Decision Eo. 3

## BEFORE TEE RILHEOAD COUMCISSION OF TEE STATE OF CALIFORNLA

In the ikattex of the Investigation by the ) Comaission on its own Motion into the Rates, Roles, Regriations and Practices

Case No. 4079 of Carriers engaged in the Iransportation of Petroieum and Petroiorm Products within $\}$

In the Nintter of the Investigation by the Coumssion on its own. Motion into the Rates, Roles, Regriations and Practices of Carriers engaged in the Iransportation of Refined petrojem Products in Tank Cars, Tank Irucies, Tank Irallers or Tank Somi-nusilers, or apy combination thereot, In Iots of less than 5800 gajluns, Within this Stato.

In the IIatter of the Inrestigation by the Commission on its own Motion into the Rates, Rales, Regriations and Practices of Cerriers engaged in the transportation of Petroloum and Petroleum Products wition ) this State.

In the Katter of tibe Establishment of max-
 rates, rules and regratations of all Carm riers as definod in the City Carriers? Act (Chapter 312, Stotates of 2935), for the transportation for componsation or pire of petrolerm and petrolerm products over the poblic Elghways within all in corporatod cities in tiats State.

| NBTEENWE STPPTL WMENDAL | (Case No. 4079 <br> (Case NO. 4292 |
| :---: | :---: |
| EIFNT SUPREEMCNTAL OPINION | Case No. 4249 |
| ETRST SUPPLEMENTAL OPINTON | Case Mro. 4250 |

Collectively, theso proceedsing involve rates for the transportation of petroierm and potroleum proincts in tans cars and tanis track equipuent, and for accessorial services incidental to sach transportation, by ail common carriers, highway carriors and city carriers. By prior oriors berein, the Comission established minimam rates, rules and regrietions for such transportation and accessorial services, 0pon petitions IfIed by 0il Hanlers Association and the Tank Tracic Oporators Association, the proceodings were reopanod for the parpose of toleing and considering evidence in orcer to determine whether or not, and to what extent if at all, cianges shoold be made ( 1 ) in tibe charge establishod for the performance of pomping service by carriexs and (2) in the oxisting Group 6 territomiel description and in the ratos appicable from, to and between 1 points locatod therein.

The reopened proceodings were consolidated tor pribilc hoar2 Ang, whicin was bad at Los Angeles.

[^0]A. Witness for The Tank Truck Operators Dssociztion, qualified as a cost and rate expert, testified that in his opinion Group 6 shorid be modicied oy eliminating thorefrom that portion of the city of Los angelos lying genorally north of Sunset Boulevard and Beveriy Hanis. He stated that all of the groaps were originalis designod and intended to inciade only prodacing areas, but that the present Group 6, because it embraced the entire city of Los Angeles, inciraded an enormons area mbich was almost wholly consuming territory. He seld that the area which he proposed to excinde from the group produced no petrolerm or petrolerm products other than a relatively swall amomt of crude oil originating in the region boown as Canoga Paric. Ha declared, 21s0, that the present group is minly large, extending some 66 mines from Irntiagton Beach to the northern city Ilmits of Los dageles. the proposed modification, be explained, would bave the offect of reducing rates between tioe exciuded area and points north and west thereof, and of generally increasing ratos between that area and points soath tinereof. This witness made no attempt to justify the reductions or increases upon tine basis of transportation costs, but pointed out that the resulting ratos world be miform with the mileage rate scales established by the Comaission for general application throughoat the state. He expressed the bellef that the changes would serve to remore asserted disadrantages and prejadicos and, moreorer, would simplify the computation of mileages from and to the excluded area.

The thenss proposed to deitine the northern boundary of Group 6 by a line which woila closely follow the one now dividing the groxp into two parts for the purpose of appifing intramgroup rates. The suggestod line differs from the presont ono only in that it is moved northraxd at Beveriy Hilis to avoid aissocting that city, is adjustod slightiy to IOIIom the northam bormairy of Los Angelez

Zone I as derined in the Comission's Distance Table No. 3. ${ }^{3}$ The Titness said that be had enjoyed the benefit of adoice of shippers and carriers in developing tine proposed bouedary. Fie sugested that, in the interest of uniformity and barmony, the northem borndaries of sub-oroups 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 witress stated that he had no 1nformation as to the Toiume or regularity of the movement, the rates being assessed, or the ability oi tie traffic to pay an increased rate. Ee suggestec. that cruce ofl might be excluded from his propossi, bat, dre to lack of infomation, he nad no definfte recomondation to offer in the matter.

Another \#1tness, calice by the 011 Eanlers Association, testified that approximately 250 barreis of crede oll per cay were being transported from Canoga Parik, that ail of it was carried by nembers of ils association, and that in his opinion this oil should not be excopted from the proposed modification of Group 6. On the other hand, a wituess for one of the major refiners testified that his company was shipping an average of 300 barrels of cruce ofl per day from Canoga parit into the Ios iageles basin at a rate of 15 conts per barrei; that the aistence invoived was 49 miles; that uncer 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 szb-Eroups referred to are those ostabisized by Decision No. 31469, as amended, in Case No. 4249, appilcable only to the tramportation of petrolcum crude oil. Firther cbanges in the boundary inne were proposed by The Tank Truck Operators Asscciation and by SheII Oil Company in petifions ixied subsequent to the bearing. These peritions ask that the line sugzestod by tion witness be adjusted sifgetiy so as to embrace smail addátional aroas from and to mhich movements of petroleum proancts occur. Petitioners allege that the bormary isne as finoily proposed oini rafrormiy benoitt the consuming pubide, the shippers, ana tie carriers. Interested parties were formished with copies of these petitions bat have offered no objection to the proposais mace therosu.
be 6 cents per 100 poumds, or about 19 cents per barrel; and that it the rate were thas increased his company nould give serious consideration to alverting the traffic to proprietary equippont or to a pipe 1580.

Other than the testimong of this shipper with respect to the movement of crude 0il, no objection was offered to the changes in aroup 6 proposed by The Tank Truck Operators Association.

The petition filed by 011 Hadiors Association seeks oniy a reduction in the charge established for the accessorial service of praping crade oil when performed with carriers ${ }^{8}$ equipment, and onfy mien the transportation is within Group 6, or between Group 6 and Group 13. The establishod ciarge is $3 / 4$ of one cent per 100 poums, or approximetely 2.14 cents per barrel; the ciarge sought is one cent per barrel. a carrier witness called by this association testified that prior to the establishment of mindmam rates on crade 017 (effective December 7, 2938), tite "going" charge genoraily assessed by members of his association for praping service was the same as that now proposed. He stated that at least one shipper had already leased its own proping equypment rather thon pay the establishod charge, and others bad expressed an intention of doing so. He deciared that $a 12$ of the 1ndependent refiners and producers in the Los Angeles besin were of the opinion that the pruping charge shonld not exieed one oent per barrel, and it was the desire of bis essociation that the charge be reduced to tinat basis. Ee asserted that there had beon no change in the cont of rendering the service since the one-cent charge was formeriy appiled. According to thas Witness, approximatoly 85 per cent of the crade oil transported within Group 6 is handied by members of time 017 Enalers Association, and about 24 per cent of this anount is pruped by the cerrier at eitioer origin or destination, or both. He pointed Jpon tive estimated weight of 7.75.pomas per gallon, the barrel of crude ofl weighs approzimately 325 powns.
out that in some cases the present charges for praning sexfico oxceed those established for transportation of crude ofl over sinort aistances.

