

Decision No. 29313

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment  
of maximum or minimum, or maximum  
and minimum rates, rules and regu-  
lations of all Radial Highway Common  
Carriers, and Highway Contract Car-  
riers, operating motor vehicles over  
the public highways of the State of  
California, pursuant to Chapter 223,  
Statutes of 1935, for the transporta-  
tion for compensation or hire of any  
and all commodities, and accessorial  
services incident to such transporta-  
tion.

Case No. 4088

(Part "C")

In the Matter of the Suspension and  
Investigation of schedules filed by  
ASBURY TRUCK COMPANY and PACIFIC  
FREIGHT LINES for the transportation  
of oil, water, or gas well outfits  
and supplies and articles grouped  
therewith.

Case No. 4106

In the Matter of the Investigation  
and Establishment of rates, charges,  
classifications, rules, regulations,  
contracts and practices, or any there-  
of, of Common Carriers of all com-  
modities necessary or incidental to  
the establishment, operation, main-  
tenance or dismantling of oil, gas,  
and water wells, pipe lines, oil re-  
fineries, and cracking or casing head  
plants.

Case No. 4107

APPEARANCES

A list of the appearances in Case No. 4088 is contained in  
Decision No. 28761 (39 C.R.C.732) in Part "A" and Decision No. 29252  
in Part "F" of this proceeding.

Appearances in Cases 4106 and 4107:

Sanborn & Roehl by H.E. Sanborn, for Lang Transportation Corp.,  
Belyea Truck Company, the Oil Fields Trucking Company.  
Rex W. Boston, for Asbury Truck Company  
W.K. Downey, for Pacific Freight Lines  
A.L. Whittle, for Southern Pacific Company, Pacific Motor  
Transport Company, Pacific Motor Trucking Company and  
Holton Interurban Railway.  
W.T. Masengill, for Pacific Coast Railway  
J.L. Davis, for Santa Maria Valley Railroad Company.  
Edward Stern, for Railway Express Agency, Inc.

D. G. Shearer, for Council of Trucking Associations.  
 Phil Jacobson, in propria persona.  
 A.D.Poe and Rowe Sanderson, for Motor Truck Association  
 of Southern California.  
 G.E.Duffy, Berne Levy and Robert Brennan, for The  
 Atchison, Topeka and Santa Fe Railway Company,  
 Modesto and Empire Traction Company, Sunset Railway,  
 Central California Traction Company and Santa Fe  
 Transportation Company.  
 R.E.Wedekind, for Outer Harbor Terminal Railway,  
 Fresno Traction Company, Pacific Electric Railway  
 Company, Peninsular Railway, San Jose Railway,  
 Stockton Electric Railway Company, Visalia Electric  
 Railway Company and Motor Transit Company.  
 E.E. Bennett, for Union Pacific Railroad Company.  
 W.B. Swain, Jr., for Auto Club of Orange County.  
 Forest F. Sullivan, for Red Line Express.  
 B.H. Carmichael and F.W. Turcotte, for Emsco Derrick  
 and Equipment Company.

BY THE COMMISSION:

# O P I N I O N

Case No. 4088 was instituted pursuant to the mandate of the legislature contained in Section 10 of the Highway Carriers' Act (Chapter 223, Statutes 1935). A full discussion of its purpose, the procedure to be followed and other matters of general concern relating to the proceeding are contained in Decision No. 23761 dated April 27, 1936, in Part "A" of this Case, (39 C.R.C. 732). The subject of rates, rules and regulations for the transportation of all commodities necessary or incidental to the establishment, maintenance, operation or dismantling of oil, gas and water wells, pipe lines, oil refineries, and cracking or casinghead plants between points in California south of San Francisco and Stockton, has for convenience been designated as Part "C". Case 4107 is an investigation on the Commission's own motion into the matter of the rates, charges, classifications, rules, regulations, contracts and practices of common carriers engaged in transporting the commodities involved in Part "C" of Case 4088 between points in California south of San Francisco and Stockton. Case 4106 is a proceeding instituted on the Commission's own motion for the

purpose of investigating Asbury Truck Company Local Freight Tariff No. 5, C.R.C. No. 5 and First Revised Pages 18 and 32 thereof, and Item No. 990-E of Pacific Freight Lines Tariff No. 7, C.R.C. No. 7, of Motor Freight Terminal Company, and suspending these schedules pending a determination of the reasonableness and lawfulness thereof. These schedules, among other things, name rates for the transportation of the commodities involved in Part "C" of Case 4106.<sup>1</sup>

Cases 4107 and 4106 were consolidated with Part "C" of Case 4086, for hearing and decision. A proposed report was issued by Examiner Howard G. Freas. Exceptions were filed thereto. Our conclusions differ in some respects from those proposed by the examiner.

