

Decision No. 32220

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation by the Commission on its own Motion into the Rates, Rules, Regulations and Practices of Carriers engaged in the Transportation of Petroleum and Petroleum Products within the State of California.) Case No. 4079

In the Matter of the Investigation by the Commission on its own Motion into the Rates, Rules, Regulations and Practices of Carriers engaged in the Transportation of Refined Petroleum Products in Tank Cars, Tank Trucks, Tank Trailers or Tank Semi-Trailers, or any combination thereof, in lots of less than 5800 gallons, within this State.) Case No. 4191

In the Matter of the Investigation by the Commission on its own Motion into the Rates, Rules, Regulations and Practices of Carriers engaged in the transportation of Petroleum and Petroleum Products within this State.) Case No. 4249

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations of all Carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935), for the transportation for compensation or hire of petroleum and petroleum products over the public Highways within all incorporated cities in this State.) Case No. 4250

BAKER, Commissioner:

Additional Appearances

- Ware and Berol, by Wallace L. Ware, for The Tank Truck Operators Association.
- Don Petty, for Oil Haulers Association.
- J. E. Lyons and R. E. Wedekind, for Southern Pacific Company.
- Frank Karr, for Pacific Electric Railway Company.
- E. C. Renwick and W. H. Love, for Union Pacific Railroad Company.
- A. E. Patton, for Richfield Oil Corporation.
- J. W. Chartrand, for Petrol Corporation.
- Paul H. Moore, for Gilmore Oil Company.
- J. D. Rearden and W. E. Paul, for Union Oil Company of California.
- E. V. Macon, for The Texas Company.
- R. Hutcherson and D. Whetmore, for Tidewater Associated Oil Company.
- C. E. Donaldson and R. T. Potts, for Shell Oil Company, Inc.

NINETEENTH SUPPLEMENTAL OPINION - (Case No. 4079
(Case No. 4191

FIFTH SUPPLEMENTAL OPINION - Case No. 4249

FIRST SUPPLEMENTAL OPINION - Case No. 4250

Collectively, these proceedings involve rates for the transportation of petroleum and petroleum products in tank cars and tank truck equipment, and for accessorial services incidental to such transportation, by all common carriers, highway carriers and city carriers. By prior orders herein, the Commission established minimum rates, rules and regulations for such transportation and accessorial services. Upon petitions filed by Oil Haulers Association and The Tank Truck Operators Association, the proceedings were reopened for the purpose of taking and considering evidence in order to determine whether or not, and to what extent if at all, changes should be made (1) in the charge established for the performance of pumping service by carriers and (2) in the existing Group 6 territorial description and in the rates applicable from, to and between points located therein.¹

The reopened proceedings were consolidated for public hearing, which was had at Los Angeles.²

¹ The prior orders in these proceedings established 13 territorial groups and named a uniform rate to apply for transportation within each group. It also named basing points, the rates from and to which would apply from and to all other points within the respective groups. Group 6 (the Los Angeles-Compton group) embraced the city of Los Angeles and considerable surrounding territory. Subsequently, this group was subdivided for the purpose of applying intra-group rates, but was left intact as to transportation from or to the group.

² The original petitions did not specifically request modification of the prior order in Case No. 4250, which involves transportation by city carriers, and that proceeding was not reopened. However, by petition filed at the public hearing, The Tank Truck Operators Association sought an ex parte supplemental order in that proceeding. Cases Nos. 4079, 4191, 4249 and 4250 are closely related, in so far as the Group 6 territorial description is concerned, and Case No. 4249 is sufficiently broad to embrace the issues involved in Case No. 4250. For these reasons the instant decision will issue in the latter proceeding, as well as in the others entitled above.

A witness for The Tank Truck Operators Association, qualified as a cost and rate expert, testified that in his opinion Group 6 should be modified by eliminating therefrom that portion of the city of Los Angeles lying generally north of Sunset Boulevard and Beverly Hills. He stated that all of the groups were originally designed and intended to include only producing areas, but that the present Group 6, because it embraced the entire city of Los Angeles, included an enormous area which was almost wholly consuming territory. He said that the area which he proposed to exclude from the group produced no petroleum or petroleum products other than a relatively small amount of crude oil originating in the region known as Canoga Park. He declared, also, that the present group is unduly large, extending some 66 miles from Huntington Beach to the northern city limits of Los Angeles. The proposed modification, he explained, would have the effect of reducing rates between the excluded area and points north and west thereof, and of generally increasing rates between that area and points south thereof. This witness made no attempt to justify the reductions or increases upon the basis of transportation costs, but pointed out that the resulting rates would be uniform with the mileage rate scales established by the Commission for general application throughout the state. He expressed the belief that the changes would serve to remove asserted disadvantages and prejudices and, moreover, would simplify the computation of mileages from and to the excluded area.

The witness proposed to define the northern boundary of Group 6 by a line which would closely follow the one now dividing the group into two parts for the purpose of applying intra-group rates. The suggested line differs from the present one only in that it is moved northward at Beverly Hills to avoid dissecting that city, and is adjusted slightly to follow the northern boundary of Los Angeles

2079

Zone 1 as defined in the Commission's Distance Table No. 3.³ The witness said that he had enjoyed the benefit of advice of shippers and carriers in developing the proposed boundary. He suggested that, in the interest of uniformity and harmony, the northern boundaries of sub-groups 6-A, 6-E and 6-F should also be revised to correspond to the proposed northern boundary of Group 6.⁴

So far as the movement of crude oil from Canoga Park was concerned, the witness stated that he had no information as to the volume or regularity of the movement, the rates being assessed, or the ability of the traffic to pay an increased rate. He suggested that crude oil might be excluded from his proposal, but, due to lack of information, he had no definite recommendation to offer in the matter.

Another witness, called by the Oil Haulers Association, testified that approximately 250 barrels of crude oil per day were being transported from Canoga Park, that all of it was carried by members of his association, and that in his opinion this oil should not be excepted from the proposed modification of Group 6. On the other hand, a witness for one of the major refiners testified that his company was shipping an average of 300 barrels of crude oil per day from Canoga Park into the Los Angeles basin at a rate of 15 cents per barrel; that the distance involved was 49 miles; that under the proposed modification the minimum rate for this transportation would

3

Appendix "A" to Decision No. 31605 of December 27, 1938, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246.

