

Decision No. 32425

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment  
of maximum or minimum, or maximum and  
minimum rates, rules and regulations  
of all common carriers as defined in  
the Public Utilities Act of the State  
of California, as amended, and all  
highway carriers as defined in Chapter  
223, Statutes of 1935, as amended, for  
the transportation for compensation or  
hire, of any and all commodities.

Case No. 4246

BY THE COMMISSION:

SEVENTH SUPPLEMENTAL OPINION

At public hearings held in San Francisco and Los Angeles before Examiner P. W. Davis, evidence was received relative to the establishment in this proceeding of minimum rates, rules and regulations for the transportation of petroleum, petroleum products and related articles in packages, in shipments weighing 20,000 pounds or more, and of empty petroleum containers returning from outbound paying loads, by common, radial highway common and highway contract carriers.<sup>1</sup>

A senior engineer of the Commission submitted a study showing the estimated cost to reasonably efficient operators of transporting packaged petroleum and petroleum products in highway vehicles having a 20-ton capacity, and of returning the empty containers. This study was based upon data secured from a number of representative truck carriers engaging in this type of transportation, adjusted in accordance with the personal observations, experience and judgment of the

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<sup>1</sup> Decision No. 31606, as amended, in this proceeding, established minimum rates of statewide application for transportation of property by common and highway carriers. However, certain commodities, including packaged petroleum and petroleum products in quantities of more than 20,000 pounds were found by the Commission to require special consideration and were exempted temporarily from the application of the minimum rates, rules and regulations so established.

engineer. Round trip costs were first developed and were then allocated as between outbound loads of full containers and return loads of empties in accordance with the respective densities or "loadability" of these commodities. Separate costs were developed for load factors of 55, 70 and 85 per cent but it was asserted that the average load factor was but slightly higher than 55 per cent, except in connection with movements between the San Francisco and Los Angeles metropolitan areas between which a load factor of 87 per cent was estimated to be the average. Following is a tabulation of costs developed for various lengths of hauls. (Costs are in cents per 100 pounds).

<u>Miles</u>	<u>55% Load Factor</u>		<u>70% Load Factor</u>		<u>85% Load Factor</u>	
	<u>Pet.Prods.</u>	<u>Empties</u>	<u>Pet.Prods.</u>	<u>Empties</u>	<u>Pet.Prods.</u>	<u>Empties</u>
10	.033	.051	.030	.046	.029	.044
50	.070	.107	.058	.089	.053	.081
100	.118	.181	.096	.147	.088	.134
200	.213	.326	.170	.260	.152	.233
500	.496	.763	.391	.600	.345	.529

Costs of performing the same transportation in plant facility trucks were also developed by the Commission's engineer. In general, they are slightly lower than those shown for highway carriers enjoying only a 55 per cent load factor.

An assistant rate expert of the Commission's staff introduced an exhibit comparing the current prevailing rates for the transportation here under consideration with the fifth class rates established by Decision No. 31606, supra, for the transportation of general merchandise and with the rates established by Decision No. 30085, as amended, in Cases Nos. 4079 and 4191 for the transportation of petroleum and petroleum products in bulk in tank truck equipment. This exhibit also contains a comparison of the current prevailing rates for returning empty petroleum containers with the class rates for empty returning containers used in connection with outbound transportation of other kinds of merchandise. Another exhibit introduced by this witness compared the costs developed

by the Commission's engineer with the corresponding class rates. Generally speaking, the engineer's costs for petroleum products are lower than the 5th class rates for distances of less than 400 miles but are somewhat higher for greater distances. On the other hand, the engineer's costs for empty containers differ widely from the class rates for that transportation. The witness stated that if costs on the out-bound loads were reallocated on the assumption that class rates would be assessed on the returning containers, the resulting costs would not be greatly inconsistent with the tank truck scale.

In order to provide rates which would give recognition to costs and yet be consistent with the rates in effect for general merchandise and for bulk petroleum products, the Commission's witness suggested the adoption of a scale based upon the fifth class rates or the bulk petroleum products scale, whichever was lower for the respective mileage brackets, subject to a minimum weight of 20,000 pounds to correspond to the rail minimum weight presently in effect. The empty returning containers he proposed be rated under the regular class rates. He also suggested the establishment of a special point-to-point rate of  $3\frac{1}{2}$  cents per 100 pounds, minimum weight 20,000 pounds, for transportation between San Francisco and Los Angeles territories. No adjustments in existing rail rates were suggested by this witness, but it was his recommendation that the truck scale be made applicable in connection with pickup and delivery transportation by all other types of carriers as well.

The vice president and manager of Pacific Truck Service, Inc., a contract carrier which has been engaged in hauling bulk and packaged petroleum products for many years, testified in behalf of Truck Owners' Association of California (hereinafter referred to as the Association) as well as of his company. He submitted a statement showing that during the first half of January, 1939, the actual average load factor experienced in operating five truck units devoted

to transporting packaged petroleum products was 56 per cent. This load factor was confirmed as representative, he said, by the results of similar studies made by other members of the Association. A higher load factor cannot ordinarily be attained, he contended, due to the fact that return loads seldom consist of anything but returning empty containers. He explained that not all of the containers which are used in the outbound loads are returned, many being of a non-returnable type and others being retained or lost by the customers. This witness introduced no specific cost studies, but stated that in his opinion petroleum products in packages were more expensive to transport than when in bulk by reason of the fact that more time is consumed in loading and unloading and shippers will not permit the carriers to load and unload package goods at night as they will bulk products.

The Association's witness submitted a proposed rate scale which he contended was necessary if the carriers were to enjoy compensatory operations. This scale was assertedly based upon a careful consideration of the costs experienced by members of the Association in performing transportation between various representative points. Separate rates are provided for minimum quantities of 20,000 and 34,000 pounds, respectively, these minima having been derived from a consideration of the capacities of equipment now in use. The proposed rates for a minimum weight of 34,000 pounds do not differ materially from those recommended by the Commission's assistant rate expert for a minimum weight of 20,000 pounds, in so far as distances in excess of 50 miles are concerned. They are somewhat higher, however, for shorter distances. The witness explained that whereas the scale proposed by the Commission's witness took into consideration the possibility of proprietary competition for short hauls such competition did not in fact exist to any serious extent. For transportation between San Francisco and Los Angeles this witness recommended rates of 31½ cents per 100 pounds minimum weight 34,000 pounds and 36 cents per 100 pounds, minimum weight 20,000 pounds.