Oil well supplies are moved in large volume from Los Angeles, Los Angeles Harbor, Torrance and vicinity to the business centers in the oil producing areas as well as to oil wells proper. Second-hand machinery, junk and second-hand oil-well tools are transported from the oil fields in return movement to the Los Angeles area. The return movement, however, is comparatively small. In addition to the movement to and from the Los Angeles area there is a considerable volume of this traffic moving from point to point in one field (hereinafter referred to as intra-field) and from field to field (hereinafter referred to as inter-field). While oil wells are located north of Salinas and Fresno, the record here made contains no evidence with respect to the transportation of the commodities

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<sup>1</sup>By Decision No. 28304, October 28, 1935, in Case 4036, the Commission found that the manner in which Asbury Truck Company and Motor Freight Terminal Company (now Pacific Freight Lines), both highway common carriers, published rates for the transportation of oil, water and gas well outfits and supplies and articles grouped therewith was violative of the Commission's General Order No. 80. Respondents were therefore directed to amend or re-issue their tariffs in such a manner as to enumerate specifically the articles upon which the rates involved in that proceeding applied and so as to provide reasonable and non-discriminatory rates. In purported compliance with this order, tariffs were thereafter filed and upon the representation that rates contained therein were unjust, unreasonable and discriminatory, the Commission issued its order of suspension in Case 4106.

involved from or to such points. The principal fields are situated in the San Joaquin Valley extending from Woodpatch and Maricopa on the south to Coalinga and Kettleman Hills on the north, and on the Coast from Huntington Beach and Santa Ana on the south to San Luis Obispo on the north.

These fields are served to some extent by all forms of transportation. The rail lines reach the principal centers of population located therein and at least two highway common carriers possess operative rights sufficiently broad in scope to permit service direct from and to oil wells located in practically all of the fields described. Both terminal to terminal and store-door to store-door services are available by these carriers. A large number of radial highway common and highway contract carriers likewise serve the territory. Their charges are in some instances higher and in other instances lower than those of the common carriers, but the instances in which they are lower undoubtedly predominate. Although it is said that these charges are based upon a mileage scale of rates voluntarily adopted by the contract carriers, the record indicates that the scale is not observed as either maximum or minimum. Many of the rates of the common carriers on the commodities here involved are undoubtedly subnormal and depressed as a result of acute competition with contract carriers whose rates have not heretofore been regulated.

During the course of the hearings a member of the Commission's Engineering Division presented a study of the cost of transporting oil well supplies from the Los Angeles area to points in the oil fields.<sup>2</sup> Costs for transporting shipments of oil well supplies in lots of from 30,000 to 40,000 pounds each are developed for varying distances ranging from 5 to 350 miles.

<sup>2</sup> This study, presented by C.H. Jacobson, Assistant Engineer, was prepared from data developed in a field survey of the problems involved. In addition, the cost accounting records of nine operators engaged in transporting oil well supplies were analyzed.

The study indicates that the most economical motor vehicle unit now employed in this service is a combination unit consisting of a three-axle truck and three-axle trailer, both equipped with flat-bed bodies and bolsters and having a capacity to transport approximately 40,000 pounds of pay load. A 50 per cent load factor was used.

Cost studies were also presented by witnesses representing both highway common and highway contract carriers. In addition, studies purporting to show the cost of transporting property in proprietary trucks were offered by shippers.<sup>3</sup> Few of the studies were sufficiently complete to permit the development of other than costs in cents per truck-and-trailer mile. While truck mile costs are of value for comparative purposes, standing alone they are of little assistance in ascertaining the cost of moving a ton or other unit of weight a mile or other given distance. Although different methods of allocation were used by the various witnesses, a fair basis of comparison is found in some of the cost factors contained in the different studies and reproduced in the following tabulation:

Direct Operating Costs, per Truck Mile (In Dollars).

	Exhibit C-18 (Anthony for (Jacobson for (for CRC):	Exhibit C-2: (Anthony for (Pacific Tr. (Frt. Lines):	Exhibit C-10: (Mize for (Lang Tr. (Co.)	Exhibit C-13: (Bolyea for (Bolyea Truck (Co.)	Exhibit C-14: (Phoenix for (Oilfields (Trucking Co.)
Fuel	.0437	.0437	.0562	.0593	.0369
Lubricants	.0050	.0025	.0056	.0071	.0046
Tire and Tube Expense	.0206	.0233	.0200	.0381	.0159
Maintenance	.0428	.0426	.0542	.0640	.0469
TOTALS	.1121	.1121	.1360	.1685	.1043

<sup>3</sup>In all, nine studies were offered. Of these, two were submitted by common carriers, four by highway contract carriers, two by shippers and one by the Commission's witness.

Generally speaking, the studies submitted by witnesses representing shippers showing the cost of transporting the commodities involved herein in their own equipment reflect substantially lower costs than those contained in exhibits offered by carrier witnesses. In almost every instance, however, shippers' cost studies fail to include many of the important items of expense pertaining to the operation of such equipment. Among these items are overhead expense, including salaries of officers, office personnel and dispatchers, garage rentals, taxes of various kinds, compensation insurance and interest on investment.

In one of the carrier studies, costs in cents per 100 pounds are developed for varying distances from 5 to 400 miles, separately stated for varying sized shipments falling within four general weight classifications, viz., 100 to 4,000 pounds, 4,000 to 8,000 pounds, 8,000 to 12,000 pounds, and 40,000 pounds and over. The costs in cents per 100 pounds thus constructed for a haul of 150 miles, for example, decrease from as high as 56.6 cents for shipments weighing less than 4,000 pounds to 37.9 cents for shipments weighing 40,000 pounds and over. While the costs shown in this exhibit may be characterized as somewhat higher than the costs developed by other witnesses testifying in the present proceedings, they closely approximate the costs developed and presented in other phases of Case 4088. Moreover, in this study recognition is given the necessity for the establishment of minimum rates on varying quantities instead of a single line of rates for the movement of the traffic here involved in lots of 30,000 pounds or over.