Anothor witaess for Oil Zariers Association, testifying as a cost expert, introciuced and explained an exhiolt which he had prepared from recorcs of association members for the purpose of dem Tejoping the actual cost of puping ofi nadcr conditions encocntered by such carriers. The costs originaily developea wore .868 conts por barrei or . 2667 cents per 100 poinds, bat, on cross-ezamination, the winess conceded that these amounts shoula be increased about 20 per cent to accoint for fired costs for which 20 provision had booc made in dis original study. The figures resuiting from this revision are 1.0426 cents per barrel, or spproximately .32 cents per 100 pounds. The ritmess said that pumpig costs would vary to some extent with the spocific gravity and the temperature of the ingid, but that he had made no investigation of the cost of puming inquid asphal亡, sasoline, or Farious otiker petroleum products. Ee explained that bis investigation had covered principaily fael oil and crude 011, and that his calcuiations were based mpon semfice rendered only mader the comditions for which 24-hour crude ofl rates were recently established by the comassiom.

No shipper witaosses testified with respect to puping charges, ${ }^{2}$ otion comodities or in otiner territories. The Tank Irucli Operators Association protested the proposed reauction and participated in crosseramination of the cost witness, but did not state the basis of its objections or offer testimony of its om relative to this sorvice.

## 6

By Decisfon No. 31531 of December 5, 2938, in Case No. 4249, recuced mininam rates were established for the transportation of yetroleam crude ofi within Group 6, ad betwoon Groap 6 and Groap 13, appijcabie only where consignee's lacilities permit deifvery over a 24-box period each day.

Neither of tiae principal modifications here under consideration is entiroly new. At an earifer hearine in onc of these procecaings the some witness for The Tonk Truck Operators bssociation suggested that the northern portion of the city of Los angeles be eliminated from Group 6, but no action was telcen by the Commission at that time as the proposal mas outsicie the scope of the phase of the proceoding thon being considered. This witness also testified at that time that, in his opinion, the coarge of $3 / 4$ of one cont per 200 pounds for puming service readered with carriers" equipment was considerably in excess of the cost of performing such service, and soid thot be believed a proper ckarge would be $2 / 2$ cent por 100 pounds, or possibly somewhat less. It did not appear to the Coumission that the proposed reduction in the pumpng ciearge bad been justified, ond the charge wes not alsturibed.?

Sotting aside for the moment the question of whether or not petroleum crude oll originating in the Canoga Park area merits and requines separate rate treatment, the record now before us is convincing that the proposed modifications in Group 6 should be approved. The area to be exciuded is essentialiy a consuming rather than a prodacing territory, and was made a part of the group originaily, not as the rosult of specinic consiceration, but oniy because of the circumstance that it is inciuded within the corporate limits of the city of fos Angeies.

## 7

The testimony referred to mas introduced at heorines heid in Case No. 4249 at Ios angeles on November 29, November 30 and Decomber 1, 1938. In its Decision No. 31531 of December 5, 1938, apon that recora, the comission said, "The ovidence offerod with respoct to the proposed reduction in the pumping charec coneisted of (a) a statem ment to the effect that the estabilshed charge is undrity high and will tend to divert traffic from for-inire carriems, and (b) the testimony introduced by the witness for Mank Track Operators hssociation, Inc., and heroinbefore described. No shipper testificd with respect to the chorge and no figures rejative to the cost of readerIng the services were offered. No reason appears winy the promping charge in the Los Angeles Basin shomd aiffer from that in force eiserinere, and in the absence of conciusive evidence no change will be made in the charge at this time."

Moreover, the Compission recogaized the unduly extensive area cororod by Gromp 6 whon (by Decision No. 31468 of Norember 10, 2938, in Cese No. 4079, and Docision No. 31469, sapra) it diviled the group into two parts for the purpose of computing intra-group chargee. Jpon this recore it is concluded that the northem portion of the city of Ios Aheeles should be eisminated from the gronp in substantially the monner proposed by the Tank Truck Operators dssociation and by Shell 011 Company.

Retarning now to the crude oil movement, it will be seon that the comission has before it very ifttie ovidence from which to juage the merits of the propossis mads. The witness for one carrier association asked that the oil be required to pay the increased rate which would result from eliminating the Canoga Paris area from Group 6; the witness for the other carrier association explained that due to lack of information he bed no recomendation to offer fin the matter; and the shipper witness deciared that it the crade oil rate were inoreased as proposed, his company would give serfous consideration to aiverting the tratific from for-hire cerriers. None of these witnesses introduced testimony with respect to the cost of trensportine the oil by motor vehicie, either under for-hire or proprietary operction. Obviousiy the evidence offered is insurficient to justify any change in the existing rates for this movement, and it is ciear, therefore, that in revising Group 6 the Commission should make such exception as will serve to leave undisturbed the present minimumate for the transportation of petronem crace oil from the Canoga Perk producing aroa to the destinations involved.

This leaves for alsposition only the proposel of ofl Eamlers Association for reduction in the charge for pumping crude oil transportod locally within Gronp 6, and between Group 6 and Group 23. The evidence in connection with this proposal shows cleariy that the cost of performing the service is, under certain conditions at joast, considerably below the charge heretorore established as minimu. Waile the cost eridence of record does not justify reduction to a basis
quite as Ior as the proposed charge of one cent per barrei, it does indicate that a charee of $2 / 3$ of a cent per 200 poonds (about 1.08 cents per bemreI) worla be IaIIy compensatory for the serpice of pumping petrolcum crade oil under conditions where the consienee:s faciqities permit beliveries over a 24-hour period oach day. The chame skould be reducod to this basis.

In Decision Jo. 32122 of Jme 27, 1939, in these proceoc£ngs, higimay carriers were authorized to meet certain rates maintajned by rail carriers operating between points in Califomia over interstate routes. It has since been cailed to the Compssfon's attontion that certasn other interstate rates, Iower than the minimum rates, are maintained by rail carriers. Highway carriers shorac be permitted to meet those rates aiso. It appears that the nocessary autinority stould be providea by the order beroin.

Becanse of the many modifications which have heretofore been mace in the orifinal orders in these prococdings, and becouse of the numerous suppiemental oraess viach have been necessitated thereby, the Comission should at tinis time, in the interest of ciarity, bring ali of the rates, raies and reguiations formard into a singie appeadix in which the changes herajn adoptor should be incorporated.

I recommend the following form of order.
ORDER
Paolic hearing baving been bele in the above entitlod procceding, and based apon the ovidence received at the hearing and 8

The roason for the gualification is that the cost strady of record is prodicated upom the relativeiy high use factor foz the pumping equipment which may be developed under the 24-houn operation. is bas been hereingefore indicated, the record is devoid of jniormetion about the cost of propiag service rondered under other circomstances, or in comaction with other comodities.
upon the conciusions set forth in the proceding opinion,
IT IS HERESY ORDERED that the rates, mies and regulations set forth in Sppendix "A" attached hereto and made a part hereof be and they are hereky estabished and approved, effective Septomber 2, 1939, as the just, reasonable and non-isscriminatory minimum rates, Fries and reculatione to be charged, collccted and observed by any and ali hlghray comon carriems as derined in the Pablic Ttilities ict, radioi highmay comon carriers and highway contract carriers as dersmed in the Highway Carriers' Act, and carrioxs as derined in the City Carriers' fict, for the transportation of the comodities between points in Caifforaia for whick rates are provided in said appendix "A".

