

Decision No. 32208

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 regula-
tions 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 trans-
portation, for compensation or hire,
of any and all commodities.

ORIGINAL

Case No. 4246

In the Matter of the Establishment
of maximum or minimum or maximum
and minimum rates, rules and regu-
lations of all carriers as defined
in the City Carriers' Act of the
State of California (Statutes 1935,
Chapter 312, as amended) for the
transportation over the public high-
ways within any city or city and
county in the State of California,
for compensation or hire, of any and
all commodities.

Case No. 4434

BY THE COMMISSION:

O P I N I O N

The above entitled proceedings embrace, collectively, rates, rules and regulations for the transportation of property throughout the State by common, radial highway common, highway contract, and city carriers. At an adjourned public hearing held therein in San Francisco on October 31, 1939, before Examiner Preston W. Davis, a proposal was made that the minimum rates, rules and regulations theretofore established by Decision No. 32220 in Cases Nos. 4079, 4191, 4249 and 4250 for the transportation of petroleum and petroleum products in bulk in tank equipment, and then and now in effect, be adopted and re-established in Cases Nos. 4246 and 4434.

It was stated that the suggested action would tend to simplify the determination of applicable rates, since Cases Nos. 4079, 4191, 4249, and 4250 could then be discontinued and the number of current proceedings correspondingly reduced. Further simplification would be accomplished, it was said, by promulgating the minimum rates, rules and regulations for highway carriers in tariff form. Evidence was introduced to the effect that, on the basis of cost and rate studies, the minimum rates, rules and regulations established and prescribed by said Decision No. 32220 would be just, reasonable and nondiscriminatory for adoption and re-establishment herein. There is no suggestion in the record that those rates presently in effect are not still reasonable and proper and should not be continued in effect.

We are of the opinion and from the evidence of record find:

1. That the minimum rates, charges, rules and regulations applying to the transportation of petroleum and petroleum products in bulk in tank equipment by radial highway common and highway contract carriers, as defined in the Highway Carriers' Act, and carriers, as defined in the City Carriers' Act set forth in tariff form in that certain tariff designated Appendix "C" and attached hereto, are and will be for the future just, reasonable, and nondiscriminatory minimum rates and charges and rules and regulations for application by all radial highway common carriers and highway contract carriers, and they should be established as such.

2. That existing rates and charges, rules and regulations maintained by highway common carriers, as that term is defined in the Public Utilities Act, for the transportation of petroleum and petroleum products in bulk in tank equipment are and will for the future be unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation insofar as they are lower in volume or effect than those set forth in said Appendix "C".

3. That rates, charges, rules and regulations for transportation of petroleum and petroleum products in bulk in tank equipment by highway common carriers no lower in volume and effect than those set forth in said tariff designated as Appendix "C" hereof are and will be for the future just, reasonable and sufficient for such transportation by highway common carriers.

4. That existing rates, charges, rules, and regulations maintained by common carrier railroad corporations, as defined in the Public Utilities Act, for transportation of refined liquid petroleum products in bulk in tank equipment are and will for the future be unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation insofar as they are lower in volume or effect than those set forth in Appendix "A" hereof, or where the minimum rates and charges and the rules and regulations for any transportation by highway common, radial highway common, contract, or city "carriers" shown in Appendix "C" hereof are lower than those set forth in said Appendix "A" for the same transportation, existing rates, charges, rules, and regulations maintained by common carrier railroad corporations for such transportation are and will for the future be unreasonable, insufficient, and not justified by actual competitive rates of competing carriers or by the cost of other means of transportation insofar as they are lower in volume or effect than the minimum rates and charges and the rules and regulations for such transportation set forth in said Appendix "C".

5. That rates, charges, rules, and regulations for transportation by common carrier railroad corporations of refined liquid petroleum products in bulk in tank equipment, lower in volume and effect than those set forth in Appendix "A" hereof, are and will be for the future just, reasonable, and sufficient rates, charges, rules, and regulations for such transportation by common carrier railroad corporations; except that where the minimum rates and charges for any transportation by highway common carriers, radial highway common carriers, contract

carriers, or city "carriers" shown in Appendix "C" hereof are lower than those set forth in Appendix "A" hereof for the same transportation, then for such transportation rates and charges and rules and regulations no lower in volume or effect than those set forth in said Appendix "C" are and will for the future be just, reasonable, and sufficient rates, charges, rules, and regulations for such transportation by common carrier railroad corporations.