The record indicates that in performing intra-field transportation there is such a variation in transportation expense as to render the development of costs on a mileage basis impracticable. Accordingly it is proposed that minimum rates for intra-field transportation be stated in dollars and cents per hour for varying sized motor vehicle and trailer units. While there is little evidence showing what the maximum length of haul in intra-field service might be, it appears that the application of hourly rates may safely

be confined to hauls of 20 miles and less.

There is little or no evidence showing the relative volume of movement of oil well supplies in inter-field service. Nor do the costs presented indicate the reasonable minimum cost of rendering such service.

In addition to the question of the proper volume of minimum rates for radial highway common, highway contract and common carriers, a controversy of long standing concerning the scope of the so-called oil well supply group is also presented for determination. The tariffs of the two principal highway common carriers engaged in the transportation of this traffic contain large commodity groups covering all articles included under the heading of oil, water or gas well outfits and supplies in Western Classification No. 65, C.I.C. No. 380 of F.W. Comph, Agent, and "all commodities as may be incidental or necessary to the establishment or dismantling of oil wells, \* \* \*". As hereinbefore stated, these carriers were directed in Case 4036 to amend or reissue their tariffs so as to show specifically the articles upon which oil well supply commodity rates apply and to provide reasonable and non-discriminatory rates for the transportation of all articles not specifically enumerated in the oil well supply groupings contained in their tariffs.

Almost every witness had some suggestion as a solution to this problem. The majority of those representing the carriers take the position that any-quantity shipments of oil well supplies should move under class rates or other miscellaneous commodity rates,<sup>4</sup> and that special commodity rates on oil well supplies should be provided for the movement of such traffic.

<sup>4</sup> Many articles now included in the oil well supply groupings in the tariffs of common carriers are also specifically named in other commodity descriptions for which commodity rates are provided, both in any-quantity and quantity lots. For instance, nails, nuts, bolts, and iron and steel articles are specifically named in the tariffs of common carriers rendering pick-up and delivery service under the caption of "Hardware".

in lots of 4,000 pounds and over. These carriers suggest that the oil well supply group should include the articles enumerated under the heading of "Oil , Water or Gas Well Outfits and Supplies" in the Western Classification, and in addition, pump working barrels (well pump cylinders), oil well counter-shafts, sucker rod joints, sucker rods, pump working barrel valves, and the following iron and steel articles: boiler flues, boiler tubes, cast iron pipe and fittings, wrought iron pipe or tubing and fittings, pipe or tubing (not cast or wrought), plate or sheet, 16 gauge or thicker. Certain of those representing shippers concurred in this suggestion. On the other hand, one carrier urges that commodity rates be established for both any-quantity and quantity lot shipments on a basis no higher than the common carrier rates now in effect, to apply in connection with all classes of traffic incidental or necessary to the establishment or dismantling of an oil well, but only when such commodities are shipped by or consigned and delivered to persons, firms or corporations establishing, operating or dismantling oil wells. However, little or no evidence was offered in support of this suggestion. Furthermore, as hereinbefore indicated, articles incidental or necessary to the establishment or dismantling of an oil well are moved to supply houses located in the centers of population in the oil fields as well as to oil wells proper. Common carriers serving these centers of population provide both class and commodity rates for the transportation of property from and to such points. Manifestly an arrangement whereby one set of rates is provided for the movement of traffic to other than oil well supply houses and another and different set of rates is maintained for the movement of the same traffic destined to oil well supply houses, all located at the same destinations, is unsound and discriminatory. It has repeatedly been held that rates may not properly be made dependant upon the use which is to be made of the commodities transported. (United Lumbering Co. vs. A.T. & S.F. Ry. Co. et al. (1922), 22 C.R.C. 559).



Split delivery service is occasionally rendered in the transportation of oil well supplies. While it does not appear that an additional charge is made for such service, it is clear that additional expense is incurred. Appropriate charges designed to return such added cost should be established.

The contention is made by several shippers of oil well supplies that the rates set forth in the proposed report exceed the prevailing contract carrier rates, and if established will result in an increase in commodity prices by virtue of increased distribution costs; and in some instances will divert traffic to proprietary trucks. These shippers do not suggest that the prevailing contract carrier rates can be justified as reasonable minimum rates in the light of the evidence adduced with respect to truck costs. It seems apparent that little, if any, consideration has been given to truck transportation costs by contract carriers in making rates. However, as stated in the proposed report, it may well be that on certain commodities having favorable transportation characteristics, rates different from those proposed would be justified. In view of the circumstances prevailing here the minimum rates approved and established should closely approximate the reasonable minimum cost of performing the service.

Several respondent motor truck carriers urged that rail terminal to terminal rates should be adjusted at this time so as to bring about an equality between terminal rates and store-door rates of all carriers. However, the evidence in this record is insufficient to warrant disturbing the existing terminal rates of the rail lines. To the extent adjustment of these rates may become necessary to preserve an equality between competing carriers the matter may be brought to the Commission's attention.

