

Decision No. 67154**ORIGINAL**

## 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 (commodi- )  
 ties for which rates are provided in )  
 Minimum Rate Tariff No. 6).

Case No. 5436  
 (Petitions for Modifications  
 Nos. 50 and 60)

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

Application No. 46020

Arlo D. Poe, J. C. Kaspar and James Quintrall,  
 for California Trucking Association, petitioner.  
Arlo D. Poe and W. K. Knoell, for Western Motor  
 Tariff Bureau, Inc., applicant.  
Gerald E. Motah, Richard Canham, R. T. Hunt,  
Paul A. Buck, John Ennis, E. W. Gerloff,  
Peter J. Hugo, E. C. Hurley, Robert J.  
Sullivan and J. W. Bohannon, for various  
 shippers, interested parties.  
Karl K. Roos, C. L. Parkhill, Jr., Lloyd R.  
Guerra, Jack W. Vogt, C. Fred Zeebuyth,  
Wm. H. Adams, W. J. Willis and William J.  
Collinge, for various highway carriers,  
 respondents.  
Edward E. Tanner and R. A. Lubich, for the  
 Commission staff.

O P I N I O N

California Trucking Association filed Petition No. 50, in  
 this proceeding, on October 24, 1961, seeking various interim  
 increases in the minimum rates named in Minimum Rate Tariff No. 6

pertaining to the transportation of petroleum and petroleum products in bulk in tank vehicles. The petition stated that studies were in process looking toward a complete revision of the tariff. Interim rate adjustments were authorized by Decision No. 63188, dated January 26, 1962, and by Decision No. 64526, dated November 7, 1962. Petition No. 60, filed October 28, 1963, sought various technical rule changes in the tariff. Upon the Commission being advised that petitioner's studies were ready, the petitions were set for hearing. Subsequently, on December 16, 1963, petitioner filed second amendment to Petition No. 50, specifying in detail the proposed changes in Minimum Rate Tariff No. 6. This amendment includes the changes previously sought in Petition No. 60, and accordingly petitioner requests dismissal of Petition No. 60.

By Application No. 46020, filed December 9, 1963, the Western Motor Tariff Bureau, Inc., tariff publishing agent for the principal highway common carriers and irregular route carriers engaged in the transportation of bulk petroleum and petroleum products, seeks authority to increase certain rates and charges that are different than rates and charges named in Minimum Rate Tariff No. 6 or for services for which no minimum rates are provided.

Public hearing on the petition and on the application was held before Examiner Turpen at San Francisco on December 19 and 20, 1963. Evidence on behalf of petitioner and applicant was presented by the director of research for the California Trucking Association. Members of the Commission's staff assisted in the development of the record.

Petitioner's proposals involve substantial changes in the tariff structure as well as adjustments in the levels of the minimum rates. According to petitioner's director of research, the proposed changes are designed to bring the tariff structure into a form better adapted to the needs of the industry under present conditions.

The most sweeping change involves the expansion, to include most commodities in the tariff, of the so-called volume tender rates, where the shipper has exclusive use of a vehicle for periods of 24 hours, 7 days, or one month. Similar provisions have been in effect on an experimental basis for several years on a more limited application. The witness said that in his opinion, if the proposals are adopted, most of the traffic would move under the volume tender rates and that the other rates and provisions named in the minimum rate tariff would be used only in special situations. A cost study introduced by the director of research shows that the proposed charges for this service would be reasonable.

At present the tariff names 18 territorial groups, consisting of described territories within which all points have rates computed to or from a common basing point. Petitioner proposes cancellation of all but three of these groups. The witness said that his study showed that 79 percent of traffic between groups moves between the three groups proposed to be retained, and that present conditions do not warrant retaining the remaining groups.

Changes in most of the rules are proposed so as to eliminate obsolete provisions and to change the rules to reflect current operating conditions and to clarify certain portions. Increases in the mileage rates for distances under 100 miles are proposed, based on the costs as developed in the study prepared by petitioner's director of research. He said that these rates should produce an operating ratio of approximately 94 percent. Increases, based on the same cost study, are also proposed for the transportation of crude oil within and between Group 6 sub-groups.

Representatives of the major oil companies supported petitioner's proposals and particularly urged adoption of the volume tender rates.

The increases sought by Western Motor Tariff Bureau, Inc., in Application No. 46020 involve rates and charges different from, but related to, those in Minimum Rate Tariff No. 6, or involve rates and charges for services for which no minimum rates are named. The principal increases involve hourly rates for special hauling situations when such rates are requested by the shipper due to particular situations when the regular rates would not be compensatory. The increase proposed is from \$8.25 to \$10.50 per hour. Applicant's witness testified that this is still less than the average revenue received by the carriers.

Petitioner also requested that common carriers be authorized to establish the same increases in connection with the transportation of exempt commodities in tank truck equipment so that separate scales of rates would not have to be maintained for commodities having practically no movement. This request appears reasonable.

The record is clear, and we find that transportation conditions surrounding the commodities involved herein have changed and that the tariff changes proposed by petitioner will result in reasonable minimum rates. We also find that the cost data developed by petitioner present a reasonable measure of the cost of performing the transportation services involved. We further find that the proposed increases in rates and other tariff changes herein proposed are reasonable and justified. We conclude that both Petition No. 50 and Application No. 46020 should be granted. As requested by petitioner, Petition No. 60 will be dismissed.

In view of the extensive changes involved, Minimum Rate Tariff No. 6 will be reissued and designated as Minimum Rate Tariff No. 6-A.

The Commission therefore finds that:

1. The rates, charges, accessorial charges, rules and regulations set forth in Minimum Rate Tariff No. 6-A, which is designated as Appendix A of the order herein, are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges by any and all petroleum contract carriers and city carriers for transportation and other services, including accessorial services rendered incidental thereto, for which rates, charges, accessorial charges, rules and regulations are provided in said Minimum Rate Tariff No. 6-A.

2. Any and all petroleum contract carriers and city carriers should be required to assess, charge and collect for the transportation and other services, including accessorial services, to which said Minimum Rate Tariff No. 6-A is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth in said tariff, and to observe rules and regulations no lower in volume or effect than those set forth therein.

3. The existing rates, charges, accessorial charges, rules and regulations maintained by common carriers, as defined in the Public Utilities Act, for transportation over the public highways within California, and for accessorial services incidental thereto, are and will for the future be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers, or by the cost of other means of transportation, insofar as they

are lower in volume or effect than those set forth in said Minimum Rate Tariff No. 6-A for the performance of the same transportation and the same accessorial services by petroleum contract carriers and city carriers. ✓

4. The rates, charges, accessorial charges, rules and regulations set forth in said Minimum Rate Tariff No. 6-A will be the just, reasonable and sufficient minimum rates, charges, accessorial charges, rules and regulations for the transportation by common carriers as defined in the Public Utilities Act.

O R D E R

IT IS ORDERED that:

1. The rates, rules and regulations set forth in Minimum Rate Tariff No. 6-A, which is designated as Appendix A of the order herein and by this reference is incorporated in and made a part of this order, are hereby established and approved as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the rules and regulations to be observed by any and all petroleum contract carriers and city carriers for the transportation and other services, including accessorial services rendered incidental thereto, for which rates, charges, rules and regulations are provided in said Minimum Rate Tariff No. 6-A.

2. All petroleum contract carriers and city carriers are hereby ordered and directed to cease and desist on June 1, 1964, and thereafter abstain from assessing, charging or collecting rates,

charges or accessorial charges lower in volume or effect than those set forth in said Minimum Rate Tariff No. 6-A, and from observing rules or regulations lower in volume or effect than those set forth therein.

3. All common carriers, as defined in the Public Utilities Act, maintaining rates, charges, accessorial charges, rules and regulations for transportation over the public highways within California and for accessorial services incidental thereto, found by Finding No. 3 in the opinion preceding this order to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, are hereby ordered and directed to cancel said rates, charges, accessorial charges, rules and regulations on not less than ten days' notice to the Commission and to the public, and to establish in their stead rates, charges, accessorial charges, rules and regulations no lower in volume or effect than those set forth in said Minimum Rate Tariff No. 6-A.

4. All common carriers referred to and described in ordering paragraph 3 are hereby ordered and directed to cease and desist from publishing or maintaining in their tariffs rates, charges, accessorial charges, rules or regulations lower in volume or effect than those set forth in Minimum Rate Tariff No. 6-A.

5. In connection with the transportation of commodities not subject to Minimum Rate Tariff No. 6-A, common carriers are authorized to establish increases to the same extent as established in Minimum Rate Tariff No. 6-A.

6. The carriers on whose behalf Application No. 46020 was filed by Western Motor Tariff Bureau, Inc., be and they are hereby authorized to establish the increases set forth in said application, and that the authority granted in this paragraph shall expire unless exercised within ninety days after the effective date hereof.

7. Tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than June 1, 1964; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

8. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates



published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

9. Petition for Modification No. 60, in Case No. 5436, is hereby dismissed.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 28<sup>th</sup> day of APRIL, 1964.