Following is a comparison of the rate scales proposed by the Commission's and carriers' witnesses. (Rates are in cents per 100 pounds.)

<u>Constructive Miles</u>	<u>Commission's Witness</u>		<u>Truck Ass'ns. Witness</u>	
	<u>Min. Wt.</u>	<u>20,000 Pounds</u>	<u>20,000 Pounds</u>	<u>34,000 Pounds</u>
10		3	6	5
50		7½	8½	7½
100		13	14	13
200		24	27	24
400		39½	47	39½

The Association's witness also urged that for competitive reasons truck rates be permitted to alternate with rates maintained by rail carriers, including rates of rail carriers operating between points in California over interstate routes.

Another rate witness called on behalf of the Association submitted exhibits showing the histories of rail carload rates for the transportation of petroleum products in packages between representative points, for the past ten years. These exhibits disclose that there has been a marked and progressive decline in the rail rate level during this period and that whereas, formerly, rates for transportation of bulk and packaged petroleum products were usually the same in volume, package rates are often less than half the bulk rate at the present time.

A witness for the common carrier rail lines proposed certain adjustments in rail carload rates. The railroads, he stated, desired authority to effect certain increases and readjustments in existing rail carload rates for distances of 150 miles or less and to subject rail carload rates, regardless of distance, to a minimum weight of 30,000 pounds, in lieu of the 20,000 pounds minimum weight now in

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 effect. The witness asserted that a few years ago bulk rates and package goods rates were maintained at the same level but that there is considerable disparity between them at present; and that, while present transportation conditions surrounding the movement of petroleum products in packages by railroad do not require that rates for such transportation be returned to the level of rates presently maintained for bulk hauling, moderate increases are warranted. The proposed scale, he stated, was designed to give recognition to the cost of rail transportation. In behalf of the proposal to increase the carload minimum weight requirement, the rail witness stated that in the past carload rates for the transportation of petroleum package goods were subject to a minimum weight of 30,000 pounds, but that previously existing unregulated competition had forced the railroads to reduce such weight basis in an effort to retain a share of the petroleum traffic. He contended that rail cars can easily hold 30,000 pounds of these commodities and that if the common carrier rail lines were permitted to restore the 30,000 pounds basis, carload earnings would be improved materially, both as to shipments moving

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The proposed increases would be based on the following scale, subject to rail mileages. (Rates are in cents per 100 pounds, subject to a minimum weight of 30,000 pounds.)

<u>Over</u>	<u>Miles</u> <u>But Not Over</u>	<u>Rate</u>
0	10	6
10	20	6½
20	30	6½
30	40	7
40	50	7½
50	60	7½
60	70	8
70	80	8½
80	90	8½
90	100	9
100	110	9½
110	120	9½
120	130	10
130	140	10½
140	150	11

150 miles or less where rate increases are proposed and those moving greater distances where only an increase in the minimum weight is contemplated.

The rail witness said that in the event the railroads were authorized to effect the proposed adjustments they also desired permission to meet such rates as may be established for the transportation of petroleum products by highway carriers at railhead points where such rates produce lower charges than those concurrently maintained for rail transportation. He stated, moreover, that the railroads have no objection to highway carriers being permitted to meet rail rates at railhead points, but requested that, in the event such alternative application of rates is permitted, highway carriers be required to observe the applicable rules and regulations governing rail transportation under such rates, and, particularly, to transport shipments in single pieces or units of equipment. In the opinion of the witness, such a restriction is necessary to afford an equality of competition between highway and rail transportation.

Another rail witness introduced an exhibit naming all points from which his investigation disclosed that packaged petroleum products are now being shipped and asked that, in the interest of tariff simplification, the rails be permitted to withdraw special commodity rates from other points. It would be understood, he said, that rates related to those maintained from the remaining points would be published should movements develop.

A rate witness testifying in behalf of nine major oil companies urged that the rates established in this proceeding for petroleum and petroleum products be made applicable also to a number of so-called "specialty products" which are manufactured by the oil companies and which are ordinarily included in mixed shipments with

packaged petroleum goods. He recommended the adoption of a commodity grouping the same as that currently maintained by rail carriers in connection with rail carload rates. In this connection, he pointed out that a similar grouping had been prescribed by the Washington Department of Public Service in their Tariff No. 6, Item No. 550; that this Commission has provided commodity groupings for "oil well supplies" and "canned goods"; and that the maintenance of a different grouping to govern truck rates than governs rail rates would complicate the provisions for alternating rail and truck rates. This witness also urged that points included within Groups 2 (the Pinole group) and 6 (the Compton group) in connection with rates on bulk petroleum products be similarly grouped in this proceeding, particularly for the purpose of computing rates on asphalt. No recommendation was made by this witness as to what the volume of the rates should be for the transportation here involved, although he urged that they be based upon the cost of performing the service with due consideration to the possibility of proprietary operations being commenced by the oil companies. He explained that there is no need in the petroleum industry for an equality of transportation rates as between bulk and packaged products.

The traffic manager of Gilmore Oil Company asked that the rates proposed by the Commission's witness be adopted for a minimum weight of 20,000 pounds and that in the event rates for a minimum weight of 30,000 pounds are deemed necessary they be based upon 90 per cent of the minimum 20,000 pound rates for distances up to 100 miles, 85 per cent of those rates for distances from 101 to 350 miles, and 80 per cent for greater distances. He conceded, however, that such rates would probably not be compensatory for short distances and that there was no competitive or commercial reason why the rates proposed by the Association for similar distances could not



be paid by the oil companies. He also asked the establishment of a rate of 25 cents per 100 pounds, minimum weight 30,000 pounds, for transportation between Los Angeles and San Francisco, in lieu of the rate of 31½ cents per 100 pounds recommended by the Commission's witness for this transportation. In support of his request for the retention of the 20,000 pound minimum weight limitation, this witness explained that Gilmore Oil Company and its distributors do not have sufficient warehouse space to accommodate greater amounts; that this company's products are different in summer than in winter and embrace many specialty products, so that it is not practicable to ship greater quantities to one distributor at one time; that the distributors of this company have a limited amount of working capital and cannot afford to purchase in 30,000 pound quantities at one time; and that the carriers now engaged in this transportation operate tractor and semi-trailer units for which 20,000 pounds is considered as being a normal load. The suggested rate of 25 cents per 100 pounds for transportation between Los Angeles and San Francisco was deemed justified by this witness by comparison with the rate of the same volume heretofore established for transportation of beverages and tonics between the same points.