Upon consideration of all the facts of record it must be found:

1. That the rates under suspension in Case No. 4106 have not been justified, and should be cancelled.

2. That the rates, rules and regulations contained in Asbury Local Freight Tariff No. 4, C.R.C. No. 4; Items 990-D, 1026-A and 1027-A of Pacific Freight Lines Local Freight Tariff No. 7, C.R.C. No. 7 of Motor Freight Terminal Company; Items Nos. 1073 and 1074 of Keystone Express System Local Freight Tariff No. 4, C.R.C. No. 5; and Items Nos. 3320, 3330, 3340 and 3350 of Pacific Freight Lines Express Local, Joint and Proportional Express Tariff No. 1-A, C.R.C. No. 2, in so far as said rates, rules and regulations apply between points in California, Salinas, Fresno and south thereof, for the transportation of the articles and commodities involved in these proceedings other than those described in Item 10 of Appendix "A" hereof, are unreasonable and insufficient and should be cancelled.

3. That the existing store-door rates charged and collected by common carriers for the transportation of the articles and commodities described in Item 10 of Appendix "A" hereof between points in California, Salinas, Fresno and south thereof, are unreasonable and insufficient to the extent by which they are lower than the rates, rules and regulations contained in Appendix "A" hereof, which rates, rules and regulations are found to be reasonable and sufficient.

4. That the minimum rates, rules and regulations set forth in Appendix "A" hereof for the transportation of the articles and commodities described in Item No. 10 thereof, in lots of 4,000 pounds and over, are justified and should be established as the just, reasonable and non-discriminatory minimum rates for the transportation of said commodities by radial highway common and highway contract carriers between points for which rates are provided in said Appendix.<sup>5</sup>

5. That the minimum rates established in and by Decision No. 28761 (39 C.R.C. 732) as the just, reasonable and non-discriminatory minimum

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<sup>5</sup>The rates set forth in Appendix "A" are somewhat lower than those proposed by the Examiner.

rates for radial highway common and highway contract carriers, in so far as they involve the transportation of the articles and commodities embraced in these proceedings in lots of less than 4,000 pounds between points in California served by common carriers, Salinas, Fresno and south thereof, should be amended and reestablished on a basis no lower than the lowest common carrier rates between the same points in effect on January 7, 1937, and published in tariffs lawfully on file with this Commission, together with rules, regulations and classifications which produce and govern said rates, except that for the transportation of any shipment of the commodities here involved weighing not less than 2,000 pounds and less than 4,000 pounds, any distance not exceeding 50 miles, the minimum rate shall be 90 per cent of the lowest common carrier rate for the same transportation of shipments of the same kind of property weighing 100 pounds each in effect between the same points on January 7, 1937.

## O R D E R

Public hearings having been held in the above entitled proceedings, full investigation of the matters and things involved having been had; and basing this order on the findings of fact and the conclusions contained in the preceding opinion,

IT IS HEREBY ORDERED that Asbury Truck Company and Pacific Freight Lines be and they are hereby ordered and directed to cancel the rates, rules and regulations contained in Asbury Truck Company Local Freight Tariff No. 5, C.R.C. No. 5, and First Revised Pages 18 and 32 thereof, and Item No. 990-E of Pacific Freight Lines Local Freight Tariff No. 7, C.R.C. No. 7 of Motor Freight Terminal Company on or before December 11, 1936, on not less than one day's notice to the Commission and to the public, and that upon cancellation of said schedules the order of suspension and investigation in Case No. 4106 be vacated and the proceeding discontinued.

IT IS HEREBY FURTHER ORDERED that the following rates, rules and regulations be and they are hereby established as the just, reasonable and non-discriminatory minimum rates, rules and regulations to be charged, collected and observed by all radial highway common carriers and highway contract carriers (as these terms are defined in the Highway Carriers' Act, Statutes of 1935, Chapter 223), and as the reasonable and sufficient rates to be charged, collected and observed by all common carriers (as that term is defined in the Public Utilities Act) for the transportation between points in California, Salinas, Fresno and south thereof, of the commodities involved in these proceedings: (1) for the transportation of the articles and commodities described in Item No. 10 of Appendix "A" attached hereto and made a part hereof, rates rules and regulations in volume and effect no lower than those set forth in said Appendix; (2) for the transportation of articles and commodities involved in these proceedings other than those described in said Appendix "A", the lowest common carrier rates, rules and regulations shown in

any common carrier's tariff lawfully on file with this Commission and in effect on January 7, 1937, excluding the following tariffs and items:

Asbury Truck Company Local Freight Tariff No. 4, C.R.C. No. 4; Items Nos. 990-D, 1026-A and 1027-A of Pacific Freight Lines Local Freight Tariff No. 7, C.R.C. No. 7, of Motor Freight Terminal Company; Items Nos. 1073 and 1074 of Keystone Express System Local Freight Tariff No. 4, C.R.C. No. 5; and Items Nos. 3320, 3330, 3340 and 3350 of Pacific Freight Lines Express Local, Joint and Proportional Express Tariff No. 1-A, C.R.C. No. 2,

excepting that on shipments of property weighing not less than 2,000 pounds and less than 4,000 pounds transported for distances not exceeding 50 miles, the rates shall be not less than 90 per cent. of said common carrier rates. To the extent the rates, rules and regulations herein established are different from the minimum rates, rules and regulations established in Decision No. 28761 for the same transportation they supercede such rates, rules and regulations.