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

IT IS HEREBY ORDERED:

(1) That the rates, charges, rules, and regulations contained in the tariff designated as City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6, attached hereto as Appendix "C" and by this reference hereby made a part hereof, be and they are hereby established and approved to become effective twenty (20) days after the effective date of this order, as the just, reasonable and nondiscriminatory minimum rates and charges to be assessed, charged, and collected and the rules and regulations to be observed by all radial highway common and highway contract carriers as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act, for the transportation of the commodities and between the points for which rates are provided in said tariff.

(2) That all radial highway common carriers, highway contract carriers, and city "carriers" be and they are hereby ordered to cease and desist twenty (20) days after the effective date of this order, and thereafter abstain, from charging or collecting rates or charges lower in volume or effect than those set forth in said Appendix "C", and from observing rules or regulations producing rates or charges lower than or different from the rates or charges produced by the rules and regulations set forth in said Appendix "C".

(3) That all highway common carriers maintaining rates, charges, rules or regulations lower in volume or effect than those set forth in said Appendix "C", be and they are hereby ordered and directed to cancel such rates, charges, rules, and regulations on or before twenty (20) days after the effective date of this order on not less than five (5) days' notice to the Commission and to the public and to establish in their stead rates, charges, rules and regulations no lower in volume or effect than those set forth in said Appendix "C".

(4) That all highway common carriers be and they are hereby ordered and directed to cease and desist twenty (20) days after the effective date of this order and thereafter abstain from publishing or maintaining in their tariffs rates, charges, rules or regulations lower in volume or effect than those set forth in Appendix "C" hereof.

(5) That all common carrier railroad corporations maintaining rates and charges lower in volume or effect than those set forth in Appendix "A", attached hereto and by this reference made a part hereof, be and they are hereby ordered and directed to cancel such rates and charges, rules and regulations on or before twenty (20) days after the effective date of this order on not less than five (5) days' notice to the Commission and to the public and establish in their stead rates, charges, rules and regulations no lower in volume or effect than those set forth in said Appendix "A", provided, however, that where the minimum rates and charges for any transportation by highway common carriers, radial highway common carriers, contract carriers, or city "carriers" shown in Appendix "C" hereof are lower than those set forth in Appendix "A" hereof for the same transportation, then common carrier railroad corporations may publish and maintain for the said transportation rates, charges, rules and regulations no lower in volume and effect than those set forth in said Appendix "C".

(6) That all common carrier railroad corporations be and they are hereby ordered and directed to cease and desist twenty (20) days after the effective date of this order and thereafter abstain from publishing or maintaining in their tariffs rates and charges, rules and regulations lower in volume or effect than those designated in ordering paragraph (5) hereof.

(7) That every "common carrier railroad corporation," "radial highway common carrier," "highway contract carrier" and city "carrier" shall issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "B" hereof, but may include in said freight bill, in addition to the provisions appearing in said form such other reasonable and lawful provisions as may be deemed proper, and shall retain and preserve, subject to the inspection of the Commission, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

(8) That the Commission shall have and it does hereby retain jurisdiction of this proceeding for the purpose of altering or amending the rates, charges, rules and regulations hereby established or prescribed, and for the purpose of establishing or approving such other just, reasonable and nondiscriminatory maximum or minimum, or maximum and minimum rates, charges, classifications, rules and regulations to be charged, collected and observed by radial highway common carriers, highway contract carriers and common carriers, both for transportation service hereinabove described and for other transportation and accessorial services, involved in these proceedings, as may from time to time appear proper in the light of other or further evidence received herein, and for the purpose of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of the articles and commodities

here involved between all competing agencies of transportation.

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

Dated at San Francisco, California, this 25th day of December, 1939.

Ray Whalpin
James A. Allen
W. L. Riley
W. B. Allen
Justin J. Coe
Commissioners

APPENDIX "A"

NAMING

REASONABLE AND SUFFICIENT RATES

FOR

COMMON CARRIERS BY RAILROAD

For the Transportation of

LIQUID PETROLEUM PRODUCTS

in

TANK CARS

Between

POINTS IN THE STATE OF CALIFORNIA

ITEM NO. 10 - APPLICATION OF RATES

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

ITEM NO. 20 - APPLICATION OF RATES - COMMODITIES

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

ITEM NO. 30 - COMPUTATION OF CHARGES

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

ITEM NO. 40 - MINIMUM WEIGHT

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

ITEM NO. 50 - APPLICATION OF RATES - GROUP POINTS

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

Group 1. San Francisco.

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

Group 3. Coalinga, LeRoy, Ora and Crump.