The assistant traffic manager of Richfield Oil Corporation, appearing also in behalf of Rio Grande Oil, Inc., similarly urged the retention of origin point and commodity groupings, the establishment of rates for weight brackets of both 20,000 and 30,000 pounds, and the provision of a rate of 25 or 26 cents per 100 pounds for transportation between Los Angeles on the one hand and San Francisco and Sacramento on the other hand. His testimony in support of these proposals was substantially the same as that of the witness for Gilmore Oil Company, except that he cited in further support of the point-to-point rate sought commodity rates prescribed for similar

transportation of canned goods, soap, lard and sugar.

Upon consideration of the cost evidence and rate proposals of record, we are of the opinion that for truck transportation of packaged petroleum and petroleum products and for pickup and delivery transportation by other types of carriers two scales of rates should be provided, one for a minimum weight of 20,000 pounds, the other for a minimum weight of 30,000 pounds. This should give adequate recognition to existing trade and distribution practices and facilities of the interested shippers, as well as to the different types of truck equipment being used in this transportation. As to the volume of these rates, it will be recalled that the scale suggested by the Commission's witnesses was depressed for the shorter distances for the purpose of relating it to the tank truck scale. Since the evidence shows without dispute that there is no need for consistency between the bulk and package rates, and since proprietary trucking was not represented as being a serious threat in connection with the transportation, it appears proper that some upward adjustments might well be made. So adjusted this scale does not differ substantially from that proposed by the Association for minimum quantities of 34,000 pounds. In view of the heavy loading contemplated by the costs upon which the scale proposed by the Commission's witness was based, moreover, it appears proper to use it, as well as the 34,000 pound scale proposed by the Association, as a guide to the proper volume of rates for a 30,000 pound minimum weight.

With but slight modification the 20,000 pound scale adopted herein is the same as that recommended by the Association. In the absence of specific cost evidence concerning the cost of transporting shipments of this weight strict adherence to the cost principle

as urged by the shippers' witnesses was manifestly impossible. It will be found, however, that the spread between the 20,000 pound and 30,000 pound rates here adopted is, with minor exceptions, no greater than that which those shippers who sought the establishment of a 20,000 pound scale stated would be satisfactory.

Point-to-point rates of  $31\frac{1}{2}$  cents per 100 pounds, minimum weight 30,000 pounds, and 36 cents per 100 pounds, minimum weight 20,000 pounds, are adopted herein for transportation between San Francisco and Los Angeles territories. The cost study develops an outbound cost of 31.95 cents per 100 pounds for 20 ton loads and a cost for returning empty containers of 49.45 cents per 100 pounds. Since, under the class rate basis the charge for returning empty containers will be substantially lower than contemplated by the cost study, a reduction in the rate for the outbound loads would clearly result in inadequate revenue for the round trip.

Rail rates now in effect for transportation between points in California over interstate routes will be adopted herein for truck transportation over intrastate routes in the form of nonintermediate point-to-point commodity rates.

The rules and regulations herein adopted to govern the minimum truck rates are those established for application in connection with general merchandise. The only major modification of those rules here proposed was that shipments be required to be transported in one unit of equipment. However, the present requirement that the freight be tendered to the carrier at one place and time appears adequately to protect the competitive position of the rails and, on the other hand, the suggested modification would plainly prejudice truck operators whose equipment is not designed to accommodate loads equivalent to the minimum carload weight for rail shipments. This modification will not be adopted. Origin points will be grouped as

suggested, in so far as application of the commodity rates herein established is concerned, and the present rail commodity grouping will be retained subject to the limitation that special items shall not exceed 50 per cent of the entire weight of the shipment.

The proposed adjustments in rail carload rates appear fully justified by the showing of changed conditions. Manifestly rates which have been depressed for the purpose of meeting competition of unregulated carriers should be permitted to be restored to a normal level when the competition is stabilized. Only by so doing can the continuation of adequate rail service be assured and the burden which otherwise must be placed on commodities not so severely affected by competition lessened. Similarly, minimum weights reduced below the level most conducive to efficient use of rail equipment should be permitted to be restored where the competitive reason for the reduction no longer obtains. In the instant case it appears that the influencing factor for the reduction in the rail minimum weight was the practice of truck carriers of assessing rail carload rates in connection with shipments of less than the rail minimum weight. With the fixation of minimum rates in this proceeding this practice will no longer be permissible and the competitive need for the reduction in the rail minimum weight will thus be removed. Shippers who are not able to ship in quantities equal to the increased minimum weight will not be placed at an undue disadvantage since it is presumed that rail carriers will meet truck rates established for shipments of lesser weights and since, in any event, the record indicates that adequate truck service is available. The proposals to increase the carload minimum weight from 20,000 pounds to 30,000 pounds, to adjust rates to the basis of the mileage scale hereinbefore mentioned, and to maintain rates only from points of actual movements, will be authorized.