IT IS EARESY FURTEER ORDERED that 121 highway comon carilers, as defined in the Pabise Jtilities Act, to the extont thoy are ongaged in the tronsportation of petroleum products by tank trueks, tank traicers, tanic semf-trailers or a combination of such bighway rehfcles, be and they are bereby ordered and directed to estabish on or beitore September 2, 1939, on not loss than five (5) days' notice to the Commission ano to the prbilc, rates, fules and regriations no lower in volume or exfect than those provided in said Appendix "A".

If IS BEREBT FURTEER ORDERED that the rates, Fuics and regulations set forth in Appendix "e" attached hereto and bereby made a part hereof be and they aro bereot prescribed, to become effective September 2, 2939, on not less than ilve (5) days' notice to the Comission and to the proilc, as the ressonable and surficient rates, muies and regulations to be charged, demanded, collected and recelved by all coumon carriers by railroad as derined in the pabile Tifilities Act, for the trancportation, betreen posnte in this state, of seffned inquid petroleum products as derined in said Appondis "B";
proviced, howover, that wiore the rates approved and established as the fust, feasonabie and non-aiscriminatory minimu rates for the transportation by bighway carriers of said comodities and siown in Lppendir "d" boreto aro lorver, sail common carriers by railroad may appiy, demand, coilect and receive such lower ratos.

IT IS ERREEY FURMEER ORDERED that ali highway common carriers, as derined in the Prolic Utilities act; radial highray common carriers and bichway contract carriers, as defined in the Eighway Carriers' Act; carriers as desined in the City Carmers' Act; and comon carriors by railroad, as deined in the Praile Jtilities Act, be and they are hemeby ordered to cease and desist on September 2, 1939, and thereafter abstain, from charging, collecting or observing rates, maics or regulations lower in volume or exfect than those establisked or proscribed herein.

IT IS ECREEY FURTERR ORDRRED that the rates, rales and regulations herein established or prescribed shell supersede those estabiished or prescribed in and by Decision No. 30085 of Angust 28, 1937, as amended, in Cases Nos. 4079 and 4191; Decision No. 31469 Of Novamber 20, 1938, as amended, in Case No. 4249; and Decision No. 31470 of November 10, 1938, in Case No. 4250.

IT IS EEREBY FURTEBR ORDERED that every raciall highway comon carrier, highway contract carrier and city carrier shail issue to the shipper, for each shipment received for transportation, a freigat bill in substontially the form set forth in Appendix nc" bereof, but may inclade in said frefght bill, in adaition to the prorisions appearing in said form, such other reasomable and lawfil provisions as may de deemed proper, and shoil retain and prescrive for reierence, 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 issrance.

IT IS BEREBY FURMJER ORDERED that the COMpASSIOn shall have and it docs hereby retain jurisdiction of these procecings for the propose of establishing or approving the just, reasonable and non-Ciscriminatory maximin or minimum or maximum and minim om rates, charges, classifications, rajes and regulations to bo charged, collected and observed by racial highway common carriers, highway contract carriers and city carriers, both for the transportation service hereinabove described and for such other transportation and accessoriai service as may from time to time appear proper in the Night of other or further evidence recoivol herein, and for the prat pose of estebilsting and prescribing such rates as will provide an equality of transportation rates for the transportation of tho 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 1 acth day of August, 1939.


## APPETDIX "A"

NAMITG

JUST, REASONABLE AND NON-DISCRIMTNATORY JUNIMOM RATES FOR HIGEWAY COMMON CARRIENS, RADIAL HIGHEAY COMMON CARRIERS, EIGWWAY CONMRACT CARRIERS AND CITY CARRIERS

For the transportation of HIQUID RETROLEUK PRODUCTS

10

TANE TRDCKS, TANK TRAITEFS OR TANK SEMI-MRAILERS, OR A CONBITATION OF SUCH HIGEWAY VEETCTES

Between

POINTS IN TEE SMATE OF CATIFORNIA
Togetiner with
RULES AND REGUJATIONS

## IMENK NO. 10 - PCPLANATTON OF TECHNLCAI TERUS

1. POINT OF ORIGIN means the precise location at which property is physicaily deIfered 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 consiznee or his agent.
3. SHIPMCNT mesns a quantity of ireight tondered by one sifpper on one shipping docamont at one point of orizin at ono time for onc consignec at one destination. (See Item No. 60 for exception.)
4. RATIEEAD means a point at which property is usuaily and ordinarily loaded into or mionded from rail cars. It aiso inciudes truck loading facilities of plonts or industries located at such rail loading or miloading point.
5. TEAFir TRACK means a point at which property may bo loaded into or raloaded from rail cars by the public generaily.
6. RAIIROAD RATE means any intrastate rate or rates of any common carrier railroad corporation or corporations, as definod in the public Utilitios Act, lawfuily in effect at time of shipment.
7. SAiLE TRANSPORTATION means transportation of tion same Find and quantity of property from the same point of orizin to the same point of destination and subject to the same 11mitations, conditions and privijeges, aithougit not necessarily in an identical type of equipment.
8. CARRIER'S EQUIPMENT means any tank motor track, tank tratier or tank somi-trailer, or any combination of such highway vehrcies operated by the carriex.

ITEL NO. 20 - APPLTCATION OF RATES - GENERAL
Rates provided in this appendix apply for the transportation of potroleum and petroloum products as describod in Item No. 30, in tank motor track, tank trailers or tank semi-trailers, or a combination of such highway veileies, between points in the state of Cailfornia by radial bighay common carriers and blehway contract carriers as derinod en the Elghway Carricrs" Act, and by carriers as delined in the City Carriers' Act. Rates inciude connectino and discomectiog piping and other services incidental to loading and rojoading, subject to Note 1 of this iterl.

Hote $1=$ Then puaping is performed uith carrier's equapment, or shapments are stopped in transit to partially unioad, additional charges sholl bo assessed as provided in Items Nos. 60 and 70.

## ITERNO. 30 - APPLICATION OF RATES - COMMODIKIES

(m) Rates making reference to this paragraph appiy for tice transportation of petroleum and petroloum products as follows:

Refinod Ifquid Petroleum Products, including Compounded Oils bavins a Petroleum Base, as described in Suppiemont No. 17 to Testern Classirication No. 65 (Supplement No. 17 to C.R.C. No. 580 of M. A. Cumanzs, Agent) under tiae heading "Petroloum or Petroloun Products ***."

Such rates do not apply for the trausportation of comodities named in paragraph (b) of this item.
(b) Rates malefing reference to this paragraph appiy for the transportation of petroielm and petroloum products as foilows:

> Petroleum Crude 011
> Petroloum Fuel 011
> Petroleum Gas 011
> Petroleum Road 011 Aspheit

## ITEM NO. $40-$ CONPURATION OF CHARGES

(a) The weight of the commodities 1dentifiod in paragraph (a) of Item No. 30 shail be computed upoz the basis of 6.5 pornds per gallon.
(b) The reight of tho commodities icentified in paragraph ( $b$ ) of Item No. 30 shall be computed upon the basis of 7.75 pounds per gailion.

## 

The mindmum weight for shipments in tanir trucks, tanc trailers, tant semi-trailers, or in any combination of such vehicies, shail be the fill legal carrying capacity of the tanif or tanks but in no event sinall the transportation charges for quantities lees than 3,00 gailons be loss than those appijcable on shipmonts of 3,000 gailons.

ITEFI NO. $60-$ STOPRTNG IN TRANSTH
Shipments shall sebject to an additional charge of $\$ 4.50$ for each stop in transit to partiaily fonload, and ciarges wili be coilected on the welght of the entire shipment from point of orizin to the heghest rated point of delivery.

ITEXA NO $70-$ PTMPTNG
Rates provided herefn do not incirde pumpin service whon rendered with carrior's equipment. When this service is performed by the carrier, a charge of $3 / 4$ ot one cent pow 100 pounds will be made. (Sec Note I of thas item for exception.)
(Continued)

ITEM NO. 70 - PWRTNG (Concinded)
Note 1: Whan purping is performed in connection With the trensportation of petroleum crude 011 under Colum 3 rates provided in Item No. 130, or mader 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 POTNTS
(a) In applyine the rates named in this appoodix, the foliorine points will be grouped:

Gromp 1. San Francisco.
Group 2. Pinole, Oaklond, Richmond, Rodeo, Oleum, Port Costa, hartinez, iton and Port Caicago.

Group 3. Coazinga, LeRoy, Ora and Crump.
Group 4. Bakersifeid, Seguro, Maitha, 011 City, Nopeco, 011dale and Oil Center.

Groun 5. Taft, Maricopa, McKittrick, Conner, Fellows, Eazeiton, 推doil, Kerto, Miliux, Pentiand, Sbale, Iokorn, Buttomiliow, Bowerbank, Rio Bravo and 0115.

Groun 6. Compton, Signal Eiin, Watson, Winnington, 51 Segundo, East Long Beach, Los Angeios (Eubjoct to Note 1), Machado, Euntington Beach, Naples, Rioco, Hynes, B1xby, St. Helema Spur, Thenari, Jos Nietos, Santa Fe Springs, Tinvale, Vernon, Burnott, Lown, Hingfoot, Alamitos Eeizhts, 121a, Torrance, Downey, Doringuez Junction, Ingienood, Sherpan Junction, Playa del Rey, Eyde Park, Iong Beach, San Pedro, Wildasin, Tepice, Crutcher, Hontebello, P1eo and Whittier.

Note 1: Groap 6 does not inciade points situated Within that portion of the city of Ios Angeies lying north of the foliowing boundary iline: Starting at tiee junction of the Pacific Dcean and Sunset Boulerard, east on Sunset Boulorard to the westem city limits of Beveriy Eillis, northeriy along the western city ismits of Beveriy Eills to the zortherm city ismits of Beveriy Eilis, eastoriy along the northom city limits of Boveriy Elills to the eastern city ilmits of Beveriy Eilis, southeriy aions the eastern city Iimits of Beverly Hills to Dobeay Road, eastoniy along Doheny Road to Sunset Boulevard, easterly alonz Sunset Bonferara to Fairfax Avenue, nortioniy ziong Fairfax Avenue to Hollywood Boulovara, easterly along Eollywood Boulovard to Sierfa Bonita Arenne, northeriy alonz Sierra Bonita Avenue to Franklen Avenue, casteriy along Frankinn Avenue to Vermont Avenue, south on Vermont Avenue to Sunset Bouievard, southeasteriy on Sunset Bouiovard to Fountrin Avenue, easteriy along Fountain Avenue to Eyperion Avenue, northeasteriy along Eyperion Avenue to Glendaic Boulovard, southeriy alone Giendele Bouievard to Riverside Drite, southeasteriy along Riverside Drive to Fletcher Drive, norticeasteriy along Fietcher Drive to Casitas Avenne, northeriy dionz Casitias Avenue to Iyburn Avenue, easteriy aloaz Tyburn Avenae to San Fernando Road, northeriy along San Fernando Rosd to Rossign Street, southeasteriy on the northeasteriy isne
(Continued)

ITEM NO. 80 - APPITCATION OF RATES - GRONP POINHS (COMtImed)
of the Onoo Pacific rigint of way to Marguerite Street, northeasteriy on Marguerite Stroet to Test Avenue 32, sortheasteriy on West averue 32 to Edwards Avenie, sorithwesteriy on Sarmards arenue to tioe Jnion pacific right ot way, southeasterly on the mortheasterly isne of the Union Pacific right of way to Vacon Street, easteriy ajong Macon Street to Isabel Street, southeasteriy along Isabel Street to dmabel Street, southeasterly aloag Amabel Strect to North Figueroa Street, northeasteriy ainog North Pigueroa Street to Pasadena Avenue, somiherly aiong Pasadena Avenne to Avenue 35, easteriy along Avence 35 to Grifin Avenue, somtheriy aiong Grififin Arenue to North Broadway, easterly ilong North Eroadway to Road, somehwesteriy alons mission Roac to Valley Borievard, easteriy aiong Valley Bouievard to Niartsnona Avenue, sontherly alons larianna Avenue to city limits.

Gromp 7. Carpinteria, Napios, Elwood, Goleta, Santa Earbara, Summoriana, Rincon oil Flelds, Soa Clity, Doiain, Ventura Aveמue, Ventura, Chrisman, Wadstrom and Ortonviilo.

Gronp 3. Filimoze, Montaito, Saticoy, Santa Pavia, Sespe, BardsCqie, Backhorn, P1ru, Camarilio and Noorparic.

Groun 9. Avenal, Kettieman CIty, Kettieman Kilis, Ios Nietos (Sinis Coonty) and Superior 011 Company's Kettieman talls Plant.

Group 10 , Lost \#yils, Blachwell's Corner, Belridge, North Belridge and South North Belridge.

Gromp 12. Meed Patch, Edison, Arvin, Wountain Vion CKem County, Gififen, Vaccaro and Earpertomn.

Gronp 12. Poso Creek, Mount Poso and Kemn Front.
Group 23. Brea, Ia Habra, O11nda, East Coyote, West Coyote, Frilerton, Lofitas, OIeo, Xorba, Yorba Iinda, Piacentia, Atrood, Poralta and Richrield.
(b) The grozps cescribed in paragraph (a) of this itom siail aiso incluce points sitarted on tine shortest highway route or shortest rail route botween any two mamed points in the same group, except that it ettiner the hayaway or the rail route exceeds the other by more than 200 per cent, points situated on rach circuitous route shoil not be inciuded.
(c) Subject to paragraphs (d), ( 0 ), ( 1 ) and ( $(\mathrm{C}$ ) of this item, the rates namod in this appendix are subject to tine shortest resulting mileage via pay pubile bighway route comproted in accordance with the constractive miloage pian proo Vided in Decision No. 31605 of December 27, 1930, as amended, in Case NO. 4088, Part "N", Cese No. 4145 and Caso No. 4246.

## ITEN NO. 80 - APPIICATTON OF RATES - GROUP POINDS (COncIRded)

(8) Mileage from or to group points (out not betwoen points siturated in the same sronp) shoil be the mileage from or to the basing point of the group as ramed beiow, computed in accordance with the constructive mileage pian reserred to in paragraph (c) of this itom.

| Groun | Basing Pornt |
| :---: | :---: |
| 1 | San Francisco |
| 2 | Prnoze |
| 3 | Coalsnga |
| 4 | Bakersfieid |
| 5 | Tart |
| 6 | Compton |
| 7 | Carpinterla |
| 8 | F17.180xe |
| 9 | Arenal |
| 10 | Lost EiIIs |
| 11 | Weed Patch |
| 12 | Poso Creels |
| 13 | Brea |

(e) For transportation between points situated within the same crony, and for trancportation betweon pojnts situated within incorporited cities other than the city of Ios angeies, the rate shail be:

1. 3 cents per 100 pounds upon comodities
identified in paragraph (a) of Item No. 30.
2. $2 \dot{Z}$ cents per 100 pounds mpon comoditíes 1dentiviea in paragraph (b) of Itom No. 30. (See Item No. 230 for exception.)
(f) For transportation betwoen points situatod within the city of Ios Angeles exterion to Group 6, the minimum rate shail be that provided for the constructive distance from point of orizin to pojnt of destination.
(g) The mingmum chargo between points within the cwitching limit of a singie station shoil be the switching charge currentiy maintasned by the rajl carriers and Iawitily on file with the Railroad Commssion of the State of Caisfornia, when Iower than the charge accrulng under otiner provisions of this appendix.

## IMEM NO. 90 - ATMERNATIVE APPITCATION OF RATL RATES

When the transportation is between railhoads, rates 12. this appendix shail ajternate with the Iowest rail rate for transportation in tank cars between the same points.

## ITMY NO. $100-A L N E R N A T V E$ APPLTCATTON OF COXRINATTOTS WITE RAIL RATES

Rates in this appendix may be usea in combination with rates of comon carxiers by railroad lanitally on file with the Comission ona in effect on dato of movement es foliows: (See Note.)
(a) When point of origin is Iocated beyond rafinead, add to the railroce rate appifcsble from any rail toam track to point of destination the rate provided in this appeadir for the distance from point of oriefo to sail rail team track.
(b) When point of destination is Iocated beyond raitibead, add to the radiroad rate applicabic Irom point of origin to any rail toom track the rate prorideá in this appendix for the distance from saik rail team track to point of destimation.
(c) When botin point of origin and point of destination are located beyond railheads, ada to the rail rate appicable between appeadix for the distance from point of origin to saik origin team track and the rate provided 1n the same 1tem for the dism tarce from the destination team track to point of Eestination.

Note: If the routo from point of origin to the team track or from the toam track to point of destination is witivin the comporate limits of a singie incorporated city, the distance to or from such team track will be considered as not to exceod 5 miles.

INFW NO. 110 - DTVERTED SETPMENTS AND RPTURNED SEIFNGNYS
(w) Charges upon shipments diverted at recuest of consignor or consfenee sinall be assessed apon the basis of the charge ostablished for mileage appilcable via the posnt or points where aiversion occurs, except that
(b) If point of diversion is sitartod on direct rail romto betweer point of origin and point of destination, charges shali be assessed rpon tho basis of the charge estabisisea for direct movement from posnt of oricin to point of desinnation.
(c) Charges upon sifpments returned to polnt of orizin, or to 2 point sitaated on the shortest resulting highway roate or on a direct rail rocte between point of origin and original destination (or point of diversion) shali be assessed for the entire trip upon the basis of 150 per cent of the charge established for the outbound movement, or apon the basis establishea in paraeraph (a) of this itom, whehever is Iower.

| ITERI NO. 120 - RATES IN CENMS PRR 100 POUNDS (Soe Itoms NOs. 130 , $140,150,160$ and 170 for Excoptions. Ratos namec in this Itom co not apply for transportation for wioich rates are providod in Item No. 130.) |  |  |  |
| :---: | :---: | :---: | :---: |
| 2TIES |  | Refinea Petrolem products <br> (See Nots 2) | Black 017s (Soe Note 2) |
| ores | But <br> Not Orex |  |  |
| 0 | 5 | 3 | 27 |
| 5 | 10 | 3 | $2{ }^{2}$ |
| 10 | 15 | 3 | 3 |
| 25 | 20 | 3 ${ }^{2}$ | 32 |
| 20 | 25 | 4 |  |
| 25 | 30 | 5 | 42 |
| 30 | 35 | 6 | 5 |
| 35 | 45 | ${ }_{7}{ }^{2}$ | $5{ }^{\frac{1}{2}}$ |
| 40 | 45 50 | 7 | 6 |
| 50 | 60 | 82 |  |
| 60 | 20 | 93 | 8 |
| 70 | 80 | $10 \frac{1}{2}$ | 9 |
| 80 | 90 | 12 | 10 |
| 90 | 100 | 13 | 12 |
| 200 | 205 | $14 \frac{3}{3}$ | 13 |
| 105 | 120 | 25 | 13 |
| 120 | 125 | 17 | 25 |
| 125 | 140 | 172 | 15 |
| 240 | 145 | 19 | 17 |
| 145 | 160 | 20 | 17 |
| 160 | 165 | 212 | 187 |
| 265 | 180 | 22 | $28 \frac{1}{6}$ |
| 180 | 200 | 24 | $20 \frac{1}{4}$ |
| 200 | 205 | 26 | 22. |
| 205 | 220 | 264 | 22 安 |
| 220 | 225 | $28^{2}$ | 24. |
| 225 | 240 | 29. | 24 |
| 240 | 245 | $3{ }^{1}$ | $26 \cdot$ |
| 245 | 260 | 31 | 26. |
| 260 | 280 |  |  |
| 280 285 | 285 300 | 35 | 30 |
| 285 300 | 300 305 | ${ }^{352}$ | 32\% |
| 305 | 320 | 38 | 324 |
| $\begin{aligned} & 320 \\ & 325 \\ & 340 \\ & 360 \\ & 365 \\ & 380 \end{aligned}$ | $\begin{aligned} & 325 \\ & 340 \\ & 360 \\ & 365 \\ & 380 \\ & 385 \end{aligned}$ |  |  |
|  |  | $40^{\circ}$ | 34 |
|  |  | 42 | $35^{\frac{1}{2}}$ |
|  |  | 44. | 38 |
|  |  |  |  |

ITEM NO. 120 - RATES IN CENTS PER 100 POUNDS (See Items INos. 130 ,
$140,150,160$ and 170 for Erceptions. Rates named
In this Item do not apply Ior transportation Ior
wheh rates are proviced in Itom No. I30.)
(Concinded)

MITES
But
Over Not Over

| Refined Petroleum Prodacts <br> - (See Note 2) | Black 0ils (See Note 2) |
| :---: | :---: |
| 47 | 40 |
| $48 \frac{1}{2}$ | 417 |
| 49 | 42\% |
| 51 | 43. |
| 53 | 459 |
| 53\% | 45\% |
| 55 | 47\% |
| 56 | 478 |
| 574 | 49\% |
| 50 | 49\% |
| - | $49 \%$ plus 27 cents |
|  | for each 25 miles |
|  | Of fraction thereof |
|  | over 500 miles |

Note 1: Rates named in this item voder the heading of Refinod Petroicum Products apply for the trancportation of comodities identified in paragraph (a) of Itom No. 30.

Noto 2: Rates mamed in this item rader the boading Of Blecir Oils apply for the transportation of commodities identified in paragraph (b) of Item No. 30.

# IMER NO. 130 - FCFPTIONS TO RATES NAMED IN ITEM NO. 120 Rates Applicable only for the Iransportation of Petrolera Crule $0 \pm 1$ within Group 6 and botween Group 6 and Group 23) 

( $w$ ) Description of Sab-Gronps:
Sub-Gronp 6-i. Borndec on the north by the northern botndary of Groty 6, on the east by Iat Brea Bonevard, on the south by Imperial Elehway, and on the west by the Pacific Ocean.

Sub-Grosp 6mp. Bornded on the nortia by Imperial Eich way, on the east by Vermont Arenue, on the south by Compton Eoulevara, Reciondo Beach Eonlevard, Eawtionme Avenue and Tomance Eourcvard, and on the west by the Pacific Ocean.