4

The sub-groups referred to are those established by Decision No. 31469, as amended, in Case No. 4249, applicable only to the transportation of petroleum crude oil. Further changes in the boundary line were proposed by The Tank Truck Operators Association and by Shell Oil Company in petitions filed subsequent to the hearing. These petitions ask that the line suggested by the witness be adjusted slightly so as to embrace small additional areas from and to which movements of petroleum products occur. Petitioners allege that the boundary line as finally proposed will uniformly benefit the consuming public, the shippers, and the carriers. Interested parties were furnished with copies of these petitions but have offered no objection to the proposals made therein.

be 6 cents per 100 pounds, or about 19 cents per barrel; and that if the rate were thus increased his company would give serious consideration to diverting the traffic to proprietary equipment or to a pipe line.

Other than the testimony of this shipper with respect to the movement of crude oil, no objection was offered to the changes in Group 6 proposed by The Tank Truck Operators Association.

The petition filed by Oil Haulers Association seeks only a reduction in the charge established for the accessorial service of pumping crude oil when performed with carriers' equipment, and only when the transportation is within Group 6, or between Group 6 and Group 13. The established charge is $\frac{3}{4}$ of one cent per 100 pounds, or approximately 2.44 cents per barrel; the charge sought is one cent per barrel.⁵ A carrier witness called by this association testified that prior to the establishment of minimum rates on crude oil (effective December 7, 1938), the "going" charge generally assessed by members of his association for pumping service was the same as that now proposed. He stated that at least one shipper had already leased its own pumping equipment rather than pay the established charge, and others had expressed an intention of doing so. He declared that all of the independent refiners and producers in the Los Angeles basin were of the opinion that the pumping charge should not exceed one cent per barrel, and it was the desire of his association that the charge be reduced to that basis. He asserted that there had been no change in the cost of rendering the service since the one-cent charge was formerly applied. According to this witness, approximately 85 per cent of the crude oil transported within Group 6 is handled by members of the Oil Haulers Association, and about 24 per cent of this amount is pumped by the carrier at either origin or destination, or both. He pointed

⁵ Crude oil is sold in terms of "barrels" consisting of 42 gallons. Upon the estimated weight of 7.75 pounds per gallon, the barrel of crude oil weighs approximately 325 pounds.

out that in some cases the present charges for pumping service exceed those established for transportation of crude oil over short distances.

Another witness for Oil Haulers Association, testifying as a cost expert, introduced and explained an exhibit which he had prepared from records of association members for the purpose of developing the actual cost of pumping oil under conditions encountered by such carriers. The costs originally developed were .868 cents per barrel or .2667 cents per 100 pounds, but, on cross-examination, the witness conceded that these amounts should be increased about 20 per cent to account for fixed costs for which no provision had been made in his original study. The figures resulting from this revision are 1.0416 cents per barrel, or approximately .32 cents per 100 pounds. The witness said that pumping costs would vary to some extent with the specific gravity and the temperature of the fluid, but that he had made no investigation of the cost of pumping liquid asphalt, gasoline, or various other petroleum products. He explained that his investigation had covered principally fuel oil and crude oil, and that his calculations were based upon service rendered only under the conditions for which 24-hour crude oil rates were recently established by the Commission.⁶

No shipper witnesses testified with respect to pumping charges, and no evidence was offered by anyone concerning pumping of other commodities or in other territories. The Tank Truck Operators Association protested the proposed reduction and participated in cross-examination of the cost witness, but did not state the basis of its objections or offer testimony of its own relative to this service.

6

By Decision No. 31531 of December 5, 1938, in Case No. 4249, reduced minimum rates were established for the transportation of petroleum crude oil within Group 6, and between Group 6 and Group 13, applicable only where consignee's facilities permit delivery over a 24-hour period each day.

Neither of the principal modifications here under consideration is entirely new. At an earlier hearing in one of these proceedings the same witness for The Tank Truck Operators Association suggested that the northern portion of the city of Los Angeles be eliminated from Group 6, but no action was taken by the Commission at that time as the proposal was outside the scope of the phase of the proceeding then being considered. This witness also testified at that time that, in his opinion, the charge of $3/4$ of one cent per 100 pounds for pumping service rendered with carriers' equipment was considerably in excess of the cost of performing such service, and said that he believed a proper charge would be $1/2$ cent per 100 pounds, or possibly somewhat less. It did not appear to the Commission that the proposed reduction in the pumping charge had been justified, and the charge was not disturbed.⁷

Setting aside for the moment the question of whether or not petroleum crude oil originating in the Canoga Park area merits and requires separate rate treatment, the record now before us is convincing that the proposed modifications in Group 6 should be approved. The area to be excluded is essentially a consuming rather than a producing territory, and was made a part of the group originally, not as the result of specific consideration, but only because of the circumstance that it is included within the corporate limits of the city of Los Angeles.

7

The testimony referred to was introduced at hearings held in Case No. 4249 at Los Angeles on November 29, November 30 and December 1, 1938. In its Decision No. 31531 of December 5, 1938, upon that record, the Commission said, "The evidence offered with respect to the proposed reduction in the pumping charge consisted of (a) a statement to the effect that the established charge is unduly high and will tend to divert traffic from for-hire carriers, and (b) the testimony introduced by the witness for Tank Truck Operators Association, Inc., and hereinbefore described. No shipper testified with respect to the charge and no figures relative to the cost of rendering the services were offered. No reason appears why the pumping charge in the Los Angeles Basin should differ from that in force elsewhere, and in the absence of conclusive evidence no change will be made in the charge at this time."

Moreover, the Commission recognized the unduly extensive area covered by Group 6 when (by Decision No. 31468 of November 10, 1938, in Case No. 4079, and Decision No. 31469, supra) it divided the group into two parts for the purpose of computing intra-group charges. Upon this record it is concluded that the northern portion of the city of Los Angeles should be eliminated from the group in substantially the manner proposed by The Tank Truck Operators Association and by Shell Oil Company.

Returning now to the crude oil movement, it will be seen that the Commission has before it very little evidence from which to judge the merits of the proposals made. The witness for one carrier association asked that the oil be required to pay the increased rate which would result from eliminating the Canoga Park area from Group 6; the witness for the other carrier association explained that due to lack of information he had no recommendation to offer in the matter; and the shipper witness declared that if the crude oil rate were increased as proposed, his company would give serious consideration to diverting the traffic from for-hire carriers. None of these witnesses introduced testimony with respect to the cost of transporting the oil by motor vehicle, either under for-hire or proprietary operation. Obviously the evidence offered is insufficient to justify any change in the existing rates for this movement, and it is clear, therefore, that in revising Group 6 the Commission should make such exception as will serve to leave undisturbed the present minimum rate for the transportation of petroleum crude oil from the Canoga Park producing area to the destinations involved.