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

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

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

(Continued)

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

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

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

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

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

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

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

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

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

(Continued)

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

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

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

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

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

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

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

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

ITEM NO. 60 - DIVERTED SHIPMENTS AND RETURNED SHIPMENTS

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

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

(Continued)

ITEM NO. 60 - DIVERTED SHIPMENTS AND RETURNED SHIPMENTS (Concluded)

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

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

MILES			MILES		
Over	But not over	Rates in Cents Per 100 Pounds	Over	But not over	Rates in Cents Per 100 Pounds
0	5	6	200	220	31
5	10	7	220	240	32
10	15	8	240	260	33
15	20	9	260	280	34
20	25	10	280	300	35
25	30	11	300	320	36
30	35	12	320	340	37
35	40	13	340	360	38
40	45	14	360	380	39
45	50	15	380	400	40
50	60	16½	400	420	41
60	70	18	420	440	42
70	80	19½	440	460	43
80	90	21	460	480	44
90	100	22½	480	500	45
100	120	24			
120	140	26			
140	160	28			
160	180	29			
180	200	30			

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

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

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

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

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

(END OF APPENDIX "A")

APPENDIX "B"

SHIPPING ORDER AND FREIGHT BILL

Bill No. _____

Name of Carrier _____
 (Name of Carrier must be same as shown on Permit)

Permit No. _____

Point of Origin _____ Date _____, 193_____

Shipper _____ Consignee _____

Street Address _____ Street Address _____

City _____ City _____

Packages	Kind	Description of Commodities	**Weight	Rate	Charges

Shipper _____	Check here				
By _____ (Show name in full)	Origin		Destination		C.O.D.
	Terminal	Store	Terminal	Store	C.O.D. Fee
Received by Carrier in good condition except as noted	Door	Door	Door	Door	*Advances
By _____ Driver (show name in full)					*Other Charges
Received by Consignee in good condition except as noted					Prepaid
By _____ (Show name in full)					Total to Collect
*Show each charge separately and what it represents.					
**If other unit of charges, show per box, crate, bundle, bag, head, etc.					

CITY CARRIERS' TARIFF No. 5
HIGHWAY CARRIERS' TARIFF No. 6

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE
TRANSPORTATION

of

PETROLEUM AND PETROLEUM PRODUCTS
(AS DESCRIBED HEREIN)

WHEN TRANSPORTED IN BULK
in

TANK TRUCKS, TANK TRAILERS OR TANK SEMI-TRAILERS

Over the Public Highways

within the

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

CITY CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. in Case No. 4246 and Case No. 4434. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

EFFECTIVE

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

CORRECTION NUMBER CHECKING SHEET

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

CORRECTION NUMBERS

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2	32	62	92	122	152	182
3	33	63	93	123	153	183
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17	47	77	107	137	167	197
18	48	78	108	138	168	198
19	49	79	109	139	169	199
20	50	80	110	140	170	200
21	51	81	111	141	171	201
22	52	82	112	142	172	202
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24	54	84	114	144	174	204
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EFFECTIVE AS SHOWN ON TITLE PAGE

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San Francisco, California.

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Avenal	9		Goleta	7	
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Bakersfield	2		Harperton	2	
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Blackwells Corner	10		Hyde Park	6	
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EFFECTIVE AS SHOWN ON TITLE PAGE

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San Francisco, California.

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Moorpark	6		Santa Paula	6	
Mopeco	4		Saticoy	8	
Mountain View (Kern Co.)	11		Sea Cliff	7	
Mount Poso	12		Seguro	4	
Naples (Orange Co.)	6		Sespe	4	
Naples (Santa Barbara Co.)	7		Shale	5	
Niland	..	300,310	Sherman Junction	5	
North Belridge	10		Signal Hill	6	
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Ora	3		Torrance	6	
Ortonville	7		Tracy	..	310
Pentland	5		Vaccaro	11	
Peralta	13		Venice	6	
Pico	6		Ventura	7	
Pinole	2		Ventura Avenue	7	
Piru	8		Vernon	6	
Placentia	13		Viewland	..	310
Playa del Rey	6		Vinvale	6	
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Port Costa	2		Watson	5	
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 San Francisco, California.