IT IS HEREBY FURTHER ORDERED that on or before January 7, 1937, on not less than five (5) day's notice to the Commission and to the Public, all common carriers (as defined in the Public Utilities Act), shall cancel all rates, rules and regulations lower in volume and effect than those referred to in the preceding paragraph.

IT IS HEREBY FURTHER ORDERED that all radial highway common carriers, highway contract carriers and common carriers be and they are hereby ordered to cease and desist on or before January 7, 1937, and thereafter abstain from charging or collecting for the transportation of the articles and commodities involved in these proceedings between points in California, Salinas, Fresno and south thereof, rates less than those established and approved in this order.

IT IS HEREBY FURTHER ORDERED that every radial highway common carrier and highway contract carrier shall issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "B" hereof, but may include in said freight bill, in addition to the provisions appearing in said form, such other reasonable

and lawful provisions as may be deemed proper, and shall retain and preserve for reference, subject to the inspection of the Commission or its employees, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

IT IS HEREBY FURTHER ORDERED that the Commission shall and it does hereby retain jurisdiction in these proceedings for the purpose of entering such further order or orders as may from time to time appear proper in the light of other or further evidence received herein.

IT IS HEREBY FURTHER ORDERED that as to Case No. 4106 this order shall become effective December 7, 1936. In all other respects this order shall become effective January 2, 1937.

Dated at San Francisco, California, this 30 day of

November, 1936.

W B Davis  
Leon Whittall  
W H A. Carr  
Walter Martin  
Frederick R. Mullen  
Commissioners

APPENDIX "A"

Naming Just, Reasonable and Non-discriminatory  
Minimum Store Door Rates For Radial Highway  
Common Carriers and Highway Contract  
Carriers

and

Reasonable and Sufficient Store Door Rates For  
Common Carriers

for the transportation of

Oil, Water or Gas Well Outfits and Supplies  
as described herein

Between

Points in California  
as shown herein

#### EXPLANATION OF TECHNICAL TERMS AND ABBREVIATIONS

POINT OF ORIGIN means the precise location at which property is picked up or to be picked up and loaded in or on equipment of the carrier for transportation.

POINT OF DESTINATION means the precise location at which property is discharged or to be discharged from the equipment of the carrier.

SHIPMENT means a lot received from one shipper on one shipping order or one bill of lading at one point of origin at one time for one consignee at one destination.

SPLIT PICK-UP SHIPMENT means a lot received on one shipping order or bill of lading from:

- (a) one consignor at more than one point of origin on the direct route from the most distant point of origin, for delivery to one consignee at one destination;

or

- (b) two or more consignors at one point of origin, or at points of origin on the direct route from the most distant point of origin, for delivery to one consignee at one destination.

SPLIT DELIVERY SHIPMENT means a lot received on one shipping order or bill of lading from one consignor at one point of origin at one time, to be delivered to:

- (a) one consignee at more than one point of destination on the direct route to the most distant point of destination;

or

- (b) two or more consignees at one point of destination, or at points of destination on the direct route to the most distant point of destination.

#### RULES AND REGULATIONS

APPLICATION OF RATES: The rates provided herein include pick-up at point of origin and delivery at point of destination.

APPLICATION OF RATES PROVIDED IN SECTION 1: The rates provided in Section 1 apply only between points located in Los Angeles and Orange Counties on the one hand and points located in California, Salinas, Fresno and south thereof, on the other hand.

APPLICATION OF RATES PROVIDED IN SECTION 2: The just, reasonable and non-discriminatory minimum hourly rates for radial highway common carriers and highway contract carriers provided in Section 2 apply between points in California, Salinas, Fresno and south thereof, for distances not to exceed 20 miles. If the minimum hourly rates provided in Section 2 result in a lower transportation charge than the rates provided in Section 1 hereof on the same shipment, the lower of such charges shall apply as the minimum charge.



**ASSESSMENT OF CHARGES:** Charges will be assessed upon the gross weight of the shipment. No allowance or deductions will be made for the weight of containers.

**ACTUAL WEIGHT VERSUS MINIMUM WEIGHT:** When the charges accruing on a shipment based upon actual weight exceed the charges computed from a rate based upon the next greater unit of minimum weight, the latter will apply.

**CHARGES FOR TRANSPORTING SPLIT PICK-UP OR SPLIT DELIVERY SHIPMENTS:** Split pick-up or split delivery service may be rendered only when the entire lot of property weighs 4,000 pounds or more. The charges for such transportation services shall be computed on the following basis:

- (1) In split pick-up service, the weight of each component part picked up from each consignor at the rate applicable for the entire lot from the highest rated point of origin to destination plus a sum equal to 1 cent per 100 pounds for the weight of each pick-up but in no case less than 25 cents per pick-up.
- (2) In split delivery service, the weight of each component part of the entire lot at the rate applicable for the entire lot from point of origin to the highest rated point of destination of any part of the entire lot plus a sum equal to 1 cent per 100 pounds for the weight of each delivery but in no case less than 25 cents per delivery.

**MINIMUM RATES VERSUS COMMON CARRIER RATES:** In the event the application of the common carrier rates, rules and regulations for the same transportation of the same shipment of property from and to the same points results in a lower aggregate charge than the charge resulting from the application of the minimum rates provided herein, such lower charge shall apply.

**COMPUTATION OF TIME FOR HOURLY RATES:** Hourly rates shall be computed on the following basis: loading time, plus double the driving time from point of origin to point of destination, plus unloading time.

SECTION I --- COMMODITY RATES

COMMODITIES FOR WHICH RATES ARE PROVIDED IN THIS APPENDIX.

ITEM NO. 10.

OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES, VIZ.:

Adapters, Casing  
 Adjusters and Boards  
 Band, Bull or Calf Wheels or Tug Pulleys  
 Barrels, Pump Working (Well Pump Cylinders)  
 Bits, Drilling  
 Blocks, Casing, Crown or Underreamer Dressing  
 Boiler Flues  
 Boiler Tubes  
 Boxes, Oil, Water, Gas Well Derrick or Stuffing  
 Brick, Fire  
 Caps, Sand Line  
 Castings, Swing Post  
 Catchers, Tubing  
 Clamps, Disconnecting, Drilling, Drive or Gas Packing  
 Clamps or Grips, Anchor, Casing, Pipe, Polished Rod or Pull Rod  
 Countershafts, Oil Well  
 Derrick Cranes or Derricks, including necessary equipment of  
 ladders  
 Drill Bitheads  
 Elevators, Pipe or Sucker Rod  
 Forges, Oil, Water or Gas Well Derrick  
 Gauges, Bit  
 Grate, Bars  
 Heads, Control Casing, Drive Pipe or Casing, not otherwise  
 specified  
 Hooks, Casing, Sucker Rod, Throw-off or Tubing, or Links  
 Jacks, Oil Well Pumping, or Parts  
 Jacks, Oil, Water or Gas Well Tool  
 Joints, Rotary Tool and Sucker Rod  
 Liners, Polished Rod  
 Lines, Measuring  
 Machines, Oil, Water or Gas Well Rotary Drilling, not otherwise  
 specified, and parts thereof  
 Mud Mixer Parts, Iron  
 Oil Well Pulling Machines  
 Outfits, Wire Line Pumping  
 Packers  
 Pipe or Tubing and Fittings, Cast or Wrought  
 Pipe or Tubing, Plate or Sheet, 16 gauge or thicker  
 Plugs, Cementing  
 Plugs, Dry Hole  
 Powers, Pumping  
 Protectors, Box and Pin  
 Pull Rod Blocks, Wooden  
 Rams, Bit  
 Reels, Measuring  
 Rings and Wedges  
 Rods, Polished or Valve  
 Rods, Sucker  
 Saddles, Jack  
 Sand Reels, Chain Driven  
 Savers, Oil  
 Spiders, Liners or Slips, or Spudding Shoes and Rings

SECTION I -- COMMODITY RATES (continued)  
COMMODITIES FOR WHICH RATES ARE PROVIDED IN THIS APPENDIX

ITEM NO. 10 (concluded)

Stirrups, Disconnecting  
Swabs, Steel and Rubber  
Swivels, Hydraulic Rotary  
Temper Screws and Parts  
Templates, Box and Pin  
Thief Hole Covers, Iron  
Tongs, Pipe, weighing each 20 pounds or over  
Tools, Oil, Water or Gas Well Drilling or Fishing, See Note 1.

Note 1: Covers only such tools as are commonly known and recognized as Oil, Water or Gas Well Drilling or Fishing Tools and as used under the surface of the ground in the process of drilling an oil, water or gas well.

Tubs, Oil, Water or Gas Well Cooling

~~Underframes~~

Valves, Pump Working Barrel

Wagons, Casing or Bit

Wobblers

Wrenches, Drive Clamp, Sucker Rod or Swivel, also Tool Wrenches  
weighing each 20 pounds or over

Arms, Cants, Handles or Pins, Band, Bull or Calf Wheel, wooden

Guides, wire line, wooden

Rig Irons, not otherwise specified, including necessary quantity  
of nails.

SECTION I -- COMMODITY RATES (continued)

ITEM NO. 20

Oil, Water or Gas Well Outfits and Supplies,  
as described in Item No. 10

(Rates Are In Cents Per 100 Pounds)

Between Points located	(1) Los Angeles	(2) Los Angeles
within the City	Vernon	Torrance
limits of:	Huntington Park	Long Beach
		Signal Hill
And	Minimum Weight in Pounds	
Points located		
within the City		
limits of:	4,000 : 12,000 : 30,000	4,000 : 12,000 : 30,000