This leaves for disposition only the proposal of Oil Haulers Association for reduction in the charge for pumping crude oil transported locally within Group 6, and between Group 6 and Group 13. The evidence in connection with this proposal shows clearly that the cost of performing the service is, under certain conditions at least, considerably below the charge heretofore established as minimum. While the cost evidence of record does not justify reduction to a basis

quite as low as the proposed charge of one cent per barrel, it does indicate that a charge of 1/3 of a cent per 100 pounds (about 1.08 cents per barrel) would be fully compensatory for the service of pumping petroleum crude oil under conditions where the consignee's facilities permit deliveries over a 24-hour period each day.⁸ The charge should be reduced to this basis.

In Decision No. 32122 of June 27, 1939, in these proceedings, highway carriers were authorized to meet certain rates maintained by rail carriers operating between points in California over interstate routes. It has since been called to the Commission's attention that certain other interstate rates, lower than the minimum rates, are maintained by rail carriers. Highway carriers should be permitted to meet those rates also. It appears that the necessary authority should be provided by the order herein.

Because of the many modifications which have heretofore been made in the original orders in these proceedings, and because of the numerous supplemental orders which have been necessitated thereby, the Commission should at this time, in the interest of clarity, bring all of the rates, rules and regulations forward into a single appendix in which the changes herein adopted should be incorporated.

I recommend the following form of order.

O R D E R

Public hearing having been held in the above entitled proceeding, and based upon the evidence received at the hearing and

8

The reason for the qualification is that the cost study of record is predicated upon the relatively high use factor for the pumping equipment which may be developed under the 24-hour operation. As has been hereinbefore indicated, the record is devoid of information about the cost of pumping service rendered under other circumstances, or in connection with other commodities.

upon the conclusions set forth in the preceding opinion,

IT IS HEREBY ORDERED that the rates, rules and regulations set forth in Appendix "A" attached hereto and made a part hereof be and they are hereby established and approved, effective September 2, 1939, as the just, reasonable and non-discriminatory minimum rates, rules and regulations to be charged, collected and observed by any and all highway common carriers as defined in the Public Utilities Act, radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, and carriers as defined in the City Carriers' Act, for the transportation of the commodities between points in California for which rates are provided in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that all highway common carriers, as defined in the Public Utilities Act, to the extent they are engaged in the transportation of petroleum products by tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles, be and they are hereby ordered and directed to establish on or before September 2, 1939, on not less than five (5) days' notice to the Commission and to the public, rates, rules and regulations no lower in volume or effect than those provided in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that the rates, rules and regulations set forth in Appendix "B" attached hereto and hereby made a part hereof be and they are hereby prescribed, to become effective September 2, 1939, on not less than five (5) days' notice to the Commission and to the public, as the reasonable and sufficient rates, rules and regulations to be charged, demanded, collected and received by all common carriers by railroad as defined in the Public Utilities Act, for the transportation, between points in this state, of refined liquid petroleum products as defined in said Appendix "B";

provided, however, that where the rates approved and established as the just, reasonable and non-discriminatory minimum rates for the transportation by highway carriers of said commodities and shown in Appendix "A" hereto are lower, said common carriers by railroad may apply, demand, collect and receive such lower rates.

IT IS HEREBY FURTHER ORDERED that all highway common carriers, as defined in the Public Utilities Act; radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act; carriers as defined in the City Carriers' Act; and common carriers by railroad, as defined in the Public Utilities Act, be and they are hereby ordered to cease and desist on September 2, 1939, and thereafter abstain, from charging, collecting or observing rates, rules or regulations lower in volume or effect than those established or proscribed herein.

IT IS HEREBY FURTHER ORDERED that the rates, rules and regulations herein established or proscribed shall supersede those established or proscribed in and by Decision No. 30085 of August 28, 1937, as amended, in Cases Nos. 4079 and 4191; Decision No. 31469 of November 10, 1938, as amended, in Case No. 4249; and Decision No. 31470 of November 10, 1938, in Case No. 4250.

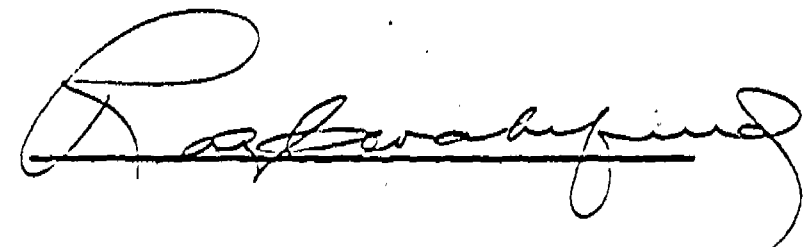
IT IS HEREBY FURTHER ORDERED that every radial highway common carrier, highway contract carrier and city carrier shall issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "C" hereof, but may include in said freight bill, 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, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

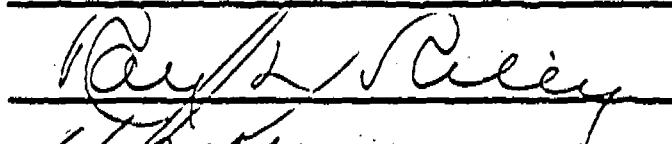
IT IS HEREBY FURTHER ORDERED that the Commission shall have and it does hereby retain jurisdiction of these proceedings for the purpose of establishing or approving the just, reasonable and non-discriminatory maximum or minimum or maximum and minimum rates, charges, classifications, rules and regulations to be charged, collected and observed by radial highway common carriers, highway contract carriers and city carriers, both for the transportation service hereinabove described and for such other transportation and accessorial service as may from time to time appear proper in the light of other or further evidence received herein, and for the purpose of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of the articles and commodities here involved between all competing agencies of transportation.

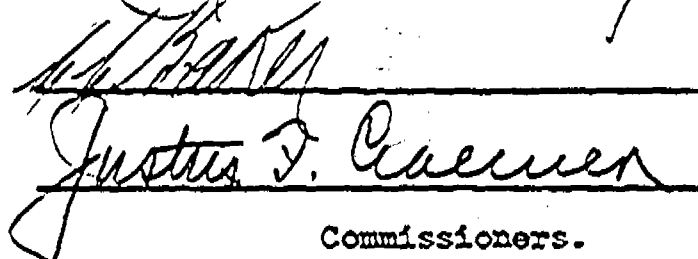
The effective date of this order shall be twenty (20) days from the date hereof.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 1st day of August, 1939.