Original Page....5

CITY CARRIERS' TARIFF NO. 5
HIGHWAY CARRIERS' TARIFF NO. 5

SECTION 1

RULES and REGULATIONS

EFFECTIVE AS SHOWN ON TITLE PAGE

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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS
10	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>(a) CARRIER means a radial highway common carrier, highway contract carrier, or city carrier, as defined in Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) and in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended).</p> <p>(b) CARRIER'S EQUIPMENT means any tank motor truck, tank trailer or tank semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, on file with the Commission and in effect at time of shipment.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(f) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(g) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(h) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(i) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>(j) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one destination. (See Item No. 90 for exception.)</p> <p>(k) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
20	<p style="text-align: center;">APPLICATION OF TARIFF - GENERAL</p> <p>Rates provided in this tariff apply for the transportation of petroleum and petroleum products as described in Item No. 30 series, in bulk in tank trucks, tank trailers or tank semi-trailers, or a combination of such highway vehicles, between points in the State of California by radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, and by carriers as defined in the City Carriers' Act. Rates include connecting and disconnecting piping and other services incidental to loading and unloading (subject to Note).</p> <p>For rates for the transportation of petroleum and petroleum products, other than as provided in this tariff, see Highway Carriers' Tariff No. 2, supplements thereto and reissues thereof.</p> <p>NOTE.—When pumping is performed with carrier's equipment, or shipments are stopped in transit to partially unload, additional charges shall be assessed as provided in Items Nos. 90 and 100 series.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)																																																
	APPLICATION OF TARIFF - COMMODITIES																																																
	<p>Rates in this tariff apply on Petroleum or Petroleum Products, including Compounded oils or Greases having a Petroleum Base (See Note 1), viz.:</p> <p>Rates making specific reference to "Refined Petroleum Products" as described in this item apply on:</p> <table border="0"> <tr> <td>Absorption Oil,</td> <td>Harness Oil,</td> <td>Jelly, Petrolina or</td> </tr> <tr> <td>Belt Oil,</td> <td>Leather Oil,</td> <td>Vaseline (See Note 2),</td> </tr> <tr> <td>Benzine,</td> <td>Lubricating Oil,</td> <td>Petroleum Fatty Acid or</td> </tr> <tr> <td>Blended Gasolines</td> <td>Miners' Oil,</td> <td>Naphthenic Acid,</td> </tr> <tr> <td>(See Note 3),</td> <td>Miners' Oil Stock,</td> <td>Putty Oil,</td> </tr> <tr> <td>Compression Oil,</td> <td>Naphtha,</td> <td>Refined Oil, illuminating</td> </tr> <tr> <td>Cordage Oil,</td> <td>Naphtha Distillate,</td> <td>or burning,</td> </tr> <tr> <td>Floor Oil,</td> <td>Neatsfoot Oil,</td> <td>Soap Oil,</td> </tr> <tr> <td>Gasoline, Casinghead,</td> <td>Oil, not otherwise speci-</td> <td>Tanners' Oil,</td> </tr> <tr> <td>Gasoline, Natural,</td> <td>fied (See Note 2),</td> <td>Tobacco Oil,</td> </tr> <tr> <td>Gasoline, not otherwise</td> <td>Paraffine Wax,</td> <td>Transformer Oil,</td> </tr> <tr> <td>specified,</td> <td>Pentane,</td> <td>Wax, not otherwise</td> </tr> <tr> <td>Grease, Axle,</td> <td>Petrolatum or Petrolatum</td> <td>specified,</td> </tr> <tr> <td>Grease, Lubricating,</td> <td>Preparations, including</td> <td>wax Tailings,</td> </tr> <tr> <td>Grease, not otherwise</td> <td>Cosmoline, Densoline,</td> <td>Wool Oil.</td> </tr> <tr> <td>specified,</td> <td>Litholine, Petroleum</td> <td></td> </tr> </table>	Absorption Oil,	Harness Oil,	Jelly, Petrolina or	Belt Oil,	Leather Oil,	Vaseline (See Note 2),	Benzine,	Lubricating Oil,	Petroleum Fatty Acid or	Blended Gasolines	Miners' Oil,	Naphthenic Acid,	(See Note 3),	Miners' Oil Stock,	Putty Oil,	Compression Oil,	Naphtha,	Refined Oil, illuminating	Cordage Oil,	Naphtha Distillate,	or burning,	Floor Oil,	Neatsfoot Oil,	Soap Oil,	Gasoline, Casinghead,	Oil, not otherwise speci-	Tanners' Oil,	Gasoline, Natural,	fied (See Note 2),	Tobacco Oil,	Gasoline, not otherwise	Paraffine Wax,	Transformer Oil,	specified,	Pentane,	Wax, not otherwise	Grease, Axle,	Petrolatum or Petrolatum	specified,	Grease, Lubricating,	Preparations, including	wax Tailings,	Grease, not otherwise	Cosmoline, Densoline,	Wool Oil.	specified,	Litholine, Petroleum	
Absorption Oil,	Harness Oil,	Jelly, Petrolina or																																															
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Grease, not otