that before the petitions were filed with this Commission the several proposals were docketed and considered under standard procedures of the petitioning tariff bureau and determined to be noncontroversial between carriers and shippers.

There are essentially three subjects herein involved. The first proposed tariff revision would exclude the San Francisco-Oakland Bay Bridge and the Richmond-San Rafael Ferry from consideration when determining distance rates from, to, or between San Francisco Bay area points for the transportation of certain petroleum products. The evidence establishes that the specified products are not permitted to be moved in tank vehicles via these routes. The carriers are required as a consequence to travel via other routes involving greater distances. The tariff agent testified that the proposed exception in the distance computations would present no difficulties or complications from the standpoint of tariff publication or rate determination.

A second proposal would substitute definite boundaries for the point system now used in describing most of the territorial groups in the tariff. The witnesses testified that the recommended boundaries would remove ambiguities, would minimize

or eliminate disputes whether particular points of origin or destination are within or without the territorial groups, and would make easier and more certain the determination of minimum<sup>1</sup> rates.

The third subject relates to several proposed revisions in the tariff item governing the determination of minimum charges per shipment. These revisions would reduce the number of gallons required for shipments of specified commodities, would establish a minimum for shipments in tank trailers for which there is now no specific provision, and would add to the rule a new section designed to restrict the conditions under which two shipments might be transported in connected tank vehicles. The witnesses testified that the minimum-charge rule would not be wholly satisfactory as revised, but that the revisions would effect important improvements. They stated that the carriers and shippers will continue to study the minimum-charge problems in the expectation that a reasonable solution will be found.<sup>2</sup>

Except for the proposed added section, the changes recommended in the minimum-charge rule constitute reductions whose principal effect would be to permit two shipments to move in two connected tank vehicles and to permit the shipment of heavy products without unwarranted penalty. These changes are clearly justified.

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<sup>1</sup>

The parties suggested that it would be a matter of considerable convenience to the carriers and shippers if maps of the territories were prepared and distributed with or as a part of the minimum rate tariff. This proposal will be studied. If it is found to be a practical one the maps may be issued by supplemental order.

<sup>2</sup> For discussion of the problems see Decisions Nos. 46203 (51 Cal. P.U.C. 114) and 48756 (52 Cal. P.U.C. 624).

The stated purpose of the proposed added section is to preclude the acceptance of two shipments to be transported in two connected vehicles to two destinations separated by more than a specified number of miles. The permitted separations would vary according to the distance from the point of origin to the first point of destination. This proposal was objected to in part by one of the shippers. It was revised several times during the course of the hearing in an endeavor to remove uncertainties. Despite these modifications, the suggested addition appears to be somewhat ambiguous in its application. On this record it has not been justified as a reasonable addition to the minimum-charge rule. Inasmuch as the parties expect to make further proposals regarding the minimum-charge rule at a later date, this conclusion is without prejudice to further consideration upon such additional evidence as may be offered at that time.

Upon careful consideration of all of the evidence 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 to

become effective May 1, 1954, the original and 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 shall be made effective not earlier than May 1, 1954, on not less than five 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.

4. That Petitions for Modification Nos. 8, 9 and 11, to the extent that they are not granted by the order herein, are dismissed without prejudice.

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

Dated at San Francisco, California, this 6th  
day of April, 1954.

R. T. Johnson  
President  
Justin F. Calmes  
John E. Maxwell  
Gene Higgins  
Commissioners

Commissioner Kenneth Potter, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. 49893

Revised Pages to City Carriers' Tariff No. 5 -  
Highway Carriers' Tariff No. 6  
Authorized by Said Decision

Eleventh Revised Page 2 cancels Tenth Revised Page 2  
Seventh Revised Page 3 cancels Sixth Revised Page 3  
Sixth Revised Page 4 cancels Fifth Revised Page 4  
Ninth Revised Page 8 cancels Eighth Revised Page 8  
Third Revised Page 8-A cancels Second Revised Page 8-A  
Original Page 8-B  
Original Page 8-C  
Original Page 8-D  
Original Page 8-E  
Eighth Revised Page 9 cancels Seventh Revised Page 9  
Third Revised Page 11-A cancels Second Revised Page 11-A  
First Revised Page 12 cancels Original Page 12  
Fifth Revised Page 14 cancels Fourth Revised Page 14  
Eighth Revised Page 15 cancels Seventh Revised Page 15  
Sixth Revised Page 16 cancels Fifth Revised Page 16  
Third Revised Page 21 cancels Second Revised Page 21

(End of Appendix "A")

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\* Change; Decision No. 49893

EFFECTIVE MAY 1, 1954

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

Correction No: 120



Seventh Revised Page...3  
 Cancels  
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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.
Avenal	9	Fillmore	8
Bakersfield	4	Lost Hills	10
Baths	15	Mt. Poso	12
Brea	13	Orcutt	14
Canoga Park	Item No. 230 series	Petaluma	18
Carpinteria	7	Pinole	2
Chrisman	Item No. 46 series	Rough and Ready Island	16
Coalinga	3	Sacramento	15
Colusa	17	San Francisco	1
Compton	6	Stockton	16
Dudley	15	Taft	5
East Stockton	16	Weed Patch	11
		West Sacramento	15

\* Other points formerly appearing on Sixth Revised Page 3 included in group descriptions in Items Nos. 41 through 45 series, inclusive.

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EFFECTIVE MAY 1, 1954

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 San Francisco, California.

Correction No. 121

Sixth Revised Page ... 4

Cancels

Fifth Revised Page ... 4

CITY CARRIERS' TARIFF NO. 5

HIGHWAY CARRIERS' TARIFF NO. 6

\*INDEX OF GROUP POINTS AND POINTS FROM AND TO WHICH RATES APPLY

Points formerly appearing on Fifth Revised Page 4  
included in group descriptions in Items  
Nos. 41 through 45 series, inclusive, or  
listed on Seventh Revised Page 3

\* Change, Decision No. 49893

EFFECTIVE MAY 1, 1954

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

Correction No. 122

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
<p>*40-I            Cancels            40-H</p>	<p style="text-align: center;">-APPLICATION OF TARIFF - TERRITORIAL GROUPS</p> <p>*Rates from, to or between all points in the groups described in Items Nos. 41 to 45 series, inclusive, 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. 46 series.)            (See Item No. 60 series.)</p> <p style="text-align: center;">***</p> <p># Where streets, railway lines, rights of way, and water courses are used in Items Nos. 41 to 45 series, inclusive, to define boundaries, the center line of such streets, railway lines, rights of way and water courses will constitute the boundary lines.</p> <p># The term "street" as used above will be synonymous with "avenue", "boulevard", "drive", "lane", "terrace", "road", or other designation thereof.</p> <p># Where the term "shoreline" or "ocean" is employed as a boundary line, such boundary line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p>
<p>#41</p>	<p>◇GROUP NO. 1 - MILEAGE BASING POINT - SAN FRANCISCO.</p> <p>Beginning at the Pacific Ocean and the southern city limits of Daly City, thence northerly, easterly and southerly along the shoreline of the Pacific Ocean and San Francisco Bay, around the city of San Francisco, to the southern city limits of South San Francisco, thence westerly along the southern city limits of South San Francisco to U.S. Highway 101 Alternate, southerly along U.S. Highway 101 Alternate to the southern city limit and its prolongation of the city of San Bruno, westerly along the southern city limits of San Bruno to the San Bruno - Crystal Springs Road, westerly along the San Bruno - Crystal Springs Road to Junipero Serra Boulevard, northerly on Junipero Serra Boulevard to the southern city limits of Daly City, westerly along the southern city limits of Daly City to point of beginning.</p>
<p>*** Reference to unnamed group points eliminated.</p> <p>* Change )            ◇ Increase )            ◊ Reduction ) Decision No. 49893            # Addition )</p>	
<p>EFFECTIVE MAY 1, 1954</p>	
<p>Issued by the Public Utilities Commission of the State of California,            San Francisco, California.</p> <p>Correction No. 123</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
	<p data-bbox="427 442 1451 481">APPLICATION OF TARIFF - TERRITORIAL GROUPS (Continued)</p> <p data-bbox="427 533 1315 572">◇ 6 GROUP NO. 2 - MILEAGE BASING POINT - PINOLE</p> <p data-bbox="358 598 1503 1041">Beginning at the prolongation of West Avenue 137 and the east shore of the San Francisco Bay (just south of the City of San Leandro), thence northeasterly along the prolongation of West Avenue 137 and West Avenue 137 to the southern city limits of San Leandro, easterly along the southern city limits of San Leandro to the southeast corner of San Leandro, northeasterly along an imaginary straight line to the southwest corner of Sec. 20 T1N R1W Mt. Diablo Base Line and Meridian, thence due north to the Suisun Bay, westerly, southerly and easterly along the shoreline of Suisun Bay, the San Pablo Bay and San Francisco Bay to point of beginning, and including all of the cities of Alameda, Oakland, and San Leandro.</p> <p data-bbox="427 1067 1349 1106">◇ 6 GROUP NO. 3 - MILEAGE BASING POINT - COALINGA</p> <p data-bbox="358 1132 1503 1471">Beginning southwest corner of Sec. 13 T21S R14E, thence northerly to northwest corner of Sec. 1 T21S R14E, easterly to southwest corner of Sec. 36 T20S R14E, northerly to northwest corner of Sec. 25 T20S R14E, easterly to northeast corner of Sec. 27 T20S R15E, southerly to southeast corner of Sec. 34 T20S R15E, westerly to northeast corner of Sec. 3 T21S R15E, southerly to southeast corner of Sec. 15 T21S R15E, westerly to southwest corner of Sec. 18 T21S R15E, northerly to southeast corner of Sec. 13 T21S R14E, westerly to point of beginning.</p> <p data-bbox="427 1497 1417 1536">◇ 6 GROUP NO. 4 - MILEAGE BASING POINT - BAKERSFIELD</p> <p data-bbox="358 1562 1503 1992">Beginning at the southwest corner of Sec. 9 T30S R27E, thence northerly to the Seventh Standard Road, westerly to the southwest corner of Sec. 32 T28S R27E, northerly to Poso Creek, easterly and southeasterly along Poso Creek to the southeast corner of Sec. 33 T27S R28E, easterly to the northeast corner of Sec. 4 T28S R29E, southerly to the Seventh Standard Parallel, westerly to Round Mountain Road, westerly along Round Mountain Road to Fairfax Road, southerly on Fairfax Road to Planz Road, westerly on Planz Road to U.S. Highway 99, southerly on U.S. Highway 99 to Pacheco Road, westerly on Pacheco Road to Wible Road, northerly on Wible Road to Fraser Road, westerly on Fraser Road to point of beginning.</p>

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◇ 6 GROUP NO. 5 - MILEAGE BASING POINT - TAFT

Beginning at the intersection of State Highway 166 and Maricopa Highway, thence northerly along Maricopa Highway to Millus Road, easterly and northerly along right of way of Sunset Railway Company to McKittrick Road, easterly along McKittrick Road to Gosford Road, northerly along Gosford Road to Pacheco Road, westerly along Pacheco Road to Buena Vista Road, northerly along Buena Vista Road to Bellevue Road, westerly along Bellevue Road to the right of way of the Southern Pacific Company's McKittrick Branch, northwesterly along right of way of Southern Pacific Company Company's McKittrick Branch to Enos Lane, northerly along Enos Lane to Snow Road, westerly along Snow Road and its prolongation to Wasco Way, southerly along Wasco Way to State Highway 178, westerly along State Highway 178 to Lokern, westerly and southerly along the right of way of the Southern Pacific Company's McKittrick Branch to a point where it crosses State Highway 178, southerly along State Highway 178 to a point 2 miles north of McKittrick, thence due west to the Kern County-San Luis Obispo County line, southerly and easterly along the Kern County-San Luis Obispo County line to the Second Standard Parallel north, thence due east along Second Standard Parallel north to Santiago Creek, northerly along Santiago Creek to State Highway 166, easterly along State Highway 166 to point of beginning.

(1) For provisions formerly in Item No. 45-B shown on Second Revised Page 8-A see Item No. 46 on Original Page 8-E.

◇ Increase )  
◊ Reduction ) Decision No. 49893  
# Addition )

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San Francisco, California.

Correction No. 124

Item  
No.