Walter A. Bennett  
President  
George T. Grover  
Fred B. Hallock  
Commissioners

APPENDIX A  
OF  
DECISION NO. 67154  
IN CASE NO. 5436  
ISSUED BY  
THE PUBLIC UTILITIES COMMISSION  
OF THE  
STATE OF CALIFORNIA  
CONSISTING OF MINIMUM RATE TARIFF NO. 6-A  
NAMING MINIMUM RATES, RULES AND REGULATIONS  
FOR THE  
TRANSPORTATION OF PETROLEUM AND  
PETROLEUM PRODUCTS (AS DESCRIBED THEREIN)  
WHEN TRANSPORTED IN BULK IN TANK TRUCKS,  
TANK TRAILERS OR TANK SEMITRAILERS  
OVER THE PUBLIC HIGHWAYS WITHIN THE  
STATE OF CALIFORNIA  
BY  
PETROLEUM CONTRACT CARRIERS  
AND  
CITY CARRIERS

MINIMUM RATE TARIFF NO. 6-A

(Cancels Minimum Rate 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 SEMITRAILERS

OVER THE PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

PETROLEUM CONTRACT CARRIERS

AND

CITY CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 67154 in Case No. 5436. Changes will be made by issuing revised or added pages or by issuing supplements.

EFFECTIVE JUNE 1, 1964

Issued by the  
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA  
State Building, Civic Center  
San Francisco, California

## CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be shown consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

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

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ARRANGEMENT OF TARIFF

This Is a Loose-Leaf Tariff Consisting of Five Sections

SECTION NO. 1 Contains Rules and Regulations.

SECTION NO. 2 Contains Descriptions of Territorial  
Groups and Crude Oil Groups.

SECTION NO. 3 Contains Distance Rates and  
Special Commodity Rates.

SECTION NO. 4 Contains Vehicle Unit Rates.

SECTION NO. 5 Contains Forms of Shipping Documents.

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San Francisco, California.

SECTION NO. 1

RULES AND REGULATIONS

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



SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p>CARRIER means a petroleum contract carrier as defined in the Highway Carriers' Act, or a carrier as defined in the City Carriers' Act.</p> <p>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>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; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(8) of Part II of the Interstate Commerce Act.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.</p> <p>DISTANCE TABLE means Distance Table No. 4.</p> <p>ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>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>LOADING TIME means that time which commences when carrier's equipment is placed in position to load and which terminates when carrier's equipment is released for departure from point of origin.</p> <p>MOBILE ROAD MIXER means contractor's or road making equipment that is equipped and being used in mobile service for the picking up of raw materials along a road or a proposed road, mixing them with petroleum products as described herein and dumped behind said moving road mixer. The equipment of carrier is attached to the mobile unit and proceeds with said unit in its road mixing service. The moving road mixer may either pump over the load or the carrier's equipment may pump over the load as the case may be. When carrier's equipment pumps the load, pumping charges as provided in paragraph (2)(b) of Item No. 170 apply in addition to the rates as otherwise provided herein.</p>	10

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

(Continued in Item No. 11)

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San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="381 414 1136 484" style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p data-bbox="204 510 1339 672">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 data-bbox="204 703 1306 801">RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p data-bbox="204 832 1328 960">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 data-bbox="204 991 1273 1120">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. 220 and 230 for exceptions.)</p> <p data-bbox="204 1151 1331 1378">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.</p> <p data-bbox="204 1409 1331 1571">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> <p data-bbox="204 1602 1331 1859">UNLOADING TIME means that time which commences when carrier's equipment is placed in position to unload and/or spread and which terminates when carrier's equipment is released for departure from point of destination. It also includes time spent in weighing, sampling and/or the processing of samples even though such time may be spent prior to the placement of the equipment in position to unload or spread.</p>	11
<p data-bbox="485 1952 1058 1991" style="text-align: center;">APPLICATION OF TARIFF - GENERAL</p> <p data-bbox="211 2022 1318 2377">Rates provided in this tariff apply for the transportation of shipments of petroleum and petroleum products as described in Item No. 30, in bulk in tank trucks, tank trailers or tank semitrailers, or a combination of such highway vehicles, between points in the State of California by petroleum contract carriers as defined in the Highway Carriers' Act, and by carriers as defined in the City Carriers' Act. Rates include connecting and disconnecting piping and other services incidental to loading and unloading except those services for which rates or charges are provided in individual items.</p>	20

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

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

Rates in this tariff do not apply to the transportation of property of the United States, or property transported under an agreement whereby the United States contracted for the carrier's services.

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

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.		
<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <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: 50%;"> 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,  Naphtha,  Naphtha Distillate,  Neatsfoot Oil, </td> <td style="vertical-align: top; width: 50%;"> Oil, not otherwise  specified (see Note 2),  Paraffine Wax,  Pentane,  Petrolatum or Petrolatum  Preparations, including  Cosmoline, Densoline,  Litholine,  Petroleum Jelly,  Petrolina or Vaseline  (see Note 2),  Petroleum Fatty Acid  or Naphthenic 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 4),  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>	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, Naphtha, Naphtha Distillate, Neatsfoot Oil,	Oil, not otherwise specified (see Note 2), Paraffine Wax, Pentane, Petrolatum or Petrolatum Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vaseline (see Note 2), Petroleum Fatty Acid or Naphthenic 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
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, Naphtha, Naphtha Distillate, Neatsfoot Oil,	Oil, not otherwise specified (see Note 2), Paraffine Wax, Pentane, Petrolatum or Petrolatum Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vaseline (see Note 2), Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Refined Oil, illuminating or burning, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, not otherwise specified, Wax Tailings, Wool Oil.		

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.

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.

NOTE 3.-The term "Blended Gasolines" as used in this item covers motor fuel containing 50 percent or more of gasoline.

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.

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

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL GROUPS</p> <p>Rates from, to or between all points in the groups described in Item No. 300, but not between points in the same group, shall be the rates in Section 3 of this tariff applicable from, to or between the mileage basing points designated in connection with the groups. (See Item No. 150.)</p> <p>Rates from or to American Bitumuls and Asphalt Co. facilities located at 4525 San Leandro Street, Oakland, California, shall be the rates in Section 3 of this tariff applicable from or to Pinole, California.</p> <p>Unless otherwise specified, where streets, railway lines, rights of way, and water courses are used in Item No. 300 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 "shore line" or "ocean" is employed as a boundary line, such line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p> <p>Where the written description of a group conflicts with the map description of that same group, the written description will govern.</p>	40
<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	50
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	60
<p style="text-align: center;">ALLOWANCE FOR DELIVERY AFTER HOURS</p> <p>When consignee elects to unload, at destination points, on Sundays and legal holidays or between the hours of 5:00 p.m. and 8:00 a.m. on other days, the following allowance may be made by carrier for this extra service, viz. (See Note 1):</p>	70

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

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

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

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



SECTION NO. 1-RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="272 445 1139 479">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p data-bbox="234 510 1272 703">Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Notes 1, 2 and 3.)</p> <p data-bbox="234 734 1288 870">NOTE 1.-When the common carrier rate used is subject to a minimum weight different than the minimum weight determined in accordance with the provisions of Item No. 190, the lesser minimum weight may be observed.</p> <p data-bbox="234 896 1272 999">NOTE 2.-When the common carrier rate used is based upon a weight per gallon different than that provided in Item No. 140, such different weight shall be observed.</p> <p data-bbox="234 1025 1288 1192">NOTE 3.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>	80
<p data-bbox="310 1269 1123 1334">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="234 1365 1272 1468">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 data-bbox="234 1494 1272 1759">(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="234 1785 1255 2081">(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="234 2107 1239 2248">(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</p>	90

in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)

NOTE 1.-If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 5 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act, whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be.

NOTE 2.-When the common carrier rate used is subject to a minimum weight different than the minimum weight determined in accordance with the provisions of Item No. 190, the lesser minimum weight may be observed in connection with such common carrier rate.

NOTE 3.-When the common carrier rate used is based upon a weight per gallon different than that provided in Item No. 140, such different weight shall be observed in connection with such common carrier rate.

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

APPLICATION OF COMBINATIONS OF RATES PROVIDED  
IN THIS TARIFF

In the event any combination of rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a one-factor through rate, such combination of rates shall be applied.

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

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF RATES ON TWO SEPARATE SHIPMENTS TRANSPORTED IN ONE UNIT OF CARRIER'S EQUIPMENT</p> <p>1. When shipper or its agent tenders to carrier at the same time from the same point of origin two shipments moving on separate bills of lading or shipping orders, one of which moves in a tank truck or tank semitrailer and the other in a tank trailer or semitrailer in combination, the rates shown in this tariff apply to each destination subject to the minimum weight provided for each tank unit in Item No. 190. (See Note 1 and Item No. 200.)</p> <p>2. When shipper or its agent tenders to carrier at the same time two shipments on separate bills of lading or shipping orders, covering shipments one of which moves in the tank truck or tank semitrailer from one point of origin (see Note 2) and the other in the tank trailer or tank semitrailer from another point of origin (see Note 2) and drawn by a single tractor and moving to a single point of destination, rates shown in this tariff apply subject to the minimum weight provided in Item No. 190 for each tank unit.</p> <p>NOTE 1:</p> <p>(a) When constructive mileage from point of origin (or group basing point when point of origin is located within a group) to more distant point of delivery (or group basing point when more distant point of delivery is located within a group), is 45 constructive miles or less, the provisions of this paragraph will not apply when other point of delivery is more than 5 constructive miles from more distant point of delivery. (See Exception.)</p> <p>(b) When constructive mileage from point of origin (or group basing point when point of origin is located within a group) to more distant point of delivery (or group basing point when more distant point of delivery is located within a group), is over 45 constructive miles but not over 190 constructive miles, the provisions of this paragraph will not apply when other point of delivery is more than 10 constructive miles from more distant point of delivery. (See Exception.)</p> <p>(c) When constructive mileage from point of origin (or group basing point when point of origin is located within a group) to more distant point of delivery (or group basing point when more distant point of delivery is located within a group), is over 190 constructive miles but not over 260 constructive miles, the provisions of this paragraph will not apply when other point of delivery is more than 20 constructive miles from more distant point of delivery. (See Exception.)</p>	110

(d) When constructive mileage from point of origin (or group basing point when point of origin is located within a group) to more distant point of delivery (or group basing point when more distant point of delivery is located within a group), is over 280 constructive miles, the provisions of this paragraph will not apply when other point of delivery is more than 25 constructive miles from more distant point of delivery. (See Exception.)

NOTE 2.-Both points of origin must be located within the same group, or, within the same incorporated city or town or, in the case of unincorporated communities, the second point of origin must not be in excess of 1 mile distant from the first point of origin.

EXCEPTION.-Points located within the same group will be considered as not being in excess of 5 miles apart.

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

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="607 435 930 466">COLLECTION OF CHARGES</p> <p data-bbox="211 499 1285 626">1. Except as otherwise provided in this item, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p data-bbox="211 659 1334 1072">2. 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 data-bbox="211 1105 1301 1327">3. 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 data-bbox="211 1360 1301 1454">4. 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 data-bbox="211 1488 1301 1615">5. 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 data-bbox="211 1648 1285 1837">6. 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>	120
<p data-bbox="698 2074 1334 2104">EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p>	
<p data-bbox="381 2155 1433 2219">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	

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

Item  
No.COLLECT ON DELIVERY (C.O.D.) SHIPMENTS  
(Items Nos. 130 and 131)

1. A collect on delivery shipment, hereinafter referred to as a C.O.D. shipment, means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum or sums of moneys by the carrier making delivery thereon and the return of said moneys to the consignor or other payee designated by the consignor.

2. No carrier shall handle C.O.D. shipments unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000). The principal amount of the bond of any particular carrier may be increased from time to time where the Commission finds that the public interest so requires.

3. The bond required by paragraph 2 hereof shall be filed by the carrier as principal and by a qualified surety insurer, authorized to do business in the State of California, as surety, payable to any person or persons to whom any amount may be due on any C.O.D. shipment transported by the carrier and not remitted to the person or persons to whom it is due within 10 days after delivery of any such C.O.D. shipment; that each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby; that such a bond may cover more than one operative authority held by the same carrier; that when a carrier with such a bond on file with the Commission obtains additional operative authority, said bond shall be revised or reissued to show whether or not the additional operative authority is covered thereby; and that the name of the carrier's surety company in any bond filed pursuant hereto will be made public by the Commission upon reasonable request therefor.

4. The term of the bond shall include: that any person or persons to whom an amount may be due on any C.O.D. shipment transported by a carrier and not remitted within 10 days after delivery of said shipment may file a claim therefor with the surety; that upon the filing of the claim, the surety shall notify the Commission and the carrier in writing of such filing; that such notification to the Commission shall be addressed to the Public Utilities Commission of the State of California at its office in San Francisco; that suit against the surety shall be commenced within one year after the date the shipment was tendered to the carrier; and that the surety waives any rights it may have under Section 2845 of the Civil Code of the State of California.

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5. The bond required herein may be canceled by the surety by written notice to the Public Utilities Commission of the State of California at its office in San Francisco, such cancellation to become effective thirty days after receipt of said notice by the Commission.

6. The bond prescribed herein shall not be required of carriers while engaged as independent-contractor subhaulers; or city carriers operating within lawfully established pickup and delivery limits as agents of a common carrier in the performance for such common carrier of transfer, pickup or delivery services provided for in the lawfully published tariffs of such common carrier.

(Continued in Item No. 131)

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

SECTION NO. 1-RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="303 430 1219 498">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Concluded) (Items Nos. 130 and 131)</p> <p data-bbox="323 526 1240 564">7. Every carrier handling C.O.D. shipments shall:</p> <p data-bbox="398 589 1240 841">(a) Establish and maintain a separate bank account or accounts wherein all moneys (other than checks or drafts payable to consignor or payee designated by consignor) collected on C.O.D. shipments will be held in trust until remitted to payee, except C.O.D. moneys which are remitted within five days after delivery.</p> <p data-bbox="398 871 1191 1035">(b) Establish and maintain a record or records of all C.O.D. shipments in such manner and form as will plainly and readily show the following information with respect to each shipment:</p> <ol data-bbox="492 1060 1207 1345" style="list-style-type: none"> <li>(1) Number and date of freight bill.</li> <li>(2) Name and address of consignor or other person designated as payee.</li> <li>(3) Name and address of consignee.</li> <li>(4) Date shipment delivered.</li> <li>(5) Amount of C.O.D. moneys collected.</li> <li>(6) Date C.O.D. moneys remitted.</li> <li>(7) Check number or other identification of remittance to payee.</li> </ol> <p data-bbox="403 1370 1301 1753">(c) Collect the full amount of the C.O.D. moneys at the time C.O.D. shipments are delivered to the consignee and remit all such collections to consignor, or to other persons designated by the consignor on such shipments, promptly and in no event later than 10 days after delivery to the consignee, unless consignor instructs otherwise in writing. All remittances for C.O.D. shipments shall refer to or otherwise identify the C.O.D. shipment or shipments covered by the remittance.</p> <p data-bbox="406 1779 1268 1942">(d) Not accept checks or drafts (other than certified checks, cashier's checks, or money orders) in payment of C.O.D. charges unless authority has been received from the consignor.</p> <p data-bbox="406 1968 1323 2220">(e) Notify the consignor immediately if a C.O.D. shipment is refused or cannot be delivered on the carrier's initial attempt. Upon instructions from the consignor the carrier may attempt subsequent deliveries, the charge for each such delivery, or attempted delivery, being determined by the applicable freight charges from carrier's</p>	<p data-bbox="1351 1275 1410 1312" style="text-align: center;">131</p>



terminal to the point of destination, but in no event less than the rate provided for mileages of less than 3 miles. The carrier may also return the shipment to the consignor upon his request, subject to a charge equal to the applicable freight charges on the original outbound movement.

- (f) Not make a C.O.D. shipment part of a split delivery shipment.
- (g) Have recorded on, or appended to, the shipper's copy of its C.O.D. shipping document, the following information:
  - (1) That the carrier has on file with the Public Utilities Commission of the State of California a C.O.D. surety bond, with an aggregate liability of not less than \$2,000.
  - (2) That claims arising from failure to remit C.O.D. moneys may be filed directly against the surety company and any suits against the surety must be commenced within one year from the date the shipment was tendered.
  - (3) That the name and address of the surety company may be obtained from the Public Utilities Commission, State Building, San Francisco, California 94102.

8. If, in any particular case, exemption or deviation from any of the requirements herein is deemed necessary by the carrier concerned, the Commission will consider the application of such carrier for such exemption or deviation when accompanied by a full statement of the conditions existing and the reasons why such exemption or deviation is considered necessary.

9. A carrier not electing to undertake transportation of C.O.D. shipments shall be deemed to have given notice of such election by not filing the bond provided for herein for carriers handling such shipments.

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

SECTION NO. 1-RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">COMPUTATION OF CHARGES - ESTIMATED WEIGHTS</p> <p>1. The weight of commodities described under heading "Refined Petroleum Products" in Item No. 30 shall be computed upon the basis of 6.6 pounds per gallon.</p> <p>2. The weight of commodities described under headings "Black Oils" and "Crude Oil" in Item No. 30, and "Crude Residuum" and "Carbon Black Oil" where such description is used in this tariff, shall be computed upon the basis of 7.75 pounds per gallon.</p> <p>3. The weight of Liquefied Petroleum Gas shall be computed upon the basis of 4.4 pounds per gallon.</p> <p>4. The weight of Asphalt and Road Oil shall be the actual weight.</p>	140
<p style="text-align: center;">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 exceptions:</p> <p>EXCEPTION 1.-Distances 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 (as determined by flash point from Tagliabue's open-cup tester, as used for test of burning oils).</p> <p>EXCEPTION 2.-Mileages to be used in connection with distance rates named herein for shipments, other than shipments subject to Items Nos. 220 and 230, having both point of origin and point of destination within any single group described in Item No. 300 shall be:</p> <p>(a) Group 2 - 8 constructive miles  (b) Group 4 - 4 constructive miles  (c) Group 6 - 12 constructive miles</p>	150
<p>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>1. Applies only in connection with transportation of Refined Petroleum Products, Black Oils, Crude Oil and Liquefied Petroleum Gas:</p> <p>(a) A charge of \$1.95 for each one-quarter hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete loading or unloading in excess of the free time specified in paragraph (b).</p> <p>(b) Two hours free loading and three hours free unloading time shall be allowed.</p> <p>(c) For the purposes of applying this item, two shipments moving under the provisions of Item No. 110 shall be considered to be one shipment.</p> <p>2. Applies only in connection with transportation of Asphalt and Road Oil:</p> <p>(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).</p> <p>(b) The following free time shall be allowed (see Note 1):</p> <p>(1) Except as otherwise provided in subparagraphs (2) and (3), one hour free loading time and one and one-half hours free unloading time.</p> <p>(2) When spreading is performed in connection with the delivery of a shipment, one hour free loading time and two hours free unloading time.</p> <p>(3) When shipments weigh in excess of 46,000 pounds, one hour free loading time and two hours free unloading time.</p> <p>(c) The following detention or demurrage charges for excess loading, unloading or spreading shall be made:</p> <p>(1) LOADING: \$7.80 per hour, fractions of an hour to be prorated.</p> <p>(2) UNLOADING: \$7.80 per hour, fractions of an hour to be prorated.</p> <p>(3) SPREADING: \$9.25 per hour, fractions of an hour to be prorated.</p>	160

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.

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">LOADING AND/OR UNLOADING OF EQUIPMENT</p> <p>1. The rates and charges contained in this tariff include the furnishing by carrier, without extra charge, a maximum of one length of cargo hose equipped with coupling for use in loading and/or unloading the shipment. (See Note 1.)</p> <p>2. Provided that a specific request is made prior to dispatch of equipment from the carrier's terminal to load, the following special equipment will be provided at the charges shown:</p> <p>(a) Except as provided in paragraph 3, no more than 5 lengths of cargo hose in addition to that provided in accordance with paragraph 1 will be furnished at an extra charge of \$2.50 per length, except for the first additional length of hose for which no additional charge shall be made. (See Note 1.)</p> <p>(b) 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 12 cents per 100 pounds will be made computed on the basis of the total billed weight of the shipment.</p> <p>(c) Special fittings and/or nozzles will be furnished by carrier without extra charge, subject to such equipment being on hand and available.</p> <p>3. In the event that carrier is not notified of the need for special equipment as provided in paragraph 2 prior to dispatch of equipment from its terminal to load or in the event that shipper requests a total of more than 6 lengths of hose (See Note 2) the extra equipment provided for in paragraph 2 will be furnished at the charges provided for therein plus the following additional charges for pickup and delivery of the extra equipment:</p> <p>(a) \$5.00 per hour or fraction thereof will be assessed for driver of pickup and delivery equipment, with such time to be computed from the time that driver is dispatched from carrier's terminal until his return thereto.</p> <p>(b) 12 cents per mile will be assessed for actual vehicle mileage traveled in effecting pickup and delivery of the extra equipment provided for in paragraph 2. Said mileage shall include but not be limited to all mileages traveled to and from carrier's terminal.</p> <p>(c) Carrier will furnish shipper with an itemized record showing hours and mileage upon which charges are based.</p>	170

4. In no event shall any provisions of this item be construed to supersede or to be in lieu of provisions otherwise specifically provided for in this tariff.

NOTE 1.-A length of cargo hose shall be not less than 12 feet or more than 20 feet in length.

NOTE 2.-The furnishing by carrier of more than 6 lengths of cargo hose shall be subject to such extra hose being on hand and available.

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)		Item No.																			
UNITS OF MEASUREMENT TO BE OBSERVED																					
<p>1. Except as provided in paragraph 2, 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>2. 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>		180																			
MINIMUM CHARGE																					
<p>The minimum charge per shipment shall be the charge at the applicable rate for the minimum weights of property designated in connection with the unit or units of carrier's equipment containing the shipment, as specified below:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="3" style="text-align: center;">COMMODITIES (As described in Item No. 30)</th> <th colspan="3" style="text-align: center;">MINIMUM WEIGHT IN POUNDS (Estimated Weight-See Item No. 140)</th> </tr> <tr> <th style="text-align: center;">Tank Truck or Tank Trailer(1)</th> <th style="text-align: center;">Tank Semi- trailer(2)</th> <th style="text-align: center;">Two Con- nected Tank Vehicles</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Refined Petroleum Products, Black Oils and Crude Oil</td> <td style="text-align: center;">25,000</td> <td style="text-align: center;">40,000</td> <td style="text-align: center;">44,000</td> </tr> <tr> <td style="text-align: center;">Liquefied Petroleum Gas</td> <td style="text-align: center;">19,000</td> <td style="text-align: center;">34,000</td> <td style="text-align: center;">34,000</td> </tr> <tr> <td style="text-align: center;">Asphalt and Road Oil</td> <td style="text-align: center;">23,250</td> <td style="text-align: center;">43,000</td> <td style="text-align: center;">43,000</td> </tr> </tbody> </table> <p>(1) Including tank semitrailers having a length of less than 28 feet.</p> <p>(2) Tank semitrailers having a length of 28 feet or more.</p>		COMMODITIES (As described in Item No. 30)	MINIMUM WEIGHT IN POUNDS (Estimated Weight-See Item No. 140)			Tank Truck or Tank Trailer(1)	Tank Semi- trailer(2)	Two Con- nected Tank Vehicles	Refined Petroleum Products, Black Oils and Crude Oil	25,000	40,000	44,000	Liquefied Petroleum Gas	19,000	34,000	34,000	Asphalt and Road Oil	23,250	43,000	43,000	190
COMMODITIES (As described in Item No. 30)	MINIMUM WEIGHT IN POUNDS (Estimated Weight-See Item No. 140)																				
	Tank Truck or Tank Trailer(1)		Tank Semi- trailer(2)	Two Con- nected Tank Vehicles																	
	Refined Petroleum Products, Black Oils and Crude Oil	25,000	40,000	44,000																	
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Asphalt and Road Oil	23,250	43,000	43,000																		
MIXED SHIPMENTS																					
<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. 140. The minimum charge shall be the highest determined in accordance with the provisions of Item No. 190 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>		200																			

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<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 or points 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. 600 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>	210
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="278 393 1300 461">SHIPMENTS DIVERTED, RETURNED, OR STOPPED IN TRANSIT FOR PARTIAL LOADING OR UNLOADING</p> <p data-bbox="282 491 1266 559">(Does not apply to split delivery shipments for which rates and charges are provided in Item No. 230.)</p> <p data-bbox="223 587 1340 808">1. Charges upon a shipment which at request of consignor or consignee is either diverted or stopped in transit for partial loading or unloading, or any of them, shall be computed at the rate applicable from point of origin to the point where delivery is completed via each of the points where diversion occurs or partial loading or unloading is performed. (Subject to Notes 1, 2, 3, 5 and 7.)</p> <p data-bbox="223 836 1357 1123">2. Charges upon a shipment or a portion of a shipment returned to point of origin or to a point directly intermediate between point of origin and original destination or last point of diversion shall be computed for such return on actual gallonage at one-half of the rate applicable on the outbound movement, or the charge computed on the basis provided in paragraph 1 of this item for the round trip movement, or \$21.85, whichever results in the lowest charge. (Subject to Notes 1, 2, 3, 4, 5 and 7.)</p> <p data-bbox="223 1151 1340 1312">3. The provisions of paragraph 2 will also apply to the return of contaminated shipments which are not in carrier's possession at time of tender subject to an additional charge of \$6.85, said charge to be in addition to all other applicable charges, and subject to Note 6.</p> <p data-bbox="223 1340 1357 1469">NOTE 1.-Charges upon a shipment of Crude Oil transported under the provisions of Item No. 450 shall be computed at the highest rate provided to any point where diversion occurs or delivery is performed.</p> <p data-bbox="223 1496 1300 1590">NOTE 2.-Shipments shall be subject to an additional charge of \$6.85 for each stop in transit to partially load or unload.</p> <p data-bbox="223 1617 1340 1879">NOTE 3.-Shipments or portions thereof shall be subject to an additional charge of \$4.40 per each diversion. This charge shall be in addition to all other charges provided herein and contemplates that carrier's equipment shall not stand by awaiting diversion instructions for a period of time in excess of one-half hour. Any such time in excess of one-half hour shall be construed to be excess unloading time and charged for at the rates provided in Item No. 160.</p> <p data-bbox="223 1907 1273 2000">NOTE 4.-Except as otherwise provided in paragraph 3, applies only on shipments or portions of shipments which have not been unloaded from carrier's equipment.</p> <p data-bbox="223 2028 1278 2121">NOTE 5.-A diverted shipment is a shipment on which a point of destination or consignee is changed, or both are changed, after the shipment leaves the point of origin.</p>	<p data-bbox="1412 1086 1471 1118">220</p>

NOTE 6.-Applies only to a return shipment made to the plant from which an outbound shipment originates and only in conjunction with such an outbound shipment. Return shipment must be loaded at the precise point of destination of the outbound shipment.