O R D E R

An adjourned public hearing having been held in the above entitled proceeding, and based upon evidence thus received and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that Decision No. 31606, as amended, in this proceeding, be and it is hereby further amended, effective fifteen (15) days after the effective date of this order, by substituting in and adding to Appendix "D" thereof (Highway Carriers' Tariff No. 2) the revised and new pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Original Page 66-A  
Original Page 66-B  
Original Page 66-C  
Original Page 66-D  
Original Page 66-E

Third Revised Page 2 cancels Second Revised Page 2  
Second Revised Page 4 cancels First Revised Page 4  
Second Revised Page 5 cancels First Revised Page 5  
First Revised Page 6 cancels Original Page 6  
First Revised Page 7 cancels Original Page 7  
First Revised Page 8 cancels Original Page 8  
Second Revised Page 9 cancels First Revised Page 9  
Fourth Revised Page 14 cancels Third Revised Page 14  
Fourth Revised Page 15 cancels Third Revised Page 15

IT IS HEREBY FURTHER ORDERED that all common carriers be and they are hereby ordered and directed to cancel within fifteen (15) days after the effective date of this order, on not less than five (5) days' notice to the Commission and to the public, all rates, rules and regulations for the transportation of petroleum, petroleum products and related articles, as described in Item No. 723, Original Page 66-A attached hereto, or for accessorial services in connection therewith, lower in volume or effect than those provided for the same transportation by highway contract carriers in said Highway Carriers' Tariff No. 2, as amended by prior orders and by this order; and to establish in their stead rates, rules and regulations no lower in volume or effect than those therein set forth; provided,

however, that this ordering paragraph shall not apply to carload transportation by railroad, dock-to-dock transportation by vessel or transportation described in Finding No. 14 of said Decision No. 31606, as amended.

IT IS HEREBY FURTHER ORDERED that effective fifteen (15) days after the effective date of this order all common carriers shall cease and desist and thereafter abstain from assessing, charging or collecting rates or charges or observing rules or regulations lower in volume or effect than those required to be maintained by the preceding ordering paragraph hereof.

IT IS HEREBY FURTHER ORDERED that common carriers by railroad be and they are hereby authorized to increase existing carload rates for the transportation of petroleum and petroleum products and related articles, in packages, to a basis no higher than that found justified in the preceding opinion provided, however, that this authority shall expire unless exercised within ninety (90) days after the effective date of this order.

In all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

This order shall become effective thirty (30) days after the date hereof.

Dated at San Francisco, October 4, 1939.

\_\_\_\_\_  
*Franklin D. Roosevelt*  
\_\_\_\_\_  
*Paul C. Wiley*  
\_\_\_\_\_  
*G. G. B. B.*  
\_\_\_\_\_  
*James F. Cooney*  
Commissioners

I dissent from that portion of the order denying the proposal of the rail lines that highway carriers be required to transport shipments in single pieces or units of equipment in those instances where they are permitted to apply alternate minimum weight rail rates. These lower minimum weight rates are only economically feasible because of the nature of rail equipment. It is only to preserve competitive equality that the highway carriers are permitted to meet these rates. I think that when they are permitted to meet them, it should be under similar rules, regulations, and practices.

The effect of the order is to permit highway carriers to use as many trucks as they may see fit in transporting a shipment which meets the minimum weight requirement, provided it is offered at one time. The order does not, therefore, preserve the equality of transportation rates contemplated by Section 32½ of the Public Utilities Act. That the minimum weight is part of the rate is definitely established (Three Forks Cement Co. vs. C.B. & Q. R.R. Co. 129 I.C.C. 107, 116; Rudy-Patrick Seed Co. vs. Abilene & Southern Railway Co., 206 I.C.C. 355, 357), and it seems logically to follow that other rules and regulations are, or in the discretion of the Commission, may be, part of the rate.

The Highway Carriers' Act provides:

"The use of the public highways for the transportation of property for compensation is a business affected with a public interest and it is hereby declared that the purpose of this act is to preserve for the public the full benefit and use of public highways consistent with the needs of commerce without unnecessary congestion or wear and tear upon such highways; \* \* \*"

It is not preserving "for the public the full benefit and use of public highways consistent with needs of commerce" and it is not preventing "unnecessary congestion or wear and tear upon such highways" to permit two or more trucks to use the highways in performing a service at a rate which is only economically justified when it is performed in one freight car.

In all other respects I concur in the order.

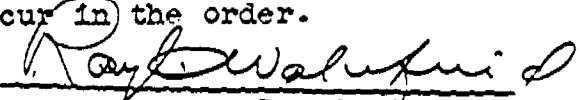
  
Commissioner.

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\*Change.

EFFECTIVE

Issued by The Railroad Commission of the State of California,  
 San Francisco, California.

Correction No. 49



## INDEX OF COMMODITIES

Only those articles which are named in commodity items or in Exceptions to the Western Classification and Exception Sheet are shown in the following list.

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(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

(M) Denotes articles on which application of rates is limited to mixed shipments.

## EFFECTIVE

Issued by The Railroad Commission of the State of California,  
San Francisco, California.

Correction No. 50

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		Ether (M)	723-727
		Exterminators, vermin (M)	723-727
		Extracts	360
		Extracts, Malt	600

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."  
 (M) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE

Issued by The Railroad Commission of the State of California, San Francisco, California.

Correction No. 51

INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Fig Paste	350	Ginger Ale	600
Fig Pulp	350	Glucose	360
Figs, dried	350,640	Grate Bars	700-720
Fire Brick	700-720	Grille Work	660,690
Fire Clay (M)	700-720	Grips	700-720
Fish, cooked, pickled or preserved	(1)	Guides, Wire Line	700-720
Fish, other than fresh or frozen	360	Gum, Chewing	360
Fish, Roe	(1)	Gutters.	660,690
Fittings, Cast or Wrought	700-720	Handles, wooden	700-720
Iron Pipe	700-720	Hand Rails	660,690
Fittings, Closet and Pantry	660,690	Heading	660,690
Fixtures, Built-in	660,690	Heads, Control Casing, Drive Pipe or Casing	700-720
Flavoring Compounds	360	Heminy	(1)
Flowers, fresh cut	340	Honey	360
Flues, Boiler	700-720	Honey Box Lumber	660,690
Fondant, Candy	360	Hooks, Casing, Sucker Rod, Throwoff or Tubing	700-720
Food Preparations	360	Horseradish	360
Forges	700-720	Ice Cream	370
Frames (blind, screen and door)	660,690	Icings	360
Frames, Window	660,690	Insecticides (M)	723-727
Flues, Boiler	700-720	Ironing Boards	660,690
Fruit, candied, crystallized, glazed or stuffed	360	Iron, Plate or Sheet	700-720
Fruit, crushed	(1)	Jacks, Oil Well Pumping	700-720
Fruit, dried	350,640	Jacks, Well Tool	700-720
Fruit (not dried, evaporated nor fresh)	(1)	Jam	(1)
Fruit Juice	600	Jams, Door	660,690
Fruit Juice Powders or Crystals, Citrus	360	Jelly	(1)
Fruit Syrup	360	Joints, Rotary Tool and Sucker Rod	700-720
Cable Ornaments	660,690	Juice, Clam	(1)
Garlic Chips	(1)	Juice, Fruit	(1)
Garlic Powder	(1)	Juice, Tomato	(1)
Gas, petroleum liquefied	723-727	Juice, Vegetable	(1)
Gauges, Bit	700-720	Kitchen Cabinets	660,690
Galatine	360		
Generators, Electric (M)	700-720		

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

(M) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE

Issued by The Railroad Commission of the State of California, San Francisco, California.