Sub-Grorp 6-C. Bounded on the north by Compton BouroTart, on the east by Ios Alamitos Boaloware, on the sonth by the Pacific ccean, and. on the west by the Los angelos Riter.

Sub-Groap 6-2. Bounded on the mortin by Cardon Crove Boulevara, on the east by Hantington Beach Boulevari, ana on the south and west by the Pacific Ocean.

Suio-Group 6-E. Bounded on the zorth by the northerm boundary on Group 6 and the Kontobello Hills, on the east by the easterit city lismits of Waitilez, due south to Artesia Boulevarc, west to Los Alamitos Bonlevard, norti to Rosencrans Boulevard, west to the Los ingeles River, north to SIarion Averuo, thence on a line from sach pofot to the junction of Vinth Street and Downey Road (north of and singhtiy west of the jonction of Los Angeies River and SIauson Avenue), thence west on ifintio Street to the Los Angeies Rivor, thence north to the junction of Wission and Wacy Strects, thance northeast on Wission Road to the northern boundary of Groay 6.

Sub-Group 6-R. Bounded by the northern boundary of Group 6, and by Sub-Groups 6-A, 6-2, 6-2 and 6-G.

Suib-Group 6-G. Bounded on the north by Compton Bovievard, on the east by the Ios Angeles River, and on the south and west by the Pacific Ocean.
(b) Rates in Conts per 100 Pounds (Sae aiso paragraph (c) of this 1 temin:

| Between |
| :---: |
| ana |

Sub-Group
$6-3$
$6-0$
$6-2$
$6-E$
$6-W$
$6-6$
Grong 13


ITENTNO. 130 - EXCEPTIONS TO RATES NANGED IN ITENS NO. 120 Rates Applicable only for the Transportation of Petroleum Crude 011 mitinn Group 6 and betweon Group 6 mad Group 23) (Compinded)
(c) Explanation of and Excentions to Rates named in paragraph (b) of this 1 tem:

1. FOr transportation between points situated in the same sub-group the rate shail be 2 cents per 100 porads for Colum A service, and it cents per 100 pownds for colum 3 semise.
2. For transportation within Gromp 6, when point of origin or point of destination is not within any of the stab-groaps described in paragraph (a) of this item, the rate shail be 27 cents per 100 pounds.
3. For transportation between Group 33 and Group 6 posnts not embraced within any of the sab-groups described in paragraph (a) of this item, the rate shall be 4 cents per 100 pounds.
4. Coim 3 rates appiy oniy for transportation where consignee's facilities permit dellvery over a 24 hour period each day. Colum a rates appiy for transportation onder all otion conditions.

TTEM NO. $140-\frac{\text { EXCEPTYONS TO RAMES NAMED IN THEM NO. } 120-}{\text { EETROLEUM CRUDE OTL }}$
From that portion of tice city of Ios Angeles ombraced by the Canoga park Zone described below, to points situated Withic Group 6. as described in Item No. 80 , the rate for transportation of petroleux crude oil shail be $3 \frac{1}{2}$ cents per 300 pounds.

Canoga park Zone. Becinning at the intersection of Tentura Boulevard and Ifndley Avenue, thence nortieriy on Indiley hvemue to Deronshire Street, westeriy on Devonshire Street to Reseda Bonievard, northeriy on prolongation of Reseda Boulevard to boundary of the city of Los Angeles, westeriy, southeriy and easterly aione boundary of the city of los hageies to the intersection of ropanga Canyon Boulevard, nortion on Topange Conyon Boulevara to Mitholland Elghway, southeqsteriy on Muinolisnd Highway to Van AIder AVemie, northerly on Tan Alden Avenue to Avenida Oriente, northeasterly on Avenida Oriente to Ventura Bonievana, southeacterly on Vontura Boulevand to point of beginning.

## ITEN NO． 150 －EXCEPTIONS TO RATES NANED IN ITENK NO． 120 － REFINED PETROLEUM PRODUCTS

When rates provided in this item result in lower charges thom rates amed in Item No．120，rates provided in this item WIIl appiy．Iates named in this item are appilcabio oniy to commoities identified in paracraph（a）of Item No．30．Rates naned in this item gopiy to internediate points in California （I）on the Ilnes of the Southern Pacific Company botween Stacy on the one hand and Westwood and AIturas on the other hand； between Colorado and Calexico，and betweon Calipatria on the one hand and Westmorland and Holtoillo on the otier hand；（2） on the Ifne of the San Diego and Arizona Eastern Roilmay Company botween Campo and EI Centro；and（3）on the Inno of the Eolton Inter－Jrban Railway Compony between II Contro and ㅍoltrille．

| From | TO | Rates 1 n Cents Pex 200 Pomads |
| :---: | :---: | :---: |
| Groap？ Group 2 | Testrood | 35 |
|  | Altaras | 39 |
| Group 3 | Susanvilie | 42 |
| Group 4 | Susantilio | 45 |
| Group 6 | Susantizle | 53 |
| Group 21 | f Susanvizie | 46 |
| Stockton | Susanvinie | 33 |
|  | Alturas | 39 |
| Sacramento Test Sacramento Baths | Susonville | 267 |
| San Diego | EL Centro，Miland， <br> Calipatris，Tiestmorlama， <br> Sondia，Fuller，Rocimood， <br> （Brawiey，Grspe，Imperian， <br> MeIoland，Hoitvilio，Hebor， <br> Calezico and Coloraco | 20 |
| Group 6 | Nilone，Imporial，Sandia， <br> F Fuller，Nelolond，Eoltvilie， <br> \} Eeber, El Centro and <br> Cilexico | 28 |

## ITEMT NO. 160 - EXCEPTIONS TO RATSES NAMED IN ITEHTHO. 120 ZLACK OITS

Then mates provided in this 1tem result in iower charges than rates named in Item No. 120, Fates provided in this item Will apply. Rates nowed in this 1tem arc applicable oniy to comodities identified in paragraph (b) of Itom No. 30. Rates maned in this 1 tem apply to intermediate points in californis (1) on the 21 nos of the Southern Pacific Company botreen Stacy on the ono hand and Susantilie and 11 turas on the other hand, between Coloredo and Calerfco, and betrean Calipatria on tho one hand and Westmoriand and Holtvilio on tho otior band; (2) on the Iine of the San DIOzo and arizona Eastern Rasimay Company batmean Campo and Ei Centro; and (3) on the Inne of the EoIton Inter-Urion Railway Company between Sl Centro and Eoltville.

(1) Rate does not apply apon asphait. KSPEALT

When Jates provided in this atem restit in Iowor charges then rates nomed in Itom No. 120, rates provided in this itom Will apply. Rates mamed in this 1tom are appilcablo oniy to Asphalt. Ratos ammed in this item apply to intormeaiate points In California (1) on the linos of the Souticern Pacielc Company betreen Stacy on the one band and Westwood and AIturas on the other land, between Colorado and Calexfco, and between Cailpatria on the one hand and Westmoriand and Holtrille on two otiner and; (2) on the isme of the San Diego and Arizoma Eastern kaslway Company botween Campo and El Certro; and (3) on tio Ifne of the Holton Inter-Urban Raslway Company betwoen Ei Centro and zoltriaio.

| From | To | Rates in Cents Per 100 Pormas |
| :---: | :---: | :---: |
| Grozp 2, Group 2, Iyoth, Iracy, Stocktoz | Susanvilic | $25$ |
| Groct I, Grozp 2, Iyotio, Tracy, Stockton, Sacramento, Batits | Tewtana | 26 |
|  | Ravondale | 28 |
|  | Madeline | 29 |
|  | dituras | 30 |
| Sacramento Fest Sacramento Batios | Susanvilie | $22 \frac{7}{2}$ |
| Group 3, Group 4, Grotap 5, Gromp 11 | Stusanv1110 | 30 |
| Gromp 3, Groap 4, Groap 5, Groap 11 | Altruas | 35 |
| Group 3, Group 4,Group in | $\frac{\text { VIewhand }}{\text { Ravozatio }}$ | $\frac{37}{3,2}$ |
|  | $\frac{\text { Ravongaie }}{\text { Madelino }}$ | $\frac{32}{34}$ |

# APPENDEX "B" 

mantivg

REASONABLE AND SUFFICIENM RAMES
FOR
COZRION CAPRIERS BY RAILROAD

For the Iransportation of

IIQUID PEMROLETN PRODECTS
in

TANK CARS

Betweon

POINIS IN THE STATE OF CAITFORNIA

## ITEM NO． 10 －APPLICATION CF FATES

Ratos provided in this appendix appiy for the transportan tion of petrolerm anc petrolem products as described in Item No．20，in tonk cars，betweon pointe in the statc of Cain－ fornfa，by comon carriex：by railroad as doximed in the public すたさささせんと Act．

## ITEN NO． 20 －APPLICATION OF RATES－COMODITTES

Rates provided in tinis appendix apply for the transporta－ tion of Refined Inquid Petrolem Procuets，incizaing Comporndod 0115 barins a Petroleun Base，as described in Supplement No． 17 to Nestorn Clessiffication No． 65 （Suppioment No．I7 to C．R．C． No． 580 of 2．A．Cumaings，Agent）wader the boading petroiem or Petroloun Products＊＊＊n Rates providod in tiais appendix do not opply for the trongortation of Petroleum Czade oiz， Petrolew Frel 011，Petroleum Gas 011，Petroleum Road 012 or \＆sphait．

## INEM NO． 30 －COMPUTATION OF CEARGES

The welght of the comodities upon which rates are pro－ Vidod in this appepdix shail be computcd upon the basis of 6.6 powas per gailon．

ITEM NO． $40-$ MINTHOM WEIGET
The mingmum weight for shipments shain be computed on the basis providea in Enie 35 of Festom Ciassification No． 65.

ITEMS NO． 50 －APPITCATION OF BATES－GROUP POTNTIS
（a）In appiysag the rates named in this appendix，tho fojiowiag poists will be gronped：

Grown 1．San Francisco．
Groun 2．Pinole，Oqkiana，Blchmond，Rodeo，Olew，Port Costa，Martinez，Avon and Port Chícago．

Groun 3．Coalinga，LeRoy，Ora and Crup．
Grozp 4．Bakersfioza，Segmo，Moltha，OIl City，Mopeco， 011caie and oin center．

Group 5．Taft，Maricope，MeKittrick，Conner，FeIIows， Eazelton，Midoil，Kerto，Nifitix，Pentiam，Shale，Lokorn， Buttonwillow，Eowerbank and Rio Bravo and 011e．

Group 6．Comptom，Signal Eill，Watson，Wilmington，EI Segundo，East Long Beach，Los Ameezes（srabject to Note 1）， Lachado，Euntifgton Boach，Naples，RIoco，Eymes，Bixby，St． Eelens Spur，Thenarc，Ios Nietos，Santa Fe Springs，Vinvale， Vernon，Burnett，Law，Winefoot，Alamitos Fésghts，aina， Torrance，Downey，Domíguez Junction，Ingiewood，Shermad Junction，Playa cel Rey，Zyde Park，Iong Beach，San Pedro， WiIdasin，Venice，Critcher，Montebeiio，Pico and Waittier．
（Contzimee）

ITHR NO. 50 - APPLICAMION OF RATES - GROUP POINNS (COntInMod)
Note 1: Gronp 6 does not include points situated Frithin that portion of the city of Ios Angeles lying north of the following boundary line: Starting at the junction of the Facific ccean and Sunset Bounctard, east on Sunsot Borlevard to the restern city inmits of Beverly Eilis, northeriy alons the westem city limits of Beverly Eilis to the northem city limits of Beremly fills, easteriy along the northern city Ilmits of Beveriy Filis to the eastern city limits of Beveriy Hills, southerly along the eastern city Ifmits of Beveriy Eills to Doheny Road, easteriy along Doheny Road to Sunset Boulcrard, easteriy along Sunset Boulevari to Fairfax Avenue, nortiberiy along Falriax Avenue to Kollywood Bomerard, easterly aloas Foliywood Boulcvard to Sierra Bonita Avenie, northeriy ajong Sierra Eonita Avenue to Frankian Avenue, eastoriy alome Franjlin Avenne to Vermont hvenue, south on Vermont Avenue to Sunset Boulevari, southeasteriy on Sunset BouleFara to Fountain drenue, easterly aione Fountain Aveme to Hyperion Averue, northeasteriy aiong Eyperion ivenue to Glendaie Bowlevard, southerly ajong Glendale Roulevard to Riverside Drive, soutineasteriy aiong Riversice Drive to Fletchor Drive, northeasteriy along Fletcker Drive to Casitas Arenue, northerly alone Casitas Avenue to Tyburm ívenue, easteriy ajong Tyburn Arenue to San Fernamdo noad, northerly aions San Fernando Road to Rossiyn Stxeet, southeasteriy on the northeastemy line of the Jnion Pacific right of way to Marencrite Strect, northeasteriy on Margzerito Street to West Avenue 32, southeasterly on West Aveme 32 to Edwards Avemue, southwesteriy on Edwaras Aveare to the Union Pacific right of way, southeasterly on the northeasteriy Iine of the Union Pacific right of kay to Macon Street, easteriy aiong Miacon Strect to Isabei Street, southeasteriy alomg Isabel Strect to Amabel Stroot, southeasteriy alomg Amabel Street to North Figreroa Street, northeasteriy along North Figueroa Street to Pasadena fvenne, sortherly ajons Pasadena Avence to Avenue 35, easteriy ajong hveaue 35 to Griffin Averue, southeriy along Grifitn Avenue to North Broadway, easterly alome North Broadway to Mission EOad, socthwesterly ajong Hission Road to Valley Roulevard, easteriy alomg Valley Bounevari to Rarlanna hvenue, southorly alone Marianna stenue to city iimits.

Group 7. Canpinteria, Napies, Elwood, Goleta, Santa Barbara, Swmerlanc, Pincon 01工 Fielde, Sea Cliff, Driah, Ventura Avenpe, Ventura, Chrisman, Wadstrom and OrtonviIIe.

Groun 8. Fizlmore, Montalvo, Saticoy, Sante paria, Sespe, Barcsaale, Buciehorn, P1ru, Camarilio anc Moozpari.

Group 9. Avenal, KettIeman City, Kottleman Eilis, Ios Nietos (Kings County) and Superiow 011 Company's Kettieman IIIIs plant.

Group 20. Jost aills, Blacimell's Comer, Eelridge, Nortic Zelridege and Soutin Nortin Beirídge.

## IMEA NO. 50 - APOLICAMION OF RNTBS - GROUP POTNIS (ConcIIADEC)

Gromp 11. HecA Patch, Pdison, Arvin, Momentn View (Kery County), Giffen, Vaccaro and Harpertom.