Commissioners.

APPENDIX "A"

NAMING

JUST, REASONABLE AND NON-DISCRIMINATORY MINIMUM
RATES FOR HIGHWAY COMMON CARRIERS, RADIAL
HIGHWAY COMMON CARRIERS, HIGHWAY CONTRACT
CARRIERS AND CITY CARRIERS

For the Transportation of
LIQUID PETROLEUM PRODUCTS

in

TANK TRUCKS, TANK TRAILERS OR TANK
SEMI-TRAILERS, OR A COMBINATION OF SUCH
HIGHWAY VEHICLES

Between

POINTS IN THE STATE OF CALIFORNIA

Together with

RULES AND REGULATIONS

ITEM NO. 10 - EXPLANATION OF TECHNICAL TERMS

1. POINT OF ORIGIN means the precise location at which property is physically delivered into the custody of the carrier for transportation.

2. POINT OF DESTINATION means the precise location at which property is physically delivered into the custody of the consignee or his agent.

3. 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 destination. (See Item No. 60 for exception.)

4. RAILHEAD means a point at which property is usually and ordinarily loaded into or unloaded from rail cars. It also includes truck loading facilities of plants or industries located at such rail loading or unloading point.

5. TEAM TRACK means a point at which property may be loaded into or unloaded from rail cars by the public generally.

6. RAILROAD RATE means any intrastate rate or rates of any common carrier railroad corporation or corporations, as defined in the Public Utilities Act, lawfully in effect at time of shipment.

7. SAME TRANSPORTATION means transportation of the same kind and quantity of property from the same point of origin to the same point of destination and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.

8. CARRIER'S EQUIPMENT means any tank motor truck, tank trailer or tank semi-trailer, or any combination of such highway vehicles operated by the carrier.

ITEM NO. 20 - APPLICATION OF RATES - GENERAL

Rates provided in this appendix apply for the transportation of petroleum and petroleum products as described in Item No. 30, in tank motor truck, tank trailers or tank semi-trailers, or a combination of such highway vehicles, between points in the State of California by radial highway common carriers and highway 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, subject to Note 1 of this item.

Note 1: When pumping is performed with carrier's equipment, or shipments are stopped in transit to partially unload, additional charges shall be assessed as provided in Items Nos. 60 and 70.

ITEM NO. 30 - APPLICATION OF RATES - COMMODITIES

(a) Rates making reference to this paragraph apply for the transportation of petroleum and petroleum products as follows:

Refined Liquid Petroleum Products, including Compounded Oils having a Petroleum Base, as described in Supplement No. 17 to Western Classification No. 65 (Supplement No. 17 to C.R.C. No. 580 of M. A. Cummings, Agent) under the heading "Petroleum or Petroleum Products * * *."

Such rates do not apply for the transportation of commodities named in paragraph (b) of this item.

(b) Rates making reference to this paragraph apply for the transportation of petroleum and petroleum products as follows:

Petroleum Crude Oil
Petroleum Fuel Oil
Petroleum Gas Oil
Petroleum Road Oil
Asphalt

ITEM NO. 40 - COMPUTATION OF CHARGES

(a) The weight of the commodities identified in paragraph (a) of Item No. 30 shall be computed upon the basis of 6.6 pounds per gallon.

(b) The weight of the commodities identified in paragraph (b) of Item No. 30 shall be computed upon the basis of 7.75 pounds per gallon.

ITEM NO. 50 - MINIMUM WEIGHT AND MINIMUM CHARGES

The minimum weight for shipments in tank trucks, tank trailers, tank semi-trailers, or in any combination of such vehicles, shall be the full legal carrying capacity of the tank or tanks but in no event shall the transportation charges for quantities less than 3,000 gallons be less than those applicable on shipments of 3,000 gallons.

ITEM NO. 60 - STOPPING IN TRANSIT

Shipments shall be subject to an additional charge of \$4.50 for each stop in transit to partially unload, and charges will be collected on the weight of the entire shipment from point of origin to the highest rated point of delivery.

ITEM NO. 70 - PUMPING

Rates provided herein do not include pumping service when rendered with carrier's equipment. When this service is performed by the carrier, a charge of 3/4 of one cent per 100 pounds will be made. (See Note 1 of this item for exception.)

(Continued)

ITEM NO. 70 - PUMPING (Concluded)

Note 1: When pumping is performed in connection with the transportation of petroleum crude oil under Column B rates provided in Item No. 130, or under rate provided in Item No. 140, a charge of 1/3 of one cent per 100 pounds will be made.

ITEM NO. 80 - APPLICATION OF RATES - GROUP POINTS

(a) In applying the rates named in this appendix, the following points will be grouped:

Group 1. San Francisco.

Group 2. Pinole, Oakland, Richmond, Rodeo, Oleum, Port Costa, Martinez, Avon and Port Chicago.

Group 3. Coalinga, LeRoy, Ora and Crump.

Group 4. Bakersfield, Seguro, Maltha, Oil City, Mopeco, Oildale and Oil Center.

Group 5. Taft, Maricopa, McKittrick, Conner, Fellows, Hazelton, Midoil, Kerto, Millux, Pentland, Shale, Lokern, Buttonwillow, Bowerbank, Rio Bravo and Olig.

Group 6. Compton, Signal Hill, Watson, Wilmington, El Segundo, East Long Beach, Los Angeles (subject to Note 1), Machado, Huntington Beach, Naples, Rioco, Hynes, Bixby, St. Helena Spur, Thenard, Los Nietos, Santa Fe Springs, Vinvale, Vernon, Burnett, Lawn, Wingfoot, Alamitos Heights, Alla, Torrance, Downey, Dominguez Junction, Inglewood, Sherman Junction, Playa del Rey, Hyde Park, Long Beach, San Pedro, Wildasin, Venice, Crutcher, Montebello, Pico and Whittier.

Note 1: Group 6 does not include points situated within that portion of the city of Los Angeles lying north of the following boundary line: Starting at the junction of the Pacific Ocean and Sunset Boulevard, east on Sunset Boulevard to the western city limits of Beverly Hills, northerly along the western city limits of Beverly Hills to the northern city limits of Beverly Hills, easterly along the northern city limits of Beverly Hills to the eastern city limits of Beverly Hills, southerly along the eastern city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, south on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, southeasterly on the northeasterly line

(Continued)

ITEM NO. 80 - APPLICATION OF RATES - GROUP POINTS (Continued)

of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.

Group 7. Carpinteria, Naples, Elwood, Goleta, Santa Barbara, Summerland, Rincon Oil Fields, Sea Cliff, Dulah, Ventura Avenue, Ventura, Chrisman, Wadstrom and Ortonville.

Group 8. Fillmore, Montalvo, Saticoy, Santa Paula, Sespe, Bardsdale, Buckhorn, Piru, Camarillo and Moorpark.

Group 9. Avenal, Kettleman City, Kettleman Hills, Los Nietos (Kings County) and Superior Oil Company's Kettleman Hills Plant.

Group 10. Lost Hills, Blackwell's Corner, Belridge, North Belridge and South North Belridge.

Group 11. Weed Patch, Edison, Arvin, Mountain View (Kern County), Giffen, Vaccaro and Harpertown.

Group 12. Poso Creek, Mount Poso and Kern Front.

Group 13. Brea, La Habra, Olinda, East Coyote, West Coyote, Fullerton, Loftus, Oleo, Yorba, Yorba Linda, Placentia, Atwood, Peralta and Richfield.

(b) The groups described in paragraph (a) of this item shall also include points situated on the shortest highway route or shortest rail route between any two named points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 per cent, points situated on such circuitous route shall not be included.

(c) Subject to paragraphs (d), (e), (f) and (g) of this item, the rates named in this appendix are subject to the shortest resulting mileage via any public highway route computed in accordance with the constructive mileage plan provided in Decision No. 31605 of December 27, 1938, as amended, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246.

(Continued)

ITEM NO. 80 - APPLICATION OF RATES - GROUP POINTS (Concluded)

(d) Mileage from or to group points (but not between points situated in the same group) shall be the mileage from or to the basing point of the group as named below, computed in accordance with the constructive mileage plan referred to in paragraph (c) of this item.

<u>Group</u>	<u>Basing Point</u>
1	San Francisco
2	Pinole
3	Coalinga
4	Bakersfield
5	Taft
6	Compton
7	Carpinteria
8	Fillmore
9	Avenal
10	Lost Hills
11	Weed Patch
12	Poso Creek
13	Brea

(e) For transportation between points situated within the same group, and for transportation between points situated within incorporated cities other than the city of Los Angeles, the rate shall be:

1. 3 cents per 100 pounds upon commodities identified in paragraph (a) of Item No. 30.

2. $2\frac{1}{2}$ cents per 100 pounds upon commodities identified in paragraph (b) of Item No. 30. (See Item No. 130 for exception.)

(f) For transportation between points situated within the city of Los Angeles exterior to Group 6, the minimum rate shall be that provided for the constructive distance from point of origin to point of destination.

(g) The minimum charge between points within the switching limit of a single station shall be the switching charge currently maintained by the rail carriers and lawfully on file with the Railroad Commission of the State of California, when lower than the charge accruing under other provisions of this appendix.

ITEM NO. 90 - ALTERNATIVE APPLICATION OF RAIL RATES

When the transportation is between railheads, rates in this appendix shall alternate with the lowest rail rate for transportation in tank cars between the same points.

ITEM NO. 100 - ALTERNATIVE APPLICATION OF COMBINATIONS
WITH RAIL RATES

Rates in this appendix may be used in combination with rates of common carriers by railroad lawfully on file with the Commission and in effect on date of movement as follows: (See Note.)

(a) When point of origin is located beyond railhead, add to the railroad rate applicable from any rail team track to point of destination the rate provided in this appendix for the distance from point of origin to said rail team track.

(b) When point of destination is located beyond railhead, add to the railroad rate applicable from point of origin to any rail team track the rate provided in this appendix for the distance from said rail team track to point of destination.

(c) When both point of origin and point of destination are located beyond railheads, add to the rail rate applicable between any two rail team tracks the rates provided in this appendix for the distance from point of origin to said origin team track and the rate provided in the same item for the distance from the destination team track to point of destination.

Note: If the route from point of origin to the team track or from the team track to point of destination is within the corporate limits of a single incorporated city, the distance to or from such team track will be considered as not to exceed 5 miles.

ITEM NO. 110 - DIVERTED SHIPMENTS AND RETURNED SHIPMENTS

(a) Charges upon shipments diverted at request of consignor or consignee shall be assessed upon the basis of the charge established for mileage applicable via the point or points where diversion occurs, except that

(b) If point of diversion is situated on direct rail route between point of origin and point of destination, charges shall be assessed upon the basis of the charge established for direct movement from point of origin to point of destination.

(c) Charges upon shipments returned to point of origin, or to a point situated on the shortest resulting highway route or on a direct rail route between point of origin and original destination (or point of diversion) shall be assessed for the entire trip upon the basis of 150 per cent of the charge established for the outbound movement, or upon the basis established in paragraph (a) of this item, whichever is lower.

ITEM NO. 120 - RATES IN CENTS PER 100 POUNDS (See Items Nos. 130, 140, 150, 160 and 170 for Exceptions. Rates named in this Item do not apply for transportation for which rates are provided in Item No. 130.)

MILES		Refined Petroleum Products (See Note 1)	Black Oils (See Note 2)
Over	But Not Over		
0	5	3	2½
5	10	3	2½
10	15	3	3
15	20	3½	3½
20	25	4	4
25	30	5	4½
30	35	6	5½
35	40	6½	5½
40	45	7	6½
45	50	7½	6½
50	60	8½	7
60	70	9½	8
70	80	10½	9
80	90	12	10
90	100	13	11
100	105	14½	13
105	120	15½	13
120	125	17	15
125	140	17½	15
140	145	19	17
145	160	20	17
160	165	21½	18½
165	180	22	18½
180	200	24	20½
200	205	26	22½
205	220	26½	22½
220	225	28	24½
225	240	29	24½
240	245	30½	26½
245	260	31	26½
260	280	33	28
280	285	35	30
285	300	35½	30
300	305	37	32½
305	320	38	32½
320	325	39½	34
325	340	40	34
340	360	42	35½
360	365	44	38
365	380	44½	38
380	385	46	40

(Continued)

ITEM NO. 120 - RATES IN CENTS PER 100 POUNDS (See Items Nos. 130, 140, 150, 160 and 170 for Exceptions. Rates named in this Item do not apply for transportation for which rates are provided in Item No. 130.)
(Concluded)

MILES		Refined Petroleum Products (See Note 1)	Black Oils (See Note 2)
Over	But Not Over		
385	400	47	40
400	405	48½	41½
405	420	49	41¾
420	440	51	43¾
440	445	53	45½
445	460	53½	45¾
460	465	55	47¾
465	480	56	47¾
480	485	57½	49¾
485	500	58	49¾
Over 500 Miles		-	49½ plus 2½ cents for each 25 miles or fraction thereof over 500 miles

Note 1: Rates named in this item under the heading of Refined Petroleum Products apply for the transportation of commodities identified in paragraph (a) of Item No. 30.

Note 2: Rates named in this item under the heading of Black Oils apply for the transportation of commodities identified in paragraph (b) of Item No. 30.

ITEM NO. 130 - EXCEPTIONS TO RATES NAMED IN ITEM NO. 120

(Rates Applicable only for the Transportation of Petroleum Crude Oil within Group 6 and between Group 6 and Group 13)

(a) Description of Sub-Groups:

Sub-Group 6-A. Bounded on the north by the northern boundary of Group 6, on the east by La Brea Boulevard, on the south by Imperial Highway, and on the west by the Pacific Ocean.

Sub-Group 6-B. Bounded on the north by Imperial Highway, on the east by Vermont Avenue, on the south by Compton Boulevard, Redondo Beach Boulevard, Hawthorne Avenue and Torrance Boulevard, and on the west by the Pacific Ocean.

Sub-Group 6-C. Bounded on the north by Compton Boulevard, on the east by Los Alamitos Boulevard, on the south by the Pacific Ocean, and on the west by the Los Angeles River.

Sub-Group 6-D. Bounded on the north by Garden Grove Boulevard, on the east by Huntington Beach Boulevard, and on the south and west by the Pacific Ocean.

Sub-Group 6-E. Bounded on the north by the northern boundary of Group 6 and the Montebello Hills, on the east by the eastern city limits of Whittier, due south to Artesia Boulevard, west to Los Alamitos Boulevard, north to Rosencrans Boulevard, west to the Los Angeles River, north to Slauson Avenue, thence on a line from such point to the junction of Ninth Street and Downey Road (north of and slightly west of the junction of Los Angeles River and Slauson Avenue), thence west on Ninth Street to the Los Angeles River, thence north to the junction of Mission and Macy Streets, thence northeast on Mission Road to the northern boundary of Group 6.

Sub-Group 6-F. Bounded by the northern boundary of Group 6, and by Sub-Groups 6-A, 6-B, 6-E and 6-G.

Sub-Group 6-G. Bounded on the north by Compton Boulevard, on the east by the Los Angeles River, and on the south and west by the Pacific Ocean.

(b) Rates in Cents per 100 Pounds (See also paragraph (c) of this item):

Between and Sub-Group	Sub-Group 6-A		Sub-Group 6-B		Sub-Group 6-C		Sub-Group 6-D		Sub-Group 6-E		Sub-Group 6-F		Sub-Group 6-G	
	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
6-B	2½	1-¾	-	-	-	-	-	-	-	-	-	-	-	-
6-C	3½	3	3½	3	-	-	-	-	-	-	-	-	-	-
6-D	3½	3	3½	3	3	2	-	-	-	-	-	-	-	-
6-E	3½	3	3½	3	3½	2	3½	2½	-	-	-	-	-	-
6-F	3½	2½	3½	2½	3½	2½	3½	3	3	2	-	-	-	-
6-G	3½	2½	3½	2	2½	1-¾	3½	2½	3	2½	3½	2½	-	-
Group 13	4	4	4	4	4	3	4	3	3	2	4	3	4	3½

(Continued)

ITEM NO. 130 - EXCEPTIONS TO RATES NAMED IN ITEM NO. 120
(Rates Applicable only for the Transportation
of Petroleum Crude Oil within Group 6 and be-
tween Group 6 and Group 13) (Concluded)

(c) Explanation of and Exceptions to Rates named in
paragraph (b) of this item:

1. For transportation between points situated in the same sub-group the rate shall be 2 cents per 100 pounds for Column A service, and $1\frac{1}{2}$ cents per 100 pounds for Column B service.

2. For transportation within Group 6, when point of origin or point of destination is not within any of the sub-groups described in paragraph (a) of this item, the rate shall be $2\frac{1}{2}$ cents per 100 pounds.

3. For transportation between Group 13 and Group 6 points not embraced within any of the sub-groups described in paragraph (a) of this item, the rate shall be 4 cents per 100 pounds.

4. Column B rates apply only for transportation where consignee's facilities permit delivery over a 24-hour period each day. Column A rates apply for transportation under all other conditions.

ITEM NO. 140 - EXCEPTIONS TO RATES NAMED IN ITEM NO. 120 -
PETROLEUM CRUDE OIL

From that portion of the city of Los Angeles embraced by the Canoga Park Zone described below, to points situated within Group 6 as described in Item No. 80, the rate for transportation of petroleum crude oil shall be $3\frac{1}{2}$ cents per 100 pounds.

Canoga Park Zone. Beginning at the intersection of Ventura Boulevard and Lindley Avenue, thence northerly on Lindley Avenue to Devonshire Street, westerly on Devonshire Street to Reseda Boulevard, northerly on prolongation of Reseda Boulevard to boundary of the city of Los Angeles, westerly, southerly and easterly along boundary of the city of Los Angeles to the intersection of Topanga Canyon Boulevard, northerly on Topanga Canyon Boulevard to Mulholland Highway, southeasterly on Mulholland Highway to Van Alden Avenue, northerly on Van Alden Avenue to Avenida Oriente, northeasterly on Avenida Oriente to Ventura Boulevard, southeasterly on Ventura Boulevard to point of beginning.

ITEM NO. 150 - EXCEPTIONS TO RATES NAMED IN ITEM NO. 120 -
REFINED PETROLEUM PRODUCTS

When rates provided in this item result in lower charges than rates named in Item No. 120, rates provided in this item will apply. Rates named in this item are applicable only to commodities identified in paragraph (a) of Item No. 30. Rates named in this item apply to intermediate points in California (1) on the lines of the Southern Pacific Company between Stacy on the one hand and Westwood and Alturas on the other hand, between Colorado and Calexico, and between Calipatria on the one hand and Westmorland and Holtville on the other hand; (2) on the line of the San Diego and Arizona Eastern Railway Company between Campo and El Centro; and (3) on the line of the Holton Inter-Urban Railway Company between El Centro and Holtville.

From	To	Rates in Cents Per 100 Pounds
Group 1	Westwood	35
Group 2	Alturas	39
Group 3	Susanville	42
Group 4	Susanville	45
Group 6	Susanville	53
Group 11	Susanville	46
Stockton	Susanville	33
	Alturas	39
Sacramento West Sacramento Baths	Susanville	26½
San Diego	El Centro, Niland, Calipatria, Westmorland, Sandia, Fuller, Rockwood, Brawley, Grape, Imperial, Meloland, Holtville, Heber, Calexico and Colorado	20
Group 6	Niland, Imperial, Sandia, Fuller, Meloland, Holtville, Heber, El Centro and Calexico	28

ITEM NO. 160 - EXCEPTIONS TO RATES NAMED IN ITEM NO. 120 -
BLACK OILS

When rates provided in this item result in lower charges than rates named in Item No. 120, rates provided in this item will apply. Rates named in this item are applicable only to commodities identified in paragraph (b) of Item No. 30. Rates named in this item apply to intermediate points in California (1) on the lines of the Southern Pacific Company between Stacy on the one hand and Susanville and Alturas on the other hand, between Colorado and Calxico, and between Calipatria on the one hand and Westmorland and Holtville on the other hand; (2) on the line of the San Diego and Arizona Eastern Railway Company between Campo and El Centro; and (3) on the line of the Holton Inter-Urban Railway Company between El Centro and Holtville.

From	To	Rates in Cents Per 100 Pounds
Group 1, Group 2, Lyoth, Tracy	Susanville	29
	Alturas	30
Stockton	Susanville	28
	Alturas	30
Sacramento West Sacramento Baths	Susanville	22½
Sacramento Baths	Alturas	30
Group 3, Group 4, Group 11	Susanville	34
Group 5	Susanville	34½
Group 3, Group 4, Group 5, Group 11	Alturas	35
Group 6	Jacumba Hot Springs	19
San Diego	Jacumba Hot Springs	(1)10
	El Centro, Niland, Calipatria, Westmorland, Fuller, Calxico, Holtville, Meloland	14½
	Colorado	(1)20

(1) Rate does not apply upon asphalt.

ITEM NO. 170 - EXCEPTIONS TO RATES NAMED IN ITEM NO. 120 -
ASPHALT

When rates provided in this item result in lower charges than rates named in Item No. 120, rates provided in this item will apply. Rates named in this item are applicable only to Asphalt. Rates named in this item apply to intermediate points in California (1) on the lines of the Southern Pacific Company between Stacy on the one hand and Westwood and Alturas on the other hand, between Colorado and Calexico, and between Calipatria on the one hand and Westmorland and Holtville on the other hand; (2) on the line of the San Diego and Arizona Eastern Railway Company between Campo and El Centro; and (3) on the line of the Holton Inter-Urban Railway Company between El Centro and Holtville.

From	To	Rates in Cents Per 100 Pounds
Group 1, Group 2, Lyoth, Tracy, Stockton	Susanville	25
Group 1, Group 2, Lyoth, Tracy, Stockton, Sacramento, Baths	Viewland	26
	Ravendale	28
	Madeline	29
	Alturas	30
Sacramento West Sacramento Baths	Susanville	22½
Group 3, Group 4, Group 5, Group 11	Susanville	30
Group 3, Group 4, Group 5, Group 11	Alturas	35
Group 3, Group 4, Group 11	Viewland	31
	Ravendale	32
	Madeline	34

(END OF APPENDIX "A")

APPENDIX "B"

NAMING

REASONABLE AND SUFFICIENT RATES

FOR

COMMON CARRIERS BY RAILROAD

For the Transportation of

LIQUID PETROLEUM PRODUCTS

in

TANK CARS

Between

POINTS IN THE STATE OF CALIFORNIA

ITEM NO. 10 - APPLICATION OF RATES

Rates provided in this appendix apply for the transportation of petroleum and petroleum products as described in Item No. 20, in tank cars, between points in the State of California, by common carriers by railroad as defined in the Public Utilities Act.

ITEM NO. 20 - APPLICATION OF RATES - COMMODITIES

Rates provided in this appendix apply for the transportation of Refined Liquid Petroleum Products, including Compounded Oils having a Petroleum Base, as described in Supplement No. 17 to Western Classification No. 65 (Supplement No. 17 to C.R.C. No. 580 of M. A. Cummings, Agent) under the heading "Petroleum or Petroleum Products * * *." Rates provided in this appendix do not apply for the transportation of Petroleum Crude Oil, Petroleum Fuel Oil, Petroleum Gas Oil, Petroleum Road Oil or Asphalt.

ITEM NO. 30 - COMPUTATION OF CHARGES

The weight of the commodities upon which rates are provided in this appendix shall be computed upon the basis of 6.6 pounds per gallon.

ITEM NO. 40 - MINIMUM WEIGHT

The minimum weight for shipments shall be computed on the basis provided in Rule 35 of Western Classification No. 65.

ITEM NO. 50 - APPLICATION OF RATES - GROUP POINTS

(a) In applying the rates named in this appendix, the following points will be grouped:

Group 1. San Francisco.

Group 2. Pinole, Oakland, Richmond, Rodeo, Oleum, Port Costa, Martinez, Avon and Port Chicago.

Group 3. Coalinga, LeRoy, Ora and Crump.

Group 4. Bakersfield, Seguro, Maltha, Oil City, Mopoco, Oildale and Oil Center.

Group 5. Taft, Maricopa, McKittrick, Conner, Fellows, Hazelton, Midoil, Kerto, Milluz, Pentland, Shale, Lokern, Buttonwillow, Bowerbank and Rio Bravo and Olig.

Group 6. Compton, Signal Hill, Watson, Wilmington, El Segundo, East Long Beach, Los Angeles (subject to Note 1), Machado, Huntington Beach, Naples, Rioco, Hynes, Bixby, St. Helena Spur, Thenard, Los Nietos, Santa Fe Springs, Vinvale, Vernon, Burnett, Lawn, Wingfoot, Alamitos Heights, Alla, Torrance, Downey, Dominguez Junction, Inglewood, Sherman Junction, Playa del Rey, Hyde Park, Long Beach, San Pedro, Wildasin, Venice, Crutcher, Montebello, Pico and Whittier.

(Continued)

ITEM NO. 50 - APPLICATION OF RATES - GROUP POINTS (Continued)

Note 1: Group 6 does not include points situated within that portion of the city of Los Angeles lying north of the following boundary line: Starting at the junction of the Pacific Ocean and Sunset Boulevard, east on Sunset Boulevard to the western city limits of Beverly Hills, northerly along the western city limits of Beverly Hills to the northern city limits of Beverly Hills, easterly along the northern city limits of Beverly Hills to the eastern city limits of Beverly Hills, southerly along the eastern city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, south on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rossllyn Street, southeasterly on the northeasterly line of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.

Group 7. Carpinteria, Naples, Elwood, Goleta, Santa Barbara, Summerland, Rincon Oil Fields, Sea Cliff, Dulah, Ventura Avenue, Ventura, Chrisman, Wadstrom and Ortonville.

Group 8. Fillmore, Montalvo, Saticoy, Santa Paula, Sespe, Bardsdale, Buckhorn, Piru, Camarillo and Moorpark.

Group 9. Avenal, Kettleman City, Kettleman Hills, Los Nietos (Kings County) and Superior Oil Company's Kettleman Hills plant.

Group 10. Lost Hills, Blackwell's Corner, Belridge, North Belridge and South North Belridge.

(Continued)

ITEM NO. 50 - APPLICATION OF RATES - GROUP POINTS (Concluded)

Group 11. Weed Patch, Edison, Arvin, Mountain View (Kern County), Giffen, Vaccaro and Harpertown.

Group 12. Poso Creek, Mount Poso and Kern Front.

Group 13. Brea, La Habra, Olinda, East Coyote, West Coyote, Fullerton, Loftus, Oleo, Yorba, Yorba Linda, Placentia, Atwood, Peralta and Richfield.

(b) The groups described in paragraph (a) of this item shall also include points situated on the shortest highway route or shortest rail route between any two named points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 per cent, points situated on such circuitous route shall not be included.

(c) Subject to paragraphs (d), (e), (f) and (g) of this item, the rates named in this appendix are subject to the shortest resulting mileage via any public highway route computed in accordance with the constructive mileage plan provided in Decision No. 31605 of December 27, 1938, as amended, in Case No. 4088, Part "W", Case No. 4145 and Case No. 4246.

(d) Mileage from or to group points (but not between points situated in the same group) shall be the mileage from or to the basing point of the group as named below, computed in accordance with the constructive mileage plan referred to in paragraph (c) of this item.

<u>Group</u>	<u>Basing Point</u>
1	San Francisco
2	Pinole
3	Coalinga
4	Bakersfield
5	Taft
6	Compton
7	Carpinteria
8	Fillmore
9	Avenal
10	Lost Hills
11	Weed Patch
12	Poso Creek
13	Brea

(e) For transportation between points situated within the same group, and for transportation between points situated within incorporated cities other than the city of Los Angeles, the rate shall be 3 cents per 100 pounds.

(f) For transportation between points situated within the city of Los Angeles exterior to Group 6, the rate shall be that provided for the constructive distance from point of origin to point of destination.

(g) The minimum charge between points within the switching limits of a single station shall be the switching charge currently maintained by the rail carriers and lawfully on file with the Railroad Commission of the State of California, when lower than the charge accruing under other provisions of this appendix.

ITEM NO. 60 - DIVERTED SHIPMENTS AND RETURNED SHIPMENTS

(a) Charges upon shipments diverted at request of consignor or consignee shall be assessed upon the basis of the charge established for the mileage applicable via the point or points where diversion occurs, except that

(b) If point of diversion is situated on direct rail route between point of origin and point of destination, charges shall be assessed upon the basis of the charge established for direct movement from point of origin to point of destination.

(c) Charges upon shipments returned to point of origin, or to a point situated on the shortest resulting highway route, or on a direct rail route between point of origin and original destination (or point of diversion) shall be assessed for the entire trip upon the basis of 150 per cent of the charge established for the outbound movement, or upon the basis established in paragraph (a) of this item, whichever is lower.

ITEM NO. 70 - RATES IN CENTS PER 100 POUNDS (See Item No. 80 for Exceptions)

MILES		Rates in Cents Per 100 Pounds
Over	But not Over	
0	5	6
5	10	7
10	15	8
15	20	9
20	25	10
25	30	11
30	35	12
35	40	13
40	45	14
45	50	15
50	60	16½
60	70	18
70	80	19½
80	90	21
90	100	22½
100	120	24
120	140	26
140	160	28
160	180	29
180	200	30
200	220	31
220	240	32
240	260	33
260	280	34
280	300	35

(Continued)

ITEM NO. 70 - RATES IN CENTS PER 100 POUNDS (See Item No. 80 for Exceptions) (Concluded)

MILES		Rates in Cents Per 100 Pounds
Over	But not Over	
300	320	36
320	340	37
340	360	38
360	380	39
380	400	40
400	420	41
420	440	42
440	460	43
460	480	44
480	500	45

ITEM NO. 80 - EXCEPTIONS TO RATES NAMED IN ITEM NO. 70

When rates provided in this item result in lower charges than rates named in Item No. 70, rates provided in this item will apply.

From	To	Rates in Cents Per 100 Pounds
Group 6	Niland, Imperial, Sandia, Fuller, Meloland, Holtville, Heber, Calexico and El Centro	28
Group 1 Group 2	Westwood	35
Group 2	Treasure Island (See Note 1)	5
Group 2	Petaluma (See Note 2)	7½

Note 1: Rate expires December 31, 1939. Rate is subject to a minimum weight of 60,000 pounds.

Note 2: Rate is subject to a minimum weight of 60,000 pounds.

(END OF APPENDIX "B")

APPENDIX "C"

SHIPPING ORDER AND FREIGHT BILL

Name of Carrier _____ Bill No. _____
 (Name of Carrier must be same as shown on Permit)

Permit No. _____

City _____ Date _____, 193_____

Shipper _____ Consignee _____

Street Address _____ Street Address _____

City _____ City _____

Gallons	Description of Commodities	Weight	Rate	Charges

Shipper _____

By _____
 (Show name in full)

Received by Carrier in good condition except as noted:

By _____
 Driver (Show full name)

Received by Consignee in good condition except as noted:

By _____
 (Show name in full)

C.O.D. _____

C.O.D. Fee _____

*Advances _____

*Other Charges _____

Prepaid _____

Total to collect

*Show each charge separately and what it represents.