Correction No. 52

INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Lard	360, 730	Noodles	360
Lard Compounds	360	Nuts, edible, shelled	360
Lard Substitutes	360, 730		
Lath	660, 690	Oil, cooking	730
Lime, Chlorinated	730	Oil, Olive	(1)
Liners	700-720	Oil (other than medicinal) (M)	723-727
Liners, Polished Rod	700-720	Oil, petroleum medicinal (M)	723-727
Lines, Measuring	700-720	Oil, Salad	(1) 730
Links	700-720	Olives	(1)
Liquid, cigar or cigarette Lighter (M)	723-727	Onion Chips	(1)
Liquors, Malt	360, 600	Onion Powder	(1)
Liquors, Vinous	360, 600	Ornaments, Gable	660, 690
Lubricant, Grease Binder	723-727	Outfits, insect destroying (M)	723-727
Lumber	660, 690	Outfits, Oil, Water or Gas Well	700-720
Lye, Concentrated	730	Outfits, Wire Line Pumping	700-720
Macaroni	360	Packers	700-720
Macaroni (prepared)	(1)	Paint, asphaltum (M)	723-727
Machines, Oil Well Pulling	700-720	Paint, liquid (M)	723-727
Machines, Rotary Drilling	700-720	Paneling	660, 690
Malt Syrup	360	Parts, Boiler (M)	700-720
Mantel Shelves	660, 690	Parts, Mud Mixer	700-720
Meats, cooked, cured or preserved	(1)	Paste, Alimentary	360
Meat other than fresh	360	Paste, Confectioners'	360
Mechanics' Tools (M)	700-720	Paste, Tomato	(1)
Medicine Cabinets	660, 690	Peanut Butter	(1)
Milk (condensed or evaporated)	(1)	Pectin, Fruit or Vegetable	(1)
Milk, dry	(1)	Pencil Slats	660, 690
Milk, flaked	360	Petroleum and Petroleum Prod- ucts as described in Western Classification	723-727
Milk, Malted	360	Pickets	660, 690
Milk, powdered	(1) 360	Pickles	(1)
Mince Meat	(1)	Pie Preparations	(1)
Molasses	(1)	Filasters	660, 690
Molding, Carpenters'	660, 690	Piles	660, 690
Molding, Casing	660, 690	Pimentos	(1)
Mud Mixer Parts	700-720	Pins, insulator	660, 690
Mustard	360	Pins, wooden	700-720
Mustard (prepared)	(1)	Pipe, cast or wrought iron	700-720

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

(M) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE

INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Pipe material, wooden	660,690	Rods, Sucker	700-720
Pipe, plate or sheet iron	700-720	Rope (M)	700-720
Pipe, wooden	660,690	Rope, Wire	700-720
Plugs, Cementing	700-720	Rosettes	660,690
Plugs, Dry Hole	700-720	Running Gears, steam boiler (M)	700-720
Plywood	660,690	Saddles, Jack	700-720
Poles, Plant	660,690	Sago	360
Poles, Telegraph and Telephone	660,690	Salt	360,380
Polish, floor (M)	723-727	Sand Reels	700-720
Polish, furniture (M)	723-727	Sandwich Spread	(1)
Polish, metal (M)	723-727	Sash	660,690
Polish, vehicle (M)	723-727	Sauces, prepared	(1)
Popcorn	360	Sausage	(1)
Porch Work	660,690	Savers, Oil	700-720
Porter	310,360, 600	Sawdust	660,690
Posts	660,690	Screens	660,690
Potato Chips	360	Scroll Work	660,690
Powder, Baking or Yeast	360	Shakes	660,690
Powders, Citrus Fruit Juice	360	Shavings	660,690
Power Pumps (M)	700-720	Shelves	660,690
Powers, Pumping	700-720	Shelves, Mantel	660,690
Protectors, Box and Pin	700-720	Shingles	660,690
Prunes (dried)	350,640	Ship Knees	660,690
Puddings	(1)	Shoes, Casing	700-720
Pulleys, Tug	700-720	Shook, box or crate	660,690
Pull Rod Blocks, wooden	700-720	Shortening	360
Pulp, Fruit or Vegetable	(1)	Sideboards	660,690
Pumps, Power (M)	700-720	Silo Material, wooden	660,690
Puree, Tomato	(1)	Sinkboards	660,690
Rails, Hand	660,690	Sink Sets	660,690
Raisins	350,640	Slips	700-720
Rams, Bit	700-720	Smokestacks (M)	700-720
Ravioli (prepared)	(1)	Soap	730
Reels, Measuring	700-720	Soap, liquid	723-727, 730
Reels, Sand	700-720	Soap Powder	730
Relishes (prepared)	(1)	Soda (Beverage)	600
Repellents, insect (M)	723-727	Soda, Washing	730
Rice-and-Milk	(1)	Solvent (M)	723-727
Rig Irons	700-720	Solvent, Drain pipe	730
Rings and Wedges	700-720	Soups	(1)
Rods, Polished or Valve	700-720	Spaghetti	360
Rods, Pull (M)	700-720	Spaghetti (prepared)	(1)

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

(M) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 54

Second Revised Page....9

Cancel

First Revised Page....9

HIGHWAY CARRIERS' TARIFF NO. 2

INDEX OF COMMODITIES (Concluded)			
COMMODITY	Item Number	COMMODITY	Item Number
Spices	360	Tools, Drilling or Fishing	700-720
Spiders	700-720	Tools, Mechanics (M)	700-720
Spindles	660,690	Towers, Atmospheric Water Cooling	660,690, 700,710,720
Spudding Shoes and Rings	700-720	Trucks, Steam Boiler (M)	700-720
Stain, wood (M)	723-727	Tubes, Boiler	700-720
Stair Work	660,690	Tubing, Cast or Wrought Iron	700-720
Stakes	660,690	Tubing, Plate or Sheet Iron	700-720
Staves	660,690	Tubs, Cooling	700-720
Steam Boiler Trucks (M)	700-720	Underreamers	700-720
Steel, plate or sheet	700-720	Valves	700-720
Steps, pole, wooden	660,690	Valves, Pump Working Barrel	700-720
Stirrups, Disconnecting	700-720	Vegetables (not dehydrated, dried, evaporated nor fresh)	(1)
Stock, battery separator	660,690	Veneering	660,690
Stools, Window	660,690	Vermicelli	360
Stout	310,360,600	Vermicelli (prepared)	(1)
Sugar	360,390, 740,750	Vinegar	(1)
Swabs	700-720	Wagons, Casing or Bit	700-720
Swivels, Hydraulic Rotary	700-720	Wainscoting	660,690
Syrup	360,(1)	Washing powders	730
Syrup, Fruit	360	Washing soda	730
Syrup, grape juice	600	Water	600
Syrup, Malt	360,600	Wax, automobile, boat, floor or furniture (M)	723-727
Tank Material, wooden	660,690	Wedges	660,690, 700,710,720
Tanks, Iron or Steel	700-720	Wedges, mine	660,690
Tanks, oil and gas Separating (M)	700-720	Welsh Rarebit	(1)
Tank Steel	700-720	Wheels, Band, Bull or Calf	700-720
Tapioca	360	Window Seats	660,690
Tea	360	Wine	400
Telephone Cabinets	660,690	Wire Rope	700-720
Tempor Screws	700-720	Wobblers	700-720
Templates, Box and Pin	700-720	Wrenches	700-720
Thief Hole Covers	700-720	Yeast	360
Ties, railroad	660,690		
Timbers, mining	660,690		
Timbers, rough	660,690		
Tongs, pipe	700-720		
Tonics	600		

(1) See "Canned Goods and Other Articles as described in Item No. 610 series."

(M) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE

Issued by The Railroad Commission of the State of California, San Francisco, California.

Correction No. 55

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	<p>APPLICATION OF TARIFF - COMMODITIES (Items Nos. 40 and 41 Series)</p> <p>Rates in this tariff apply for the transportation of all commodities, except the following:</p>		
	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Accessories, motion picture, Automobiles, set up, Baggage, Butter, dairy, Buttermilk, liquid, (Subject to Note 2), Carriers (used packages), empty returning or forwarded for return loads (Subject to Note 1), Cement, portland (building), Cement Clinker, Cheese (including cottage cheese and pot cheese), Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles, Cotton, 40-D Cream (Subject to Note 2), 40-C Directories, telephone, 40-C Eggs (other than shelled, desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, Fodder, bean, cane, corn or pea (Subject to Note 3), Fruit, dried, unmanufactured and unprocessed, (Subject to Note 7), Fruit, fresh (Subject to Note 4), Fungicides, agricultural, Grain, Grain Products and Related Articles (Subject to Note 5), Hay (Subject to Note 3), Hops, Ice Cream Mix, unflavored, Insecticides, agricultural, Leaves, dried cactus (Subject to Note 3), Livestock, Logs (wood), Margarine, Milk, liquid (Subject to Note 2),</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Newspapers, Nuts, edible, in the shell, *Reference to Petroleum or Petroleum Products eliminated, Pits, fruit, Poultry, live or dressed, Rice, viz.: Clean Rice, Paddy Rice, and Brewers' Rice, Sand, Rock, Gravel, Road Building Material, Excavated Material, Building Materials, Asphaltic Concrete, Decomposed Granite and Stabilizing Materials when transported in dump trucks, Screenings, rice, Seed, Cotton, Seeds, field, Straw (Subject to Note 3), Sulphur, Used Property, uncrated, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Decision No. 29891 of June 28, 1937, as amended, in Case No. 4086, Vegetables, fresh, Vegetables, dried, viz.: Beans,  Lentils, Onions, Peas, Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p> </td> </tr> </table>	<p>Accessories, motion picture, Automobiles, set up, Baggage, Butter, dairy, Buttermilk, liquid, (Subject to Note 2), Carriers (used packages), empty returning or forwarded for return loads (Subject to Note 1), Cement, portland (building), Cement Clinker, Cheese (including cottage cheese and pot cheese), Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles, Cotton, 40-D Cream (Subject to Note 2), 40-C Directories, telephone, 40-C Eggs (other than shelled, desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, Fodder, bean, cane, corn or pea (Subject to Note 3), Fruit, dried, unmanufactured and unprocessed, (Subject to Note 7), Fruit, fresh (Subject to Note 4), Fungicides, agricultural, Grain, Grain Products and Related Articles (Subject to Note 5), Hay (Subject to Note 3), Hops, Ice Cream Mix, unflavored, Insecticides, agricultural, Leaves, dried cactus (Subject to Note 3), Livestock, Logs (wood), Margarine, Milk, liquid (Subject to Note 2),</p>	<p>Newspapers, Nuts, edible, in the shell, *Reference to Petroleum or Petroleum Products eliminated, Pits, fruit, Poultry, live or dressed, Rice, viz.: Clean Rice, Paddy Rice, and Brewers' Rice, Sand, Rock, Gravel, Road Building Material, Excavated Material, Building Materials, Asphaltic Concrete, Decomposed Granite and Stabilizing Materials when transported in dump trucks, Screenings, rice, Seed, Cotton, Seeds, field, Straw (Subject to Note 3), Sulphur, Used Property, uncrated, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Decision No. 29891 of June 28, 1937, as amended, in Case No. 4086, Vegetables, fresh, Vegetables, dried, viz.: Beans,  Lentils, Onions, Peas, Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p>
<p>Accessories, motion picture, Automobiles, set up, Baggage, Butter, dairy, Buttermilk, liquid, (Subject to Note 2), Carriers (used packages), empty returning or forwarded for return loads (Subject to Note 1), Cement, portland (building), Cement Clinker, Cheese (including cottage cheese and pot cheese), Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles, Cotton, 40-D Cream (Subject to Note 2), 40-C Directories, telephone, 40-C Eggs (other than shelled, desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, Fodder, bean, cane, corn or pea (Subject to Note 3), Fruit, dried, unmanufactured and unprocessed, (Subject to Note 7), Fruit, fresh (Subject to Note 4), Fungicides, agricultural, Grain, Grain Products and Related Articles (Subject to Note 5), Hay (Subject to Note 3), Hops, Ice Cream Mix, unflavored, Insecticides, agricultural, Leaves, dried cactus (Subject to Note 3), Livestock, Logs (wood), Margarine, Milk, liquid (Subject to Note 2),</p>	<p>Newspapers, Nuts, edible, in the shell, *Reference to Petroleum or Petroleum Products eliminated, Pits, fruit, Poultry, live or dressed, Rice, viz.: Clean Rice, Paddy Rice, and Brewers' Rice, Sand, Rock, Gravel, Road Building Material, Excavated Material, Building Materials, Asphaltic Concrete, Decomposed Granite and Stabilizing Materials when transported in dump trucks, Screenings, rice, Seed, Cotton, Seeds, field, Straw (Subject to Note 3), Sulphur, Used Property, uncrated, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Decision No. 29891 of June 28, 1937, as amended, in Case No. 4086, Vegetables, fresh, Vegetables, dried, viz.: Beans,  Lentils, Onions, Peas, Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p>		
	(Continued in Item No. 41 Series)		
	*Change, Decision No.		
	EFFECTIVE		
	Issued by The Railroad Commission of the State of California, San Francisco, California.		
	Correction No. 56		

Fourth Revised Page.....15

    Cancels

Third Revised Page.....15

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>41-A Cancels 41</p>	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES (Concluded) (Items Nos. 40 and 41 Series)</p> <p>NOTE 1.-Includes only used empty carriers which are returning from an outbound paying load of traffic for which rates are not provided in this tariff, or which are being forwarded for a return paying load of traffic for which rates are not provided in this tariff (subject to Rule No. 130 of the Exception Sheet). Rates in this tariff will apply on empty returning pear containers for which rates are provided in Decision No. 29618 of March 22, 1937, as amended in Case No. 4088, Part "D", to the extent that rates in this tariff are lower than those provided in said decision.</p> <p>NOTE 2.-Exemption applies only when commodities flagged subject to this note are shipped in milk shipping cans, in bottles in cases or crates, or in bulk in tanks.</p> <p>NOTE 3.-Rates in this tariff apply on commodities flagged subject to this note to the extent they are lower than rates provided in Decision No. 30848 of May 9, 1938, as amended, in Case No. 4293.</p> <p>NOTE 4.-Rates in this tariff will apply on fresh pears, to the extent they are lower than rates provided in Decision No. 29618 of March 22, 1937, as amended, in Case No. 4088, Part "D".</p> <p>NOTE 5.-Exemption applies on grain, grain products and related articles, as described in Decision No. 30640 of February 14, 1938, as amended, in Case No. 4088, Part "F". Rates in this tariff will apply on said commodities to the extent they are lower than rates provided in said decision, as amended.</p> <p>*NOTE 6.-Canceled.</p> <p>NOTE 7.-Exemption applies only as to dried fruit in its natural state and which has not been cleaned, washed, stemmed or otherwise prepared or partially prepared for human consumption.</p>
	*Change, Decision No.
	EFFECTIVE
Correction No. 57	Issued by The Railroad Commission of the State of California, San Francisco, California.



Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
*723	<p>(Applies in connection with rates making specific reference hereto)</p> <p>PETROLEUM OR PETROLEUM PRODUCTS, viz.:</p> <p>Petroleum or Petroleum Products, including compounded oils or greases having a petroleum base, as described under that heading in Western Classification.</p> <p>Asphalt (Asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish) or solid.</p> <p>Gas, Petroleum Liquefied, compressed.</p> <p>Lubricant, Grease Binder (lubricating grease having a petroleum base, combined with cotton, jute or wool or other binder, not oiled waste).</p> <p>In straight or mixed shipments or in mixed shipments containing not to exceed 50 per cent by weight of articles named in Note 1.</p> <p>NOTE 1.</p> <p>Candles, Cement (mineral), pipe fitting, Compound, anti-freeze, liquid, Compound, carbon removing, Compound, cement, concrete, stucco or masonry water- proofing, liquid, Compound, electrical insulat- ing, Compound, cleaning, liquid (shipping container may also contain one hand sprayer for each inner container packed therein), Compound, paint thinning, Compound, radiator cleaning, dry, Compound, rust preventing or removing, Compound, type cleaning, liquid, Dressing, automobile top, liquid, Dressing, belt, liquid, Ether (petroleum), not butyric, Exterminators, vermin,</p>	<p>Insecticides, Liquid, cigar or cigarette lighter, Oil (other than medicinal), Oil, petroleum, medicinal, Outfits, insect destroying (liquid insecticides with tin hand sprayers in same packages), Paint, asphaltum, Paint, liquid, Polish, floor, Polish, furniture, Polish, metal, liquid, Polish, vehicle, Repellents, insect, Soap, liquid, Solvent, Stain, wood, liquid, Wax, automobile, boat, floor or furniture (shipping container may also contain one cleaning or polishing cloth for each inner container packed therein.)</p>
		<p>*Change. Decision No.</p>
EFFECTIVE		
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 44</p>		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
*724	(Applies in connection with rates making specific reference hereto)	
	DESCRIPTION OF ORIGIN GROUPS	
<p>GROUP "A" - Mileage basing point Pinolo.            Avon, Martinez, Oakland, Cleun, Pinolo, Port Chicago, Port Costa, Richmond, Rodeo.</p>		
<p>GROUP "B" - Mileage basing point Compton.            Alamitos Heights, Alla, Bixby, Burnett, Compton, Crutcher, Dominguez Junction, Downey, East Long Beach, El Segundo, Huntington Beach, Hyde Park, Hynes, Inglewood, Lawn, Long Beach, Los Angeles (except as provided in Note 1), Los Nietos, Machado, Montebello, Naples, Pico, Playa del Rey, Rioco, St. Helen's Spur, San Pedro, Santa Fe Springs, Sherman Junction, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot.</p>		
<p>Groups "A" and "B" include unnamed points situated on the shortest highway route or shortest rail route between any two named points except that if either the highway or the rail route exceeds the other by more than 100 per cent points on such circuitous route shall not be included.</p>		
<p>NOTE 1.-Group "B" 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, easterly and southerly along the city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, 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 Rosalyn 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 northoasterly 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, southwestwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.</p>		
*Change, Decision No.		
EFFECTIVE		
<p style="text-align: center;">Issued by The Railroad Commission of the State of California,            San Francisco, California.</p> <p>Correction No. 45</p>		