NOTE 7.-Shipments diverted, returned or stopped in transit for partial loading or unloading shall be subject to applicable mileage rates computed from origin to ultimate destination via point or points of diversion, return or stop in transit, whether or not the entire movement takes place within a group. The applicable mileage will be derived from current distance table except, that in all cases wherein the first point of origin or the last point of destination is located within a group, mileage from first point of origin or to last point of destination shall be computed from or to the basing point in which said first point of origin or last point of destination is located.

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)								Item No.
<p><b>SPLIT DELIVERY</b></p> <p>(Applies only in connection with transportation of Refined Petroleum Products, as described in Item No. 30.)</p> <p>The charge for the transportation of a split delivery shipment (as defined in Item No. 11) shall be the charge applicable under rates in Section No. 3 for transportation of a single shipment of like kind and quantity of property, for the distance from point of origin to point of final destination via each of the points of destination to which deliveries are made (see Notes 1, 2, 3 and 4); plus the following charges for each delivery:</p>								
Gallons Delivered		Charge in Cents	Gallons Delivered		Charge in Cents	Gallons Delivered		Charge in Cents
But Not Over	Over		But Not Over	Over		But Not Over	Over	
0	150	100	2550	2650	220	5050	5150	340
150	250	105	2650	2750	225	5150	5250	345
250	350	110	2750	2850	230	5250	5350	350
350	450	115	2850	2950	235	5350	5450	355
450	550	120	2950	3050	235	5450	5550	360
550	650	125	3050	3150	240	5550	5650	365
650	750	130	3150	3250	245	5650	5750	370
750	850	135	3250	3350	250	5750	5850	375
850	950	140	3350	3450	260	5850	5950	380
950	1050	145	3450	3550	265	5950	6050	385
1050	1150	150	3550	3650	270	6050	6150	390
1150	1250	155	3650	3750	275	6150	6250	395
1250	1350	160	3750	3850	280	6250	6350	395
1350	1450	165	3850	3950	285	6350	6450	400
1450	1550	165	3950	4050	290	6450	6550	405
1550	1650	170	4050	4150	295	6550	6650	410
1650	1750	175	4150	4250	300	6650	6750	415
1750	1850	180	4250	4350	305	6750	6850	420
1850	1950	185	4350	4450	310	6850	6950	425
1950	2050	190	4450	4550	315	6950	7050	435
2050	2150	195	4550	4650	315	7050	7150	440
2150	2250	200	4650	4750	320	7150	7250	445
2250	2350	205	4750	4850	325	7250	7350	450
2350	2450	210	4850	4950	330	7350	7450	455
2450	2550	215	4950	5050	335	7450	7550	460

230

NOTE 1.-Whether or not the entire movement takes place within a single group the applicable mileage will be derived from the current Distance Table except that in all cases where the point of origin is located within a group, mileage from point of origin shall be computed from the basing point in which said point of origin is located, and in the event that final destination is located within a group, mileage shall be computed to the basing point in which final point of destination is located.

NOTE 2.-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. 220.

NOTE 3.-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 4.-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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Issued by the Public Utilities Commission of the State of California.  
San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)	Item No.
<p style="text-align: center;">SPREADING</p> <p style="text-align: center;">(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>1. The service of spreading Asphalt or Road Oil shall be performed at the rate of 6½ cents per 100 pounds, computed on the basis of the weight of the Asphalt or Road Oil spread. This rate includes only services of a driver or operator of carrier's equipment. Charges for extra labor shall be computed under the provisions of Item No. 250.</p> <p>2. The minimum charge per load shall not be less than \$27.55 for each load transported in two connected tank vehicles, or semitrailer when the semitrailer capacity exceeds 23,250 pounds; and \$23.45 per truck load, trailer load, or semitrailer load when the semitrailer capacity is less than 23,250 pounds.</p>	240
<p style="text-align: center;">EXTRA LABOR</p> <p style="text-align: center;">(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 \$4.75 per man per hour, subject to a minimum charge of 8 hours.</p>	250
<p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p style="text-align: center;">(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>A charge of 3 cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	260
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SECTION NO. 2

DESCRIPTIONS OF TERRITORIAL  
GROUPS AND CRUDE OIL GROUPS

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

SECTION NO. 2 - DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS	Item No.
<p style="text-align: center;">GROUP NO. 2 - MILEAGE BASING POINT - PINOLE</p> <p>Beginning at the point where the Contra Costa-Alameda County boundary line meets San Francisco Bay, easterly along said boundary line to Eastshore Freeway (U.S. Highway 40 - Interstate Highway 80), northerly and easterly on Eastshore Freeway and U.S. Highway 40 - Interstate Highway 80 to State Highway No. 4, easterly on State Highway No. 4 to Solano Way, northwesterly on Solano Way and its prolongation to Suisun Bay, westerly, northerly, southerly and easterly along the shore lines of Suisun Bay, Carquinez Strait, San Pablo Bay and San Francisco Bay to point of beginning.</p> <p style="text-align: center;">GROUP NO. 4 - MILEAGE BASING POINT - BAKERSFIELD</p> <p>Beginning at the intersection of Brimhall Road and Calloway Road, northerly on Calloway Road to the prolongation of Olive Drive, easterly along the prolongation of Olive Drive and Olive Drive to Airport Drive, northerly on Airport Drive to Norris Road, easterly on Norris Road to Manor Street, northerly on Manor Street to China Grade Loop, easterly on China Grade Loop to the northerly prolongation of River Boulevard (southwest corner of Section 4, T.24S., R.28E.), northerly along the prolongation of River Boulevard to the easterly prolongation of Seventh Standard Road (northwest corner of Section 4, T.29S., R.28E.), easterly along the prolongation of Seventh Standard Road to the northerly prolongation of Mount Vernon Avenue (northeast corner of Section 4, T.29S., R.28E.), southerly along the prolongation of Mount Vernon Avenue and China Grade Loop to the Kern River, southwesterly along the Kern River to its intersection with the prolongation of Oak Street, southerly along the prolongation of Oak Street and Oak Street to the right-of-way of The Atchison, Topeka and Santa Fe Railway Company, westerly along The Atchison, Topeka and Santa Fe Railway Company right-of-way to the Kern River, southwesterly along the Kern River to its intersection with the prolongation of California Avenue-Brimhall Road (south boundary line of Section 27, T.29S., R.27E.), westerly along the prolongation of Brimhall Road and Brimhall Road to the point of beginning.</p> <p style="text-align: center;">GROUP NO. 6 - MILEAGE BASING POINT - TORRANCE</p> <p>Beginning at the prolongation of Manchester Avenue and the Pacific Ocean, easterly along the prolongation of Manchester Avenue and Manchester Avenue to the San Diego Freeway (Interstate Highway 405), southerly on the San Diego Freeway to Imperial Highway, easterly on Imperial Highway to Valley View Avenue, southerly on Valley View Avenue to Artesia Boulevard, westerly on Artesia Boulevard and Artesia Avenue to Lakewood Boulevard, southerly on Lakewood Boulevard, Pacific Coast Highway, Ximeno Street and its prolongation to the Pacific Ocean, westerly and northerly along the shore line of the Pacific Ocean to the point of beginning.</p>	300



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Issued by the Public Utilities Commission of the State of California,  
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SECTION NO. 2 - DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS (Continued)		Item No.
DESCRIPTIONS OF CRUDE OIL GROUPS (Applies only in connection with rates making specific reference hereto.)		
Crude Oil Groups	BOUNDARIES	
A	<p>Beginning at the Pacific Ocean and the prolongation of Sunset Boulevard, easterly along the prolongation of Sunset Boulevard and Sunset Boulevard to Fairfax Avenue (including all of the City of Beverly Hills north of Sunset Boulevard), northerly on Fairfax Avenue to Hollywood Boulevard, easterly on Hollywood Boulevard to Sierra Bonita Avenue, northerly on Sierra Bonita Avenue to Franklin Avenue, easterly on Franklin Avenue to La Brea Avenue, southerly on La Brea Avenue and Hawthorne Boulevard to Imperial Highway, westerly on Imperial Highway and its westerly prolongation to the Pacific Ocean, northwesterly along the shore line of the Pacific Ocean to the point of beginning.</p>	
B	<p>Beginning at the Pacific Ocean and the prolongation of Imperial Highway, easterly along the prolongation of Imperial Highway and Imperial Highway to Vermont Avenue, southerly on Vermont Avenue to Redondo Beach Boulevard, southwesterly on Redondo Beach Boulevard to Hawthorne Boulevard, southerly on Hawthorne Boulevard to Torrance Boulevard, westerly on Torrance Boulevard and its westerly prolongation to the Pacific Ocean, northerly along the shore line of the Pacific Ocean to the point of beginning.</p>	310
C	<p>Beginning at the intersection of the east bank of the Los Angeles River and the westerly prolongation of Carson Street, easterly along the prolongation of Carson Street and Carson Street to Norwalk Boulevard, southerly on Norwalk Boulevard and Los Alamitos Boulevard to Garden Grove Boulevard, westerly on Garden Grove Boulevard to Los Alamitos Boulevard, southerly on Los Alamitos Boulevard to Bay Boulevard, southwesterly on Bay Boulevard and its prolongation to the Pacific Ocean, northwesterly and westerly along the shore line of the Pacific Ocean to the east bank of the Los Angeles River, northerly along the east bank of the Los Angeles River to the point of beginning.</p>	

D

Beginning at the intersection of Garden Grove Boulevard and Los Alamitos Boulevard, easterly on Garden Grove Boulevard to Huntington Beach Boulevard, southerly on Huntington Beach Boulevard and Beach Boulevard and its southerly prolongation to the Pacific Ocean, northwesterly along the shore line of the Pacific Ocean to the prolongation of Bay Boulevard, northeasterly along the prolongation of Bay Boulevard and Bay Boulevard to Los Alamitos Boulevard, northerly on Los Alamitos Boulevard to the point of beginning.

E

Beginning at the intersection of Mission Road and Valley Boulevard, easterly on Valley Boulevard to Marianna Avenue, southerly on Marianna Avenue to Eastern Avenue, thence easterly along a direct line to the intersection of Durfee Avenue and Central Avenue, southeasterly along a direct line to the intersection of Whittier Boulevard and Scott Avenue, southerly on Scott Avenue to Leffingwell Avenue, southwesterly on Leffingwell Avenue to Luitweiler Avenue, southerly and southeasterly on Luitweiler Avenue to Beach Boulevard, southerly on Beach Boulevard to Artesia Boulevard, westerly on Artesia Boulevard to Norwalk Boulevard, northerly on Norwalk Boulevard to Rosecrans Avenue, westerly on Rosecrans Avenue to Woodruff Avenue, northwesterly along a direct line to the intersection of Cerritos Avenue and Clark Avenue, southwesterly on Cerritos Avenue to the prolongation of Century Boulevard, northwesterly along the prolongation of Century Boulevard and Century Boulevard to Rosecrans Avenue, westerly on Rosecrans Avenue to the east bank of the Los Angeles River, northerly along the east bank of the Los Angeles River to Slauson Avenue, northerly along a direct line to the intersection of Olympic Boulevard and Downey Road, westerly on Olympic Boulevard to the east bank of the Los Angeles River, northerly along the east bank of the Los Angeles River to Macy Street, easterly on Macy Street to Mission Road, northeasterly on Mission Road to the point of beginning.

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SECTION NO. 2-DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS (Continued)		Item No.
DESCRIPTION OF CRUDE OIL GROUPS (Concluded) (Applies only in connection with rates making specific reference hereto.)		
Crude Oil Groups	BOUNDARIES	
F	<p>Beginning at the intersection of La Brea Avenue and Franklin Avenue, easterly on Franklin Avenue to Vermont Avenue, southerly on Vermont Avenue to Sunset Boulevard, easterly on Sunset Boulevard to Fountain Avenue, easterly on Fountain Avenue to Hyperion Boulevard, northeasterly on Hyperion Boulevard to Glendale Boulevard, southeasterly on Glendale Boulevard to Riverside Drive, southeasterly on Riverside Drive to Fletcher Drive, northeasterly on Fletcher Drive to Casitas Avenue, northerly on Casitas Avenue to Tyburn Avenue, northeasterly on Tyburn Avenue to San Fernando Road, northwesterly on San Fernando Road to Rosslyn Street, northeasterly on Rosslyn Street to the Union Pacific Railroad Company right-of-way, southeasterly along the northeasterly line of the Union Pacific Railroad Company right-of-way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwestly on Edwards Avenue to the Union Pacific Railroad Company right-of-way, south-easterly along the northeasterly line of the Union Pacific Railroad Company right-of-way to Macon Street, northeasterly on Macon Street to Isabel Street, southeasterly on Isabel Street to Amabel Street, southeasterly on Amabel Street to North Figueroa Street, northeasterly on North Figueroa Street to Pasadena Avenue, southerly on Pasadena Avenue to Avenue 35, easterly on Avenue 35 to Griffin Avenue, southerly on Griffin Avenue to North Broadway, easterly on North Broadway to Mission Road, southwestly on Mission Road to Macy Street, westerly on Macy Street to the Los Angeles River, southerly along the east bank of the Los Angeles River to Olympic Boulevard, easterly on Olympic Boulevard to Downey Road, thence southerly along a direct line to the intersection of Slauson Avenue and the Los Angeles River, southerly along the east bank of the Los Angeles River to Compton Boulevard, westerly on Compton Boulevard and its prolongation to Vermont Avenue, northerly on Vermont Avenue to Imperial Highway, westerly on Imperial Highway to Hawthorne Boulevard, northerly on Hawthorne Boulevard and La Brea Avenue to the point of beginning.</p>	320

G

Beginning at the intersection of Redondo Beach Boulevard and Western Avenue, easterly on Redondo Beach Boulevard to Vermont Avenue, northerly on Vermont Avenue to Compton Boulevard, easterly along the prolongation of Compton Boulevard and Compton Boulevard to the Los Angeles River, southerly along the east bank of the Los Angeles River to San Pedro Bay, westerly along the shore line of San Pedro Bay and the Pacific Ocean to the prolongation of Western Avenue, northeasterly along the prolongation of Western Avenue and Western Avenue to Dodson Avenue, northerly on Dodson Avenue to Ninth Street, westerly on Ninth Street to Western Avenue, northerly on Western Avenue to the point of beginning.

H

Beginning at the intersection of Rosecrans Avenue and the Los Angeles River, easterly on Rosecrans Avenue to Century Boulevard, southeasterly on Century Boulevard and its prolongation to Cerritos Avenue, northeasterly on Cerritos Avenue to Clark Avenue, thence southeasterly along a direct line to the intersection of Rosecrans Avenue and Woodruff Avenue, easterly on Rosecrans Avenue to Norwalk Boulevard, southerly on Norwalk Boulevard to Carson Street, westerly on Carson Street and its prolongation to the Los Angeles River, northerly along the east bank of the Los Angeles River to the point of beginning.

I

Beginning at the Pacific Ocean and the prolongation of Torrance Boulevard, easterly along the prolongation of Torrance Boulevard and Torrance Boulevard to Hawthorne Boulevard, northerly on Hawthorne Boulevard to Redondo Beach Boulevard, northeasterly on Redondo Beach Boulevard to Western Avenue, southerly on Western Avenue to Ninth Street, westerly on Ninth Street to Dodson Avenue, southerly on Dodson Avenue and Western Avenue and its prolongation to the shore line of the Pacific Ocean, westerly, northerly and northeasterly along the shore line of the Pacific Ocean to the point of beginning.

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SECTION NO. 2 - DESCRIPTIONS OF TERRITORIAL GROUPS  
AND CRUDE OIL GROUPS (Continued)

Item No. 330

MAP OF GROUP 2 (PINOLE) DESCRIBED IN ITEM NO. 300.

(Map to be furnished in printed form.)

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SECTION NO. 2 - DESCRIPTIONS OF TERRITORIAL GROUPS  
AND CRUDE OIL GROUPS (Continued)

Item No. 340

MAP OF GROUP 4 (BAKERSFIELD) DESCRIBED IN ITEM NO. 300.

(Map to be furnished in printed form.)

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SECTION NO. 2 - DESCRIPTIONS OF TERRITORIAL GROUPS  
AND CRUDE OIL GROUPS (Continued)

Item No. 350

MAP OF GROUP 6 (TORRANCE) DESCRIBED IN ITEM NO. 300.

(Map to be furnished in printed form.)

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SECTION NO. 2 - DESCRIPTIONS OF TERRITORIAL GROUPS  
AND CRUDE OIL GROUPS (Concluded)

Item No. 360

MAP OF CRUDE OIL GROUPS DESCRIBED IN ITEMS NOS. 310 AND 320.

(Map to be furnished in printed form.)

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SECTION NO. 3  
DISTANCE RATES  
AND  
SPECIAL COMMODITY RATES

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Issued by the Public Utilities Commission of the State of California,  
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SECTION NO. 3 - DISTANCE RATES In cents per 100 pounds										Item No.		
<p>Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section.</p> <p>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.</p> <p>See Item No. 30 for description of commodities.</p> <p>See Item No. 40 for application of rates from or to points in Territorial Groups.</p> <p>See Item No. 150 for application of rates between points within the same Territorial Group.</p>												
MILES		RATES				MILES		RATES				400
But Not Over	Over	COLUMNS				But Not Over	Over	COLUMNS				
		1	2	3	4			1	2	3	4	
0	5	5½	4	7	8	140	150	25½	25	38	30	
5	10	6	4½	8	8	150	160	27	27	41	32	
10	15	6½	5½	9	8	160	170	28½	28	43	33	
15	20	7	6¼	10	8	170	180	29	30	44½	35	
20	25	7½	7	11	9	180	190	31	31	47	36	
25	30	8½	7¾	12	10	190	200	32	32	49½	38	
30	35	9½	8½	13½	11	200	220	34	34	53	40	
35	40	10	9¼	14½	11½	220	240	37	36	57½	44	
40	45	10½	10	15½	13	240	260	40	38	62	48	
45	50	11½	11	17	14	260	280	42½	41	66½	51	
50	60	12½	12	19½	15	280	300	45½	44	71	54	
60	70	14	13½	21½	17	300	325	48½	46	75	57	
70	80	15½	14½	23½	18½	325	350	52	49	80	61	
80	90	17	15½	26	20	350	375	56	51	85	65	
90	100	18½	16½	28	22	375	400	59½	54	90	69	
100	110	19½	18½	28½	23	400	425	63	57	95	72	
110	120	21	19½	30½	25	425	450	67	59	99	76	
120	130	22	22	33	27	450	475	70	62	104	80	
130	140	24	24	35½	28	475	500	74	64	109	84	
See Note 1												
<p>NOTE 1.-For distances over 500 miles add to rate for 500 miles the following rates for each 25 miles or fraction thereof:</p> <p>(a) Columns 1 and 4 - 4½ cents per 100 pounds.                      (b) Column 2 - 3½ cents per 100 pounds.                      (c) Column 3 - 4½ cents per 100 pounds.</p>												

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OTAY--Includes all points and places located within a 2 mile radius of Main Street and Beyer Way in Otay.

LAKESIDE--Includes all points and places located within a 2 mile radius of the junction of Slaughterhouse Canyon and State Route 67.

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SECTION NO. 3 - SPECIAL COMMODITY RATES (Continued) In cents per 100 pounds			Item No.						
<p>ASPHALT, base stock, to be used only for mixing, blending or processing. (See Note.)</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>RATE</th> </tr> </thead> <tbody> <tr> <td>El Segundo</td> <td>Inglewood</td> <td>5</td> </tr> </tbody> </table> <p>NOTE.-Rate in this item applies only:</p> <p>1. When both origin and destination are at established plant facilities, and</p> <p>2. When shipper's facilities permit loading, and receiver's facilities permit delivery, 24 hours per day, seven days per week; subject to advance notification of carrier's intent to unload shipments tendered between 4:00 P.M., Fridays, and 11:00 P.M., Sundays.</p>			FROM	TO	RATE	El Segundo	Inglewood	5	420
FROM	TO	RATE							
El Segundo	Inglewood	5							
<p>CARBON BLACK OIL, feed stock to be used solely to manufacture carbon black. (See Note.)</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>RATE</th> </tr> </thead> <tbody> <tr> <td>Mopeco</td> <td>Rogas</td> <td>4<math>\frac{3}{4}</math></td> </tr> </tbody> </table> <p>NOTE.-Rate in this item applies only:</p> <p>1. When both origin and destination are at established plant facilities, and</p> <p>2. When shipper's facilities permit loading, and receiver's facilities permit delivery, 24 hours per day, seven days per week.</p>			FROM	TO	RATE	Mopeco	Rogas	4 $\frac{3}{4}$	430
FROM	TO	RATE							
Mopeco	Rogas	4 $\frac{3}{4}$							
<p>PETROLEUM CRUDE RESIDUUM, suitable only for mixing, blending or processing, viz.: crude residuum, topped crude. (See Note.)</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>RATE</th> </tr> </thead> <tbody> <tr> <td>El Segundo</td> <td>Seguro (Kern County)</td> <td>23</td> </tr> </tbody> </table>			FROM	TO	RATE	El Segundo	Seguro (Kern County)	23	440
FROM	TO	RATE							
El Segundo	Seguro (Kern County)	23							

NOTE.-Rate in this item applies only when both origin and destination are at established refinery facilities.	
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SECTION NO. 3-SPECIAL COMMODITY RATES (Concluded) In cents per 100 pounds		Item No.				
<p>PETROLEUM CRUDE OIL, as described in Item No. 30.</p> <p>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.</p> <p>Column B rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.</p> <p>See Items Nos. 310 and 320 for description of Crude Oil Groups.</p>		450				
Between	CRUDE OIL GROUPS					
And	A		B	C	D	E
Crude Oil Groups	Column A		Column B	Column A	Column B	Column A
A	6 1/4		3 3/4	4 3/4	3 3/4	
B	9 1/4		4 3/4	7 3/4	6 3/4	
C	11 1/4		9 3/4	9 3/4	7 3/4	4 3/4
D	8 3/4		6 3/4	7 3/4	6 3/4	3 3/4
E	6 3/4		5 3/4	6 3/4	5 3/4	4 3/4
F	8 3/4		6 3/4	7 3/4	6 3/4	5 3/4
G	8 3/4	6 3/4	7 3/4	6 3/4	5 3/4	
H	9 3/4	7 3/4	8 3/4	7 3/4	6 3/4	
I	8 3/4	6 3/4	7 3/4	6 3/4	5 3/4	
Between	CRUDE OIL GROUPS					
And	F	G	H	I		
Crude Oil Groups	Column A	Column B	Column A	Column B	Column A	
F	4 3/4	3 3/4	4 3/4	3 3/4		
G	6 3/4	5 3/4	6 3/4	5 3/4		
H	7 3/4	6 3/4	7 3/4	6 3/4	4 3/4	
I	8 3/4	7 3/4	8 3/4	7 3/4	3 3/4	
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SECTION NO. 4

VEHICLE UNIT

RATES

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SECTION NO. 4 - VEHICLE UNIT RATES	Item No.																					
<p style="text-align: center;">VEHICLE UNIT VOLUME TENDER RATES (Other Than Monthly)</p> <p>The rates in this item will apply for the transportation of all commodities as described in Item No. 30 (except Asphalt and Road Oil) from any origin points located within 100 miles of first point of origin, to points of destination located within 150 miles of the first point of origin, when performed subject to and in accordance with the provisions of Item No. 520.</p> <p>The provisions of this item apply only when prior to the transportation of the property the shipper has requested in writing that the transportation be performed under the provisions of this item and when the rate per unit of carrier's equipment is prepaid. (For form of agreement, see Item No. 530.)</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 20%; text-align: center;">Per 24 Consecutive Hours (1)</th> <th style="width: 20%; text-align: center;">Per 7 Consecutive Days</th> </tr> </thead> <tbody> <tr> <td>The basic charge per equipment unit shall be -----</td> <td style="text-align: center;">\$24.00</td> <td style="text-align: center;">(1)\$130.00 (2)\$170.00</td> </tr> <tr> <td colspan="3" style="text-align: center;">PLUS</td> </tr> <tr> <td>an additional charge per hour for all time that a driver or drivers are assigned to operate the vehicle -----</td> <td style="text-align: center;">(3)\$4.75</td> <td style="text-align: center;">(3)\$4.75</td> </tr> <tr> <td colspan="3" style="text-align: center;">PLUS</td> </tr> <tr> <td>an additional charge per mile of-</td> <td style="text-align: center;">\$ .20</td> <td style="text-align: center;">\$ .20</td> </tr> <tr> <td colspan="3">                     (1) Applies to all commodities except those moving in pressurized equipment.                      (2) Applies only to commodities moving in pressurized equipment.                      (3) Subject to a minimum charge based on 20 hours for each day that a driver or drivers are assigned to operate the vehicle.                 </td> </tr> </tbody> </table>		Per 24 Consecutive Hours (1)	Per 7 Consecutive Days	The basic charge per equipment unit shall be -----	\$24.00	(1)\$130.00 (2)\$170.00	PLUS			an additional charge per hour for all time that a driver or drivers are assigned to operate the vehicle -----	(3)\$4.75	(3)\$4.75	PLUS			an additional charge per mile of-	\$ .20	\$ .20	(1) Applies to all commodities except those moving in pressurized equipment. (2) Applies only to commodities moving in pressurized equipment. (3) Subject to a minimum charge based on 20 hours for each day that a driver or drivers are assigned to operate the vehicle.			500
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SECTION NO. 4 - VEHICLE UNIT RATES (Continued)	Item No.																		
<p style="text-align: center;">VEHICLE UNIT VOLUME TENDER RATES (Monthly Only)</p> <p>The rates in this item will apply for the transportation of all commodities as described in Item No. 30 (except Asphalt and Road Oil) between any points located within 200 miles of first point of origin when performed subject to and in accordance with the provisions of Item No. 520.</p> <p>The provisions of this item apply only when prior to the transportation of the property the shipper has requested in writing that the transportation be performed under the provisions of this item and when the rate per unit of carrier's equipment is prepaid. (For form of agreement, see Item No. 530.)</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"></td> <td style="text-align: right; vertical-align: bottom;">Per 30 Consecutive Days</td> </tr> <tr> <td>The basic charge per equipment unit shall be -----</td> <td style="text-align: right;">(1) \$550.00 (2) \$715.00</td> </tr> <tr> <td colspan="2" style="text-align: center;">PLUS</td> </tr> <tr> <td colspan="2">an additional charge of \$4.75 per hour (see Note 1) or \$ .20 per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle;</td> </tr> <tr> <td colspan="2" style="text-align: center;">PLUS</td> </tr> <tr> <td colspan="2">an additional charge per mile per unit per tender as follows: (See Note 2.)</td> </tr> <tr> <td style="padding-left: 40px;">First 5,000 Miles -----</td> <td style="text-align: right; padding-left: 40px;">\$ .20</td> </tr> <tr> <td style="padding-left: 40px;">Next 5,000 Miles -----</td> <td style="text-align: right; padding-left: 40px;">.15</td> </tr> <tr> <td style="padding-left: 40px;">Over 10,000 Miles -----</td> <td style="text-align: right; padding-left: 40px;">.10</td> </tr> </table> <p>(1) Applies to all commodities except those moving in pressurized equipment.</p> <p>(2) Applies only to commodities moving in pressurized equipment.</p> <p>NOTE 1.-Subject to a minimum charge based on 20 hours for each day that a driver or drivers are assigned to operate the vehicle.</p> <p>NOTE 2.-When the total loaded miles exceed the total empty miles of the tender, an additional charge of \$ .05 per mile will be made for each excess loaded mile traveled by the unit per day.</p>		Per 30 Consecutive Days	The basic charge per equipment unit shall be -----	(1) \$550.00 (2) \$715.00	PLUS		an additional charge of \$4.75 per hour (see Note 1) or \$ .20 per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle;		PLUS		an additional charge per mile per unit per tender as follows: (See Note 2.)		First 5,000 Miles -----	\$ .20	Next 5,000 Miles -----	.15	Over 10,000 Miles -----	.10	510
	Per 30 Consecutive Days																		
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an additional charge per mile per unit per tender as follows: (See Note 2.)																			
First 5,000 Miles -----	\$ .20																		
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Over 10,000 Miles -----	.10																		