## SECTION NO. 1 - RULES AND REGULATIONS (Continued)

## APPLICATION OF TARIFF - TERRITORIAL GROUPS (Continued)

## ◇ &amp; GROUP NO. 6 - MILEAGE BASING POINT - COMPTON

Beginning 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, southerly 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 Railroad Company's right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific Railroad Company's right of way, southeasterly on the northeasterly line of the Union Pacific Railroad Company's 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 to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to the Los Angeles city limits, easterly to the intersection of Durfee Road and Pellisier Road, thence due southeast to the intersection of Scott Avenue and Whittier Boulevard (U.S. Highway 101), southerly on Scott Avenue to Leffingwell Road, southwesterly on Leffingwell Road to Luitweiler Avenue, southerly along Luitweiler Avenue to La Mirada Road, southeasterly along La Mirada Road to La Habra Road and Grand Avenue, southerly along Grand Avenue to U.S. Highway 101 By-Pass (Manchester Boulevard), southeasterly along U.S. Highway 101 By-Pass (Manchester Boulevard) to West Anaheim Junction (Southern Pacific Company), southerly along Los Alamitos Branch of the Southern Pacific Company to Euclid Avenue, southerly along Euclid Avenue to Katella Avenue, westerly along Katella Avenue to Stanton Avenue, southerly along Stanton Avenue, Huntington Beach Boulevard and

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Hampshire Avenue to the Pacific Ocean, westerly and north-erly along the shoreline of the Pacific Ocean to the point of beginning.

◇ 6 GROUP NO. 7 - MILEAGE BASING POINT - CARPINTERIA

Beginning at the northeast corner of the city limits of Ventura, thence due north to the unnumbered road along the north bank of Canada Larga Creek, southwesterly along said unnumbered road to its junction with State Highway 138 (U.S. Highway 399), northerly and westerly along said high-way to its junction with State Highway 150, along State Highway 150 to the Ventura-Santa Barbara County Line, north-easterly along the Ventura-Santa Barbara County Line to the southern boundary of Los Padres National Forest, along the southern boundary of Los Padres National Forest to Las Varas Canyon Road, southerly along Las Varas Canyon Road to its intersection with U.S. Highway 101, thence due south to the Pacific Ocean, easterly along the shoreline of the Pacific Ocean to the Santa Clara River, easterly along the Santa Clara River to a point due south of the eastern-most limits of Ventura, thence due north to point of beginning.

◇ Increase )  
6 Reduction ) Decision No. 49393  
# Addition )

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Correction No. 125

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
	APPLICATION OF TARIFF - TERRITORIAL GROUPS (Continued)
	◇ ◇ GROUP NO. 8 - MILEAGE BASING POINT - FILLMORE
	<p>Beginning at the northwestern corner of the Ventura city limits, thence due north to a point 2 miles north of State Highway 126, easterly along a line 2 miles northerly of State Highway 126 to a point 1 mile east of Piru, thence due south to the Santa Clara River, westerly along the Santa Clara River to Tory Road, southerly on Tory Road to McGregor Road, and continuing due south 2 miles, westerly along a line 2 miles south of McGregor Road and Guiberson Road to a point 2 miles east of State Highway 23, southerly along a line 2 miles east of State Highway 23 to Camarillo Road, westerly on Camarillo Road to U.S. Highway 101, thence southerly to Calleguas Creek, southerly along Calleguas Creek to a point due east of the Southern Pacific Company's Coast Line right of way running easterly-westerly, thence due west to the Southern Pacific Company's Coast Line right of way, along the Southern Pacific Company's Coast Line right of way to the eastern city limits of Oxnard, south-westerly and northerly along the city limits of Oxnard to West 5th Street, westerly along West 5th Street and its prolongation to the Pacific Ocean, northerly along the shoreline of the Pacific Ocean to the Santa Clara River to a point due south of the point of beginning, thence due north and along the eastern-most boundary of the City of Ventura to the point of beginning.</p>
	◇ ◇ GROUP NO. 9 - MILEAGE BASING POINT - AVENAL
	<p>Beginning at the intersection of Jayne Avenue and Amador Avenue, thence easterly on Jayne Avenue to Floyd Avenue, southerly on Floyd Avenue to Milham City, thence due east to State Highway 41, southerly and southwesterly on State Highway 41 to State Highway 33, northwesterly on State Highway 33 to Amador Avenue, northerly on Amador Avenue to point of beginning.</p>
	◇ ◇ GROUP NO. 10 - MILEAGE BASING POINT - LOST HILLS
	<p>Beginning at the southwest corner of Sec. 36 T28S R18E, thence northerly to south line of Sec. 35 T26S R18E, easterly to the southeast corner of said section, northerly to the northwest corner of Sec. 1 T26S R18E, easterly to the north-east corner of Sec. 1 T26S R21E, southerly to the southeast corner of Sec. 36 T28S R21E, westerly to the northwest corner of Sec. 1 T29S R21E, southerly to the southeast corner of Sec. 12 T29S R21E, westerly to the southwest corner of Sec. 7 T29S R21E, northerly to the northwest corner of Sec. 6 T29S R21E, westerly to point of beginning.</p>

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◇ ◊ GROUP NO. 11 - MILEAGE BASING POINT - WEED PATCH

Beginning at the intersection of Fairfax Road and U.S. Highway 466, thence southerly along Fairfax Road to Planz Road, westerly 1 mile along Planz Road to Panama Road, easterly along Panama Road to its intersection with Fairfax Road, southerly along Fairfax Road to McKittrick Road, easterly along McKittrick Road to Weed Patch - Wheeler Ridge Road, southerly on Weed Patch - Wheeler Ridge Road to Sycamore Road, easterly along Sycamore Road to Rockpile Road, northerly along Rockpile Road to Panama Road, easterly along Panama Road to Neumarkel Road, northerly along Neumarkel Road to U.S. Highway 466, northwesterly along U.S. Highway 466 to Edison, thence 2 miles due north, thence due west to Pioneer Drive, westerly along Pioneer Drive to Fairfax Road, southerly along Fairfax Road to point of beginning.

◇ ◊ GROUP NO. 12 - MILEAGE BASING POINT - MT. POSO

Beginning at the intersection of Poso Creek and State Highway 65, thence northerly along State Highway 65 to its junction with McFarland Woody Road, thence due east to Bakersfield-Glennville Road, thence due south to Round Mountain Road, westerly along Round Mountain Road and Poso Creek to point of beginning.

◇ Increase )  
◊ Reduction ) Decision No. 49893  
# Addition )

EFFECTIVE MAY 1, 1954

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

Correction No. 126

Item  
No.

## SECTION NO: 1 - RULES AND REGULATIONS (Continued)

## APPLICATION OF TARIFF - TERRITORIAL GROUPS (Continued)

## ◇ GROUP NO. 13 - MILEAGE BASING POINT - BREA

Beginning at the intersection of U. S. Highway 101 and 1st Avenue (Approximately 1 mile east of West Road between Whittier and La Habra), thence easterly on U. S. Highway 101 and its prolongation to Puente Street, southerly on Puente Street to Central Avenue, easterly on Central Avenue to Brea Canyon Road, southerly on Brea Canyon Road and Pomona Boulevard to the right of way of the Pacific Electric Railway Company (just north of Brea), easterly along the right of way of the Pacific Electric Railway Company to Brea Olinda Boulevard, easterly on Brea Olinda Boulevard to Rose Avenue, southerly on Rose Avenue to Wabash Avenue, easterly on Wabash Avenue to Valley View Avenue, southerly on Valley View Avenue to Citrus Avenue, easterly on Citrus Avenue to Plumosa Avenue, southerly on Plumosa Avenue to Yorba Linda Boulevard, southeasterly along Yorba Linda Boulevard to Placentia Yorba Boulevard (State Highway 14), southerly along Placentia Yorba Boulevard (State Highway 14) to Santa Ana Canyon, easterly along Santa Ana Canyon to Esperanza, thence due south to Santa Ana Canyon Road, westerly along Santa Ana Canyon Road (State Highway 18) to Jefferson Street, northerly along Jefferson Street to Corona Avenue, westerly along Corona Avenue to Dowling Street, northerly along Dowling Street to Orangethorpe Avenue, westerly along Orangethorpe Avenue to Magnolia Avenue, northerly along Magnolia Avenue and including the Fullerton Municipal Airport and its prolongation to the Orange-Los Angeles County Line at Rosecrans Avenue, westerly along Rosecrans Avenue to a point due south of 1st Avenue, northerly along an imaginary line which would be the extension of 1st Avenue to 1st Avenue, northerly along 1st Avenue to point of beginning.