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds				
	<p>If the charges accruing under rates shown in Items Nos. 726 or 727 series are lower than charges under the distance rates in this item, such lower charges will apply.</p> <p>Petroleum and Petroleum Products as described in Item No. 723 series.</p>						
MILES (See Note 1)		RATES MINIMUM WEIGHT		MILES (See Note 1)		RATES MINIMUM WEIGHT	
Over	But not over	20,000 Pounds	30,000 Pounds	Over	But not over	20,000 Pounds	30,000 Pounds
0	3	5	4	190	200	27	24
3	5	5½	4½	200	220	29	25½
5	10	6	5	220	240	31	27
10	15	6	5	240	250	33	28½
15	20	6½	5½	260	280	34½	30
20	25	6½	5½	280	300	36	31½
25	30	7	6	300	325	38½	33½
30	35	7	6	325	350	41	35½
35	40	7½	7	350	375	43½	37½
40	45	8	7	375	400	46	39½
45	50	8½	7½	400	425	49	41½
50	60	9	8	425	450	52	43½
60	70	10	9	450	475	55	45½
70	80	12	10	475	500	57½	47½
80	90	13	12	500	525	60	49½
90	100	14	13	525	550	62	51½
100	110	15½	14½	550	575	64	53½
110	120	17½	15	575	600	66	55½
120	130	19½	17	600	625	68	57½
130	140	20	17½	625	650	70	59½
140	150	21½	19	650	675	72	61½
150	160	22½	20	675	700	74	63½
160	170	24	21	700	—	Add to rate for 700 miles 2 cents per 100 pounds for each 25 miles or fraction thereof.	
170	180	25	22				
180	190	26	23				

\*725

NOTE 1.—(Exception to Item No. 100 series) Distances from points of origin within the groups described in Item No. 724 series shall be computed from the mileage basing point designated in connection with the group.

For transportation between points situated within the same group the rates shall be as shown in this item for distances not over 3 miles.

\*Change. Decision No.

EFFECTIVE

Issued by The Railroad Commission of the State of California,  
San Francisco, California.

Correction No. 46

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 Pounds		
	COMMODITY	FROM	TO	RATE	
				MINIMUM WEIGHT 20,000 Pounds	30,000 Pounds
*726	Petroleum and Petroleum Products as described in Item No. 723 series.	GROUP "A" POINTS as described in Item No. 724 series.  SAN FRANCISCO SACRAMENTO (See Item No. 260 series)	LOS ANGELES TERRITORY as described in Item No. 270 series.	(1)36	(1)31½
		GROUP "B" POINTS as described in Item No. 724 series.	SAN FRANCISCO TERRITORY as described in Item No. 270 series.  SACRAMENTO (See Item No. 260 series)	(1)36	(1)31½
(1) Subject to Item No. 900 series.					
*Change. Decision No.					
EFFECTIVE					
Issued by The Railroad Commission of the State of California, Correction No. 47 San Francisco, California.					

Item No.	SECTION NO. 3					
	COMMODITY RATES In cents per 100 Pounds					
	<p>If the charge accruing under the distance rates in Item No. 725 series is lower than the charge accruing under the rates in this item on the same shipment such lower charge will apply.</p> <p>Rates provided in this item will apply only from railhead points of origin to railhead points of destination at stations named or at unnamed intermediate railhead points in California, viz.:</p>					
	Name of Railroad	Between	And			
	Southern Pacific Company	Stacy	Westwood Alturas			
		Calxico	Colorado			
		Calipatria	Westmorland Fuller			
	San Diego and Arizona Eastern Railway Company	Campo	El Centro			
	Holton Inter-Urban Railway Co.	El Centro	Holtville			
	COMMODITY	FROM	TO	RATES		
Col.A				Col.B	Col.C	
*727	Col.A rates apply on: Petroleum and Petroleum products as described in Item No. 723 series except as provided in Note 1. Minimum weight 20,000 pounds.	San Francisco	Susanville	39	29	(3)25
			Westwood	..	29	..
			Viewland	..	..	(3)26
			Ravendale	..	..	(3)28
			Madeleine	..	..	(3)29
			Alturas	50	30	(3)30
		Group "A" Points as described in Item No. 724 series.	Susanville	..	29	..
			Westwood	..	29	..
			Viewland	..	..	(3)26
			Ravendale	..	..	(3)28
	Col.B rates apply on: Petroleum Crude Oil, Petroleum Fuel Oil, Petroleum Gas Oil, Minimum weight 30,000 pounds.	Sacramento	Wendel	33	29	..
			Alturas	..	30	..
	Col.C rates apply on: Asphalt (Asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish), Minimum weight 30,000 pounds except as noted; solid, minimum weight 40,000 pounds except as noted.	Group "B" Points as described in Item No. 724 series.	Susanville)	69	40	(1)45
			Westwood )			(2)41
		San Diego	Campo	..	10	..
			Jacumba Hot Springs	13	10	..
			Plaster City	13	12	13
			El Centro	13	13	13
			Holtville			
			Imperial	13	13	..
Calxico						
Calipatria			14	14	..	
Westmorland						
Brawley	15	15	..			
Niland						
Fuller	20	..	..			
Colorado						
NOTE 1.-Col.A rates will not apply on articles for which rates are provided in Col.B nor on Asphalt.						

- (1) Minimum weight 30,000 pounds.
- (2) Minimum weight 40,000 pounds.
- (3) Minimum weight 60,000 pounds.

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\*Change, Decision No.

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Correction No. 48      Issued by The Railroad Commission of the State of California,  
San Francisco, California.

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