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SECTION NO. 4 - VEHICLE UNIT RATES (Continued)	Item No.
<p style="text-align: center;">VOLUME TENDER QUALIFICATIONS (Applies only in connection with items making reference hereto.)</p> <p>1. Each engagement shall commence at time of arrival of carrier's equipment at point of origin and shall terminate at the expiration of the calendar period requested in advance by the shipper or when released by the shipper within the requested calendar period, provided that the engagements shall not be deemed to be terminated until carrier's equipment is returned or charges are paid for return of carrier's equipment to the point of origin of the shipment.</p> <p>2. Charges for time used in excess of the calendar period requested shall be computed as follows: (1) At the rate of \$1.45 for each quarter-hour or fraction thereof plus 21 cents per mile until delivery of the product is completed; (2) At the rate of 39 cents per mile for return of equipment from the point of final delivery to the point of origin of the shipment. Said charge based on actual mileage shall apply whether or not carrier's equipment is physically returned to point of origin of the shipment.</p> <p>3. Each unit of equipment shall be made available to the shipper for the full calendar period requested less only that time necessary for the fueling and servicing of the equipment.</p> <p>4. As used in this item "unit of carrier's equipment" means any power unit, tank trailer or tank semitrailer, or any combination of such highway vehicles operated together as a single unit. It also includes any of such vehicles used in the replacement of the unit of carrier's equipment, or a portion thereof, which has become inoperable while engaged in transportation under this item.</p> <p>5. Mileages applicable in connection with this item shall be actual mileages. Actual mileage shall not include mileage that equipment operates to and from carrier's terminal for any purpose.</p> <p>6. When transportation is performed under the provisions of this item, the following rules will not apply:</p> <p style="margin-left: 40px;">Item No. 70 - Allowance for Delivery After Hours Item No. 110 - Application of Rates on Two Separate Shipments Transported in One Unit of Carrier's Equipment Item No. 160 - Demurrage or Detention Charges Item No. 170, paragraph 2(b) - Pumping Charge Item No. 190 - Minimum Charge Item No. 210 - Issuance of Shipping Documents Item No. 220 - Shipments Diverted, Returned or Stopped in Transit for Partial Loading or Unloading Item No. 230 - Split Delivery Items Nos. 300 and 330 through 350 - Descriptions of Territorial Groups</p>	520

7. All required tolls, ferry, special permits and weighmaster fees shall be in addition to the above-named rates and charges.

8. A shipping document shall be issued by the carrier to the shipper for each engagement for transportation. The form of shipping document in Item No. 610 will be suitable and proper. A copy of each shipping document shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.

9. The charge for collecting and remitting amounts collected on C.O.D. shipments transported under the provisions of this item shall be \$2.60 per collection.

10. When pumping service is performed by the carrier, a charge of \$3.00 per hour with a one-half hour minimum shall apply.

11. In the event that other volume tender provisions are available for the use of the same service contemplated, the shipper must elect in advance as to which type of service is to be utilized.

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SECTION NO. 4 - VEHICLE UNIT RATES (Concluded)	Item No.
<p style="text-align: center;">WRITTEN AGREEMENT</p> <p>Prior to the transportation of all commodities as described in Item No. 30 (except Asphalt and Road Oil) under the provisions of Items Nos. 500, 510 and 520, the shipper must enter into a written agreement with the carrier. The agreement should contain the following information:</p> <ol style="list-style-type: none"> <li>(1) Name and address of carrier.</li> <li>(2) Name and address of shipper.</li> <li>(3) Date of engagement.</li> <li>(4) Calendar period of agreement.</li> <li>(5) Rates and other charges agreed upon.</li> <li>(6) Size and type of equipment to be used.</li> <li>(7) The agreement shall be in substantially the following form:</li> </ol> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p style="text-align: center;">Date _____</p> <p>In accordance with the provisions of Items Nos. 500, 510 and 520 of Minimum Rate Tariff No. 6-A, I hereby request to have Petroleum and Petroleum Products (except Asphalt and Road Oil), as described in Item No. 30 of said tariff, transported by _____</p> <p style="text-align: center;">(Name of Carrier)</p> <p>under the rates, charges and provisions of Items Nos. 500, 510 and 520 of said tariff, subject to the following terms:</p> <p>Date of engagement _____</p> <p>Calendar period of agreement _____</p> <p>Capacity of unit of equipment _____</p> <p>Identification of equipment _____</p> <p>Charge per unit of equipment for calendar period _____ (to be prepaid)</p> <p>Additional charge per hour _____</p> <p>Additional charge per mile _____</p> <p>Excess charge per hour _____</p> <p>Excess charge per mile _____</p> <p>Charge for additional service _____</p> <p>Shipper _____ By _____</p> <p style="margin-left: 40px;">(Name in full) (Name in full)</p> <p>Address _____</p> <p>Confirmed:</p> <p>Carrier _____ By _____</p> <p>Address _____ (Name in full)</p> </div>	530
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SECTION NO. 5

FORMS OF SHIPPING DOCUMENTS TO  
WHICH REFERENCE IS MADE IN  
ITEMS NOS. 210 AND 520

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SECTION NO. 5 - FORMS OF SHIPPING DOCUMENTS

Item No. 600

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 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.)

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SECTION NO. 5 - FORMS OF SHIPPING DOCUMENTS (Concluded)

Item No. 610

FREIGHT BILL FOR VEHICLE UNIT RATES FOR TRANSPORTATION OF  
PETROLEUM AND PETROLEUM PRODUCTS (EXCEPT ASPHALT  
AND ROAD OIL) AS DESCRIBED IN ITEM NO. 30  
OF MINIMUM RATE TARIFF NO. 6-A

Name of Carrier \_\_\_\_\_ Bill No. \_\_\_\_\_  
(Name of Carrier Must Be  
Same as Shown on Permit)

Permit No. \_\_\_\_\_

Name of Shipper \_\_\_\_\_

Street Address \_\_\_\_\_ City \_\_\_\_\_

Date of Agreement \_\_\_\_\_ Calendar Period of Engagement \_\_\_\_\_

Unit(s) of Equipment Used \_\_\_\_\_ Capacity \_\_\_\_\_  
(Identify) (Gallons)

Time Engagement Commenced(1) \_\_\_\_\_

Time Engagement Expired(2) \_\_\_\_\_

Total Time \_\_\_\_\_

Less Deductions (See Paragraph 3, Item  
No. 520, of Minimum Rate Tariff No. 6-A.) \_\_\_\_\_

Net Time \_\_\_\_\_

Charges:	Rate	Charge
Number of Units of Equipment Used	_____	_____
Number of Hours	_____	_____
Excess Hours	_____	_____
Additional Charges(3)	_____	_____
Total Charges	_____	_____

- (1) Time equipment arrives at first point of origin.
- (2) Time equipment returns to first point of origin.
- (3) Show each charge separately and what it represents.

Certification of Data:

Shipper \_\_\_\_\_ Carrier \_\_\_\_\_  
By \_\_\_\_\_ By \_\_\_\_\_

END OF TARIFF

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