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\*45-C  
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## ◇ GROUP NO. 14 - MILEAGE BASING POINT - ORCUTT

Beginning at the point where the Santa Maria River runs into the Pacific Ocean, thence easterly along 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 101, westerly along U. S. Highway 101 to Los Alamos, westerly along State Highway toward Harriston to a point where said highway crosses Los Alamos Creek, westerly along Los Alamos Creek to its junction with San Antonio Creek, westerly along San Antonio Creek to the Pacific Ocean, northerly along the coast line to point of beginning.

◇ ◇ GROUP NO. 15 - MILEAGE BASING POINT - SACRAMENTO

Baths, Dudley, Sacramento, and West Sacramento.

◇ ◇ GROUP NO. 16 - MILEAGE BASING POINT - STOCKTON

Rough and Ready Island, East Stockton and Stockton.

\* GROUP NO. 17 - MILEAGE BASING POINT - COLUSA

Colusa, and points east thereof to the west bank of the Sacramento River, located on or within one-half mile of Crommer Avenue.

◇ ◇ GROUP NO. 18 - MILEAGE BASING POINT - PETALUMA

Petaluma and the area beginning at the intersection of the eastern city limits of Petaluma and U. S. Highway 101, thence easterly along U. S. Highway 101 to a point located within a radius of 2 miles of Main Street and Western Avenue, northerly along said radius to Petaluma Creek, westerly along Petaluma Creek to the line of the North-western Pacific Railroad, northerly and westerly along the line of the Northwestern Pacific Railroad to the eastern city limits of Petaluma, southerly along the eastern city limits of Petaluma to point of beginning.

(1) Provisions formerly contained in Item No. 45 series now contained in Item No. 46.

\* Change )  
◇ Increase ) Decision No. 49893  
◇ Reduction )

EFFECTIVE MAY 1, 1954

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

Correction No. 127

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
(1) #46	<p data-bbox="401 460 1374 500">APPLICATION OF TARIFF-TERRITORIAL GROUPS (Concluded)</p> <p data-bbox="350 539 1443 710">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 data-bbox="350 736 1485 1552">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 data-bbox="358 1579 1460 1723">(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 data-bbox="367 1789 1460 1868">*(1) For provisions in effect prior to the effective date hereof, see Item No. 45-B on Second Revised Page 8-A.</p> <p data-bbox="367 1908 1007 1974">* Change ) # Addition ) Decision No. 49893</p>
	EFFECTIVE MAY 1, 1954
	<p data-bbox="196 2131 1485 2210">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p data-bbox="196 2224 597 2263">Correction No. 128</p>

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Continued)																										
*50-A Cancels 50	<p>◇ 6 Item Canceled - No provisions in effect.</p>																										
*60-D Cancels 60-C	<p style="text-align: center;"><b>COMPUTATION OF DISTANCES</b></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 style="text-align: center;">***</p> <p>◇ EXCEPTION - Distances from, to, or between Groups 1 and 2 shall not be computed via the San Francisco - Oakland Bay Bridge, when the petroleum products transported have a flash point of 80° F. or below; nor via the Richmond - San Rafael Ferry when the petroleum products transported have a flash point of 110° F. or below.</p>																										
70-D Cancels 70-C	<p style="text-align: center;"><b>COMPUTATION OF CHARGES - ESTIMATED WEIGHTS</b></p> <p>(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.</p> <p>(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.</p> <p>(c) The weight of Liquefied Petroleum Gas shall be computed upon the basis of 4.4 pounds per gallon.</p> <p>(d) The weight of asphalt and road oil shall be the actual weight.</p>																										
*80-D Cancels 80-C	<p style="text-align: center;"><b>MINIMUM CHARGE</b></p> <p>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.)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4" style="text-align: center;">◇ 6 MINIMUM QUANTITIES</th> </tr> <tr> <th></th> <th style="text-align: center;">Tank Truck or Tank Trailer</th> <th style="text-align: center;">Tank Semi- Trailer</th> <th style="text-align: center;">Two Con- nected Tank Vehicles</th> </tr> </thead> <tbody> <tr> <td>Gasoline</td> <td style="text-align: center;">3000 gallons</td> <td style="text-align: center;">5000 gallons</td> <td style="text-align: center;">6000 gallons</td> </tr> <tr> <td>Refined Petroleum Products (other than gasoline) Black Oils, and Crude Oil</td> <td style="text-align: center;">3000 gallons</td> <td style="text-align: center;">4000 gallons</td> <td style="text-align: center;">5000 gallons</td> </tr> <tr> <td>Liquefied Petroleum Gas</td> <td style="text-align: center;">3000 gallons</td> <td style="text-align: center;">4500 gallons</td> <td style="text-align: center;">6200 gallons</td> </tr> <tr> <td>Asphalt and Road Oil</td> <td style="text-align: center;">23250 pounds</td> <td style="text-align: center;">36000 pounds</td> <td style="text-align: center;">36000 pounds</td> </tr> </tbody> </table> <p>NOTE 1. - See Item No. 30 series for description of commodities.</p>			◇ 6 MINIMUM QUANTITIES					Tank Truck or Tank Trailer	Tank Semi- Trailer	Two Con- nected Tank Vehicles	Gasoline	3000 gallons	5000 gallons	6000 gallons	Refined Petroleum Products (other than gasoline) Black Oils, and 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
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* Change	}	Decision No. 49893
*** Exception No. 1 eliminated.		
◇ Increase		
ó Reduction		

EFFECTIVE MAY 1, 1954

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 129

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*150-B Cancels 150-A	<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"><li>(a) Date issued.</li><li>(b) Name of carrier.</li><li>(c) Name and address of consignor.</li><li>(d) Name and address of consignee or consignees.</li><li>(e) Point of origin.</li><li>(f) Point or points of destination.</li><li>(g) Point or points where diversion occurs, if any.</li><li>(h) Description of the shipment.</li><li>(i) Weight of the shipment (or other factor or measurement upon which charges are based.)</li><li>(j) Description of the vehicle or vehicles used (whether tank truck, #tank trailer, tank semi-trailer, or two connected tank vehicles.)</li><li>(k) Kind and quantity of property returned, if any.</li><li>(l) Rate and charge assessed.</li><li>(m) Signature of carrier or his agent.</li><li>(n) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</li></ul> <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>
160	<p style="text-align: center;">QUOTATION OF RATES AND CHARGES</p> <p>(a) Except as provided in Paragraph (b) rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p> <p>(b) Rates or accessorial charges may be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated, provided (1) that the freight charges assessed are not less than those which would have been assessed had the rates and accessorial charges stated in this tariff been applied; and (2) that the carriers' shipping documents contain all the information necessary to compute the freight charges on the basis of the units of measurement provided in this tariff.</p>

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 6½ 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 }  
# Addition } Decision No. 49893

EFFECTIVE MAY 1, 1954

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 130



First Revised Page ...12  
Cancels  
Original Page .....12

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

SECTION NO. 2

RATES

\*\*\*

\*\*\* Reference to Saction No. 3 canceled, Decision No. 49893

EFFECTIVE MAY 1, 1954

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 131

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 (1)Crude Oil Groups.														
	BETWEEN														
	AND	(1)CRUDE OIL GROUPS													
		A	B		C		D		E		F		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		
	(1)Crude Oil Group														
*210-E Cancels 210-D	A	2.8	2.3												
	B	3.6	2.8	2.8	2.3										
	C	5.7	4.6	4.4	3.6	2.8	2.3								
	D	7.2	5.9	5.9	4.9	3.6	2.8	2.8	2.3						
	E	5.2	4.4	4.6	3.6	3.9	3.1	4.9	4.1	2.8	2.3				
	F	3.6	2.8	3.6	2.8	4.4	3.6	5.7	4.9	3.6	2.8	2.8	2.3		
	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
	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
	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
	(1)Crude Oil Group 13	7.5	6.2	6.7	5.7	4.6	3.6	4.4	3.6	4.4	3.6	5.7	4.9	6.2	5.2
	(1)Crude Oil Group	H		I											
		Column A	Column B	Column A	Column B										
	H	2.8	2.3												
	I	4.4	3.6	2.8	2.3										
	(1)Crude Oil Group 13	4.4	3.6	6.7	5.7										

(1) Crude Oil Groups renumbered and redescribed.

\*Change }  
 Increase } Decision No. 49893  
 Reduction }

EFFECTIVE MAY 1, 1954

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

Correction No. 132

Item No.	SECTION NO. 2 RATES (Continued) In cents per 100 Pounds
	DESCRIPTION OF (4) CRUDE OIL GROUPS (Applies only in connection with rates making specific reference hereto)
	(4) CRUDE OIL GROUPS BOUNDARIES
*220-C Cancels 220-B	(1) *A Beginning 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 La Brea Avenue, southerly along La Brea Avenue to Imperial Highway, westerly along Imperial Highway and its westerly prolongation to the shoreline of the Pacific Ocean, northwesterly along said shoreline to point of beginning.
	(1) *B Bounded on the north by Imperial Highway, on the east by Vermont Avenue, on the south by Compton Boulevard, Redondo Beach Boulevard, Hawthorne Avenue and Torrance Boulevard, and on the west by the Pacific Ocean.
	(3) *C Bounded on the north by Carson Street and prolongation thereof to the east bank of the Los Angeles River, on the east by Norwalk Boulevard, Los Alamitos Boulevard and Bay Boulevard, on the south by the Pacific Ocean, and on the west by the east bank of the Los Angeles River.
	(2) *D Bounded on the north by Garden Grove Boulevard, on the east by Huntington Beach Boulevard, and on the south and west by the Pacific Ocean.
	(1) *E Beginning at the intersection of Mission Road and Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to the Los Angeles City limits, easterly along said city limits to the Montebello Hills, southeasterly along the Montebello Hills to the eastern city limits of Whittier, south to Artesia Boulevard, west to Norwalk Boulevard, north to Rosecrans Avenue; bounded on the south by the northern boundary of Group H and on the west by the east

bank of the Los Angeles River to Slauson Avenue, thence on a direct line to the junction of Ninth Street and Downey Road, west on Ninth Street to the Los Angeles River, north to the junction of Mission Road and Macy Street, northeast on Mission Road to point of beginning.

(1)  
\*F

Beginning at the intersection of Franklin Avenue and La Brea Avenue, easterly along Franklin Avenue to Vermont Avenue, southerly on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, southeasterly on the northeasterly line of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard; otherwise bounded by Groups A, B, E, G, and H.

(1)  
\*G

Bounded on the north by Compton Boulevard, on the east by the Los Angeles River, on the south by the Pacific Ocean, and on the west by Western Avenue, Ninth Street, Dodson Avenue, Western Avenue and prolongation thereof to the Pacific Ocean.

(1)  
\*H

Bounded on the north by Rosecrans Avenue, southeast along Century Boulevard and its prolongation to Cerritos Avenue, northeast to Gardendale Street, southeast on a direct line to Woodruff Avenue and Rosecrans Avenue, east on Rosecrans Avenue, bounded on the east by Norwalk Boulevard, on the south by Carson Street, on the west by the east bank of the Los Angeles River.

(1)  
\*I

Bounded on the east by Group G, on the south and west by the Pacific Ocean, on the north by Group B.

- (1) Within Los Angeles County.
- (2) Within Orange County.
- (3) Partly within Los Angeles County and partly within Orange County.
- (4) Crude Oil Groups renumbered and redescribed.

\* Change, Decision No. 49893

EFFECTIVE MAY 1, 1954

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 133

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	5
240-F Cancels 240-E	Refined Petroleum Products and Black Oils	BETWEEN Points within one Territorial Group or Points within one incorporated city		5½
	Crude Oil			(2) 3½
	Liquefied Petroleum Gas	(See Notes 2, 3, 4, and 5.)		6
	Asphalt and Road Oil			7-3/4

(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 northern boundary line of Group 6, as described in Item No. 43 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 Items Nos. 41 through 45 series, inclusive, 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. 46 series.

\* Change )  
 ◊ Increase ) Decision No. 49893  
 ◊ Reduction )

EFFECTIVE MAY 1, 1954

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

Correction No. 134

SECTION NO. 4 - FORM OF SHIPPING DOCUMENT

\*Item No. 340-C Cancels 340-B

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

Type of Equipment Used <input type="checkbox"/> Tank truck <input checked="" type="checkbox"/> Tank trailer <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. 49893  
 # Addition )

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Correction No. 135