Groun 12. Poso Creek, Mount Zoso and Kern Front.
Groun 13. Brea, La Eabra, OITada, East Coyoto, West Coyote, Failerton, Loftas, 01e0, Yorioa, Yorba Linda, Placentia, Atwood, Peralta and Bichafield.
(o) The groups described in parseraph (a) of thas itern shali. also inelude points situated on tino shomtest bighray roate or shortest rail ronte botween any two amok points in tine same group, excopt that if eltiver the alshroay or the rail route exceeds the otiner by moro than 100 per ceat, points sítiated on sucin circuitous route shali not be includea.
(c) Sraject to paragrapis (a), (0), (1) and (g) of tians Ltem, tho rates nomod in this appondix aro subject to the shortest resulting miloage via any pu"oize bignway routo compated in accordance with tite constrictive mileage plan pro7idec in Decision No. 31605 of December 27, 1938, as mendea, in Case No. 4088, Part nM, Case NO. 4145 and Case No. 4246.
(a) Milease srom or to group golats (but not betwoen points situated in tio same groap) shail be the miloage from or to the besing point of tio group as ramed bolor, compread in sccordance with the constructive mileago plan referred to in paragraph (c) of tiois item.

| Groun | Basing Point |
| :---: | :---: |
| 2 | Ssin Francisco |
| 2 | Pjnole |
| 3 | Coalinga |
| 4 | Batersfield |
| 5 | Tatt |
| 6 | Compton |
| 7 | Carpintexia |
| 8 | Fillmore |
| 20 | Iost Eills |
| 21 | Wook Ratch |
| $\pm 2$ | Poso Crook |
| 13 | Exea |

(0) For transportation botwoen pointe sjtarted within the same group, and for transportation between points siturtod withio sacorporated cities other than the city of Los Angeles, the rate shajl be 3 cents per 200 pornds.
(1) For transportation between points situnted witinin the city of Los ingeles exterior to Grorp 6, the rste siali be that provided for the constractive distance from point of origin to point of destingtion.
(8) The minimum ciarge betweon points wition the switchfig limits of a singie station sholi be the switching charge currontiy maintalned oy tine rasl carriexs and jawfilly on Iflo with tine Railroad Commssion of tio State of Califomin, when Iower tian tine charge accruing under otion provisions of tois appendsz.

ITHE NO. 50 - DIVERTED SEIPNENTS AND RETURNED SHTPMENTS
(a) Charges upon shipments diverted at request of consignor or consignee shail be assessed zoon the basis of the charge estabishod for the mileage appicablo via tio point or points where diversion occurs, except that
(b) It point of aiversion is sitratod on diroct rail route botmeen point of orizin and point of destination, ciarges shail be assessed upon the besis of the charge ostab ilshed for direct movoment from point of oriens to point of cestination.
(c) Charges zpon shipmonts returnee to point of origin, or to a point situated on the shortest resulting hifinway route, or on a direct roil route botween pofnt of orizin and original destination (or point of diversion) shail be assessed for tiae entire trip upon the basis of 250 per cont of the charge estabilibed for the outbound movement, or upon tioo basis establiched in paragraph (a) of this ítem, winchever is 20 mcr .
 for Exceptions)

3IITES

| Orex | $\begin{aligned} & \text { But } \\ & \text { not Oror } \end{aligned}$ | Rates in $\text { Per } 100 \mathrm{P}$ |
| :---: | :---: | :---: |
| 0 | 5 | 6 |
| 5 | 10 |  |
| 10 | 15 | 8 |
| 25 | 20 | 9 |
| 20 | 25 | 10 |
| 25 | 30 | 11 |
| 30 | 35 | 12 |
| 35 | 40 | 13 |
| 40 | 45 | 14 |
| 45 | 50 | 15 |
| 50 | 60 | $16 \frac{2}{2}$ |
| 60 | 70 | 18 |
| 70 | 80 | 19* |
| 80 | 90 | 27 |
| 90 | 100 | 22 |
| 100 | 320 | 24. |
| 120 | 140 | 26 |
| 140 | 160 | 28 |
| 260 | 180 | 29 |
| 180 | 200 | 30 |
| 200 | 220 |  |
| 220 | 240 | 32 |
| 240 | 260 | 33 |
| 260 | 280 | 34 |
| 280 | 300 | 35 |

(Continuod)

ITEKK NO, 70 - RATES IN CENTS PRR 300 POUNDS (Seo Item NO. 30 for Exceptions) (Conciuded)

MITSS
But

| OVer | not OVex |
| :---: | :---: |
| 300 | 320 |
| 320 | 340 |
| 340 | 360 |
| 360 | 380 |
| 380 | 400 |
| 400 | 420 |
| 420 | 440 |
| 440 | 460 |
| 460 | 430 |
| 480 | 500 |

Rates in Conts
Per 200 pounds
36
37
38
39
40
41
42
43
44
45

TTEU NO, $80^{\circ}$ - EXCEPTIONS TO RATES NAMED IN ITEM NO, 70
When rates provided in this item result in lower charges than rates namod in Item No. 70, rates provided in tais itom will appiy.

| Eram | To | Eatas 2 m cories Per 100 Pounds |
| :---: | :---: | :---: |
| Groap 6 | N土Iana, Imporiol, Sandia, Fuller, Lieloland, Hoitriile, Heber, Caicxico and EI Centro | 28 |
| $\begin{aligned} & \text { Group } \\ & \text { Group } \\ & 2 \end{aligned}$ | Westwood | 35 |
| Groap 2 | Treasure Isiand (See Note I) | 5 |
| Group 2 | Petritua (See Note 2) | 72 |

Note 12 Rate expires December 31, 1939. Rate is subject to a minimum. weight of 60,000 pounds.

Note 2: Rate is sabject to a minimm weight ot 60,000 poznds.

AFPENDIX MC"
SEIPPING ORTENR AND EREIGEM BIIT

Name of Cartier
(Name of Caxrler mast be same as shown on Permit)
Bill NO. Permit no. $\qquad$


| Gejlons Description of Comoditios | Weight Bato Chatges |
| :---: | :---: |
| $\cdots \cdots \cdots$ |  |
| Shipper $\qquad$ <br> By $\qquad$ (SEOW name 10 Fa3l) <br> Received by Carrier in good condition excont as noted: | C.O.D. $\qquad$ <br> C.O.D. FeO $\qquad$ <br> *Advances $\qquad$ <br> *Otiner Charges $\qquad$ <br> Propaid $\qquad$ <br> Total to 0011ect |

*Show each charge seperately and what it represents.


[^0]:    The prior orders in these procoodings establisbed 13 territorial groups and named a turiform rate to apply for cransportation within each gronp. It aiso named basing points, the ratos from and to which would apply from and to all oticer points within the respective groups. Group 6 (the Los Angeles- -ompton group) embraced the city of Ios Angeles 2nd considerable surrouming territory. Subsequently, this group. Was subdifided for the parpose of applfing intra-sroup rates, but was left intact as to transportation from or to the groap.

    2
    The original petfitions dia not speciticaliy request modification or the prior order in Case No. 4250, which involves transportation by city corriers, and that proceoding was not reopened. However, by petition i11ed at tioe pabilc besping, The Tank Irrici Operators Association soaght an ex parto suppiemental order in that proceeding. Cases Nos, 4079, 4191, 4249 and 4250 are closeiy relatol, in so far as the Groun 6 territoriei description is concomped, and Case No. 4249 is sufficientiy broad to embrace the issues involved in Cose No. 4250. For these reasons the intrant decision will issue in tie lattor proceoding, as well as in the others entitled above.