Salinas	88	63	46	90	65	48
Solodad	84	59	44	85	61	45
King City	79	55	41	81	57	42
Paso Robles	69	48	35	71	50	37
San Luis Obispo	65	44	32	67	46	34
Arroyo Grande	55	36	27	57	39	28
Santa Maria	55	36	27	57	39	28
Lompoc	55	36	27	57	39	28
Santa Barbara	36	22	16	38	24	18
Ventura	31	18	13	33	20	15
Ojai	31	18	13	33	20	15
Oxnard	31	18	13	33	20	15
Santa Paula	31	18	13	33	20	15
Fillmore	26	14	10	28	16	12
San Fernando	22	12	8	25	15	11
Burbank	20	10	6	23	13	9
Glendale	19	9	5½	22	12	8
(1) Los Angeles	-	-	-	21	11	6
(2) Los Angeles Harbor	21	11	6	-	-	-
Beverly Hills	20	10	6	23	13	9
Santa Monica	21	11	6	21	11	6
Culver City	20	10	6	21	11	6
El Segundo	21	11	6	21	11	6
Redondo Beach	21	11	6	21	11	6
Torrance	21	11	6	19	9	6
Vernon	-	-	-	21	11	6
Huntington Park	-	-	-	21	11	6
Maywood	19	9	5½	20	10	6
Roll	19	9	5½	20	10	6
Southgate	19	9	5½	20	10	6
Lynwood	19	9	5½	20	10	6
Compton	20	10	6	20	10	6
Signal Hill	21	11	6	19	9	6
Long Beach	21	11	6	19	9	6
Seal Beach	22	12	8	20	10	6
Huntington Beach	25	13	9	24	12	9
Newport Beach	26	14	10	25	13	10

(1) Rates apply only from or to points located within that portion of the corporate city limits of Los Angeles, Manchester Avenue and north, Western Avenue, Los Feliz Boulevard and east.

(2) Rates apply only from or to points located within that portion of the corporate city limits of Los Angeles south of Manchester Avenue, west of Western Avenue and Sunset Boulevard and south.

SECTION I -- COMMODITY RATES (continued)  
ITEM NO. 20 (continued)

Oil, Water or Gas Well Outfits and Supplies,  
as described in Item No. 10

(Rates Are In Cents Per 100 Pounds)

Between Points located	(1) Los Angeles	(2) Los Angeles
within the City	Vernon	Torrance
limits of:	Huntington Park	Long Beach
		Signal Hill
And		
Points located	Minimum weight in Pounds	
within the City		
limits of:		
	4,000 : 12,000 : 30,000 : 4,000 : 12,000 : 30,000	

Laguna Beach	27	14	10	26	13	10
San Clemente	31	18	13	31	18	13
Oceanside	36	22	16	36	22	16
Escondido	41	26	19	41	26	19
San Diego	41	26	19	41	26	19
La Mesa	46	29	21	46	29	21
El Cajon	46	29	21	46	29	21
Coronado	41	26	19	41	26	19
National City	41	26	19	41	26	19
Chula Vista	46	29	21	46	29	22
Monte Bello	19	9	5 $\frac{1}{2}$	21	11	7
Whittier	20	10	6	22	12	8
La Habra	20	10	6	21	11	7
Brea	22	12	8	23	13	9
Fullerton	23	12	8	23	12	8
Placentia	23	12	8	23	12	8
Anaheim	23	12	8	23	12	8
Orange	24	13	9	24	13	9
Santa Ana	24	13	9	24	13	9
Tustin	25	13	9	25	13	9
Alhambra	19	9	5 $\frac{1}{2}$	22	12	8
San Marino	20	10	6	23	13	9
Sierra Madre	21	11	7	24	14	10
South Pasadena	19	9	5 $\frac{1}{2}$	22	12	8
Pasadena	19	9	5 $\frac{1}{2}$	22	12	8
Monterey Park	19	9	5 $\frac{1}{2}$	21	11	7
El Monte	20	10	6	22	12	8
West Covina	21	11	7	23	13	9
Covina	22	12	8	24	14	10
La Verne	23	12	8	24	13	9
Pomona	24	13	9	25	14	10
Chino	25	13	9	26	14	10
Corona	27	14	10	27	14	10
Ontario	25	13	9	26	14	10
Riverside	27	14	10	27	14	10
San Jacinto	36	22	16	36	22	16
Menet	36	22	16	36	22	16

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SECTION I --- COMMODITY RATES (continued)						
ITEM NO. 20 (continued)						
Oil, Water or Gas Well Outfits and Supplies, as described in Item No. 10						
(Rates Are In Cents Per 100 Pounds)						
Between Points located	:(1) Los Angeles			:(2) Los Angeles		
within the City	: Vernon			: Torrance		
limits of:	: Huntington Park			: Long Beach		
				: Signal Hill		
And						
Points located	Minimum Weight in Pounds					
within the City						
limits of:	: 4,000 : 12,000 : 30,000 : 4,000 : 12,000 : 30,000					
Perris	31	18	13	31	18	13
Elsinore	31	18	13	31	18	13
Colton	27	14	10	28	15	11
Redlands	31	18	13	32	19	13
Beaumont	36	22	16	36	22	16
Banning	36	22	16	36	22	16
Indio	46	29	21	46	29	21
Blythe	65	44	33	65	44	33
Calipatria	55	37	27	55	37	27
Brawley	60	40	30	60	40	30
Imperial	60	40	30	60	40	30
El Centro	65	44	33	65	44	33
Holtville	65	44	33	65	44	33
Calxico	65	44	33	65	44	33
San Gabriel	20	10	6	23	13	9
Arcadia	20	10	6	22	12	8
Monrovia	21	11	7	23	13	9
Azusa	21	11	7	23	13	9
Glendora	21	11	7	23	13	9
Claremont	24	13	9	25	14	10
Upland	27	14	10	28	15	11
Rialto	31	18	13	32	19	13
San Bernardino	31	18	13	32	19	13
Needles	79	55	41	80	56	41
Fresno	69	48	35	71	50	37
Sanger	65	44	33	66	46	34
Parlier	65	44	33	66	46	34
Reedley	65	44	33	66	46	34
Dinuba	65	44	33	66	46	34
Fowler	65	44	33	66	46	34
Selma	65	44	33	66	46	34
Kingsburg	65	44	33	66	46	34
Visalia	65	44	33	66	46	34
Exeter	65	44	33	66	46	34
Lindsay	60	40	30	62	42	31

(1) Rates apply only from or to points located within that portion of the corporate city limits of Los Angeles, Manchester Avenue and north, Western Avenue, Los Feliz Boulevard and east.

(2) Rates apply only from or to points located within that portion of the corporate city limits of Los Angeles south of Manchester Avenue, west of Western Avenue and Sunset Boulevard and south.

SECTION I --- COMMODITY RATES (continued)						
ITEM NO. 20 (concluded)						
Oil, Water or Gas Well Outfits and Supplies						
as described in Item No. 10						
(Rates Are In Cents Per 100 Pounds)						
Between Points located	:(1) Los Angeles		:(2) Los Angeles			
within the City	: Vernon		: Torrance			
limits of:	: Huntington Park		: Long Beach			
			Signal Hill			
And						
Points located	Minimum Weight in Pounds					
within the City						
limits of:	: 4,000 : 12,000 : 30,000 : 4,000 : 12,000 : 30,000 :					
Porterville	60	40	30	62	42	31
Hanford	65	44	33	67	46	34
Lemoore	65	44	33	67	46	34
Coalinga	69	48	35	71	50	37
Tulare	60	40	30	62	42	31
Corcoran	60	40	30	62	42	31
Delano	55	37	27	57	39	28
Bakersfield	50	33	24	52	35	26
Taft	50	33	24	52	35	26
Maricopa	50	33	24	52	35	26

(1) Rates apply only from or to points located within that portion of the corporate city limits of Los Angeles, Manchester Avenue and north, Western Avenue, Los Feliz Boulevard and east.

(2) Rates apply only from or to points located within that portion of the corporate city limits of Los Angeles south of Manchester Avenue, west of Western Avenue and Sunset Boulevard and south.

## SECTION 1

## COMMODITY RATES (continued)

Item : BASING DISTANCE RATES  
No. :

30

Rates between points in California, Salinas, Fresno and south thereof, for which rates are not provided in Item No. 20 will be made as follows:

(a) If the point of origin is not named in Item No. 20, add to the rates from any point named in Item No. 20 to destination, .25¢ ( $\frac{1}{4}$  of 1 cent) per 100 pounds per mile or fraction thereof for the distance from actual point of origin to such named point, but in no event shall the rate so constructed exceed the rates provided in Item No. 20 from a more distant point to point of destination via the same route.

(b) If the point of destination is not named in Item No. 20, add to the rates shown from point of origin to any point named in Item No. 20, .25¢ ( $\frac{1}{4}$  of 1 cent) per 100 pounds per mile or fraction thereof for the distance from such named point to actual point of destination; but in no event shall the rate so constructed exceed the rates provided in Item No. 20 to a more distant point from point of origin via the same route.

(c) If neither the point of origin nor the point of destination is named in Item No. 20, add to the rates provided in Item No. 20 between any two points named therein .25¢ ( $\frac{1}{4}$  of 1 cent) per 100 pounds per mile or fraction thereof for the distance from actual point of origin to either named point and for the distance from the other named point to actual point of destination; but in no event shall the rate so constructed exceed the rates provided in Item No. 20 from a more distant point to a more distant point via the same route.



## SECTION 2

JUST, REASONABLE AND NON-DISCRIMINATORY MINIMUM RATES  
FOR RADIAL HIGHWAY COMMON CARRIERS AND HIGHWAY  
CONTRACT CARRIERSItem :  
No. : HOURLY RATES

Oil, Water or Gas Well Outfits and Supplies, as

defined in Item 10, Section 1.

(Rates named herein apply from, to and between points  
in California, Salinas, Fresno and South thereof,  
for distances not to exceed 20 miles).Rates in  
cents per hour

\* #

40 Trucks or Tractors and Semi-Trailers:

Less than 3-ton carrying capacity 300

Over 3-ton to and including 6-ton  
carrying capacity 350

Over 6-ton carrying capacity 400

Trailers:

4-wheel 100

6-wheel 150

Dollies:

2-wheel 100

\* Minimum charge 1 hour.

# Rates include vehicle and driver. When necessary for carrier to  
furnish extra help other than driver, such service shall be  
charged for at a rate of not less than 75 cents per hour per  
extra man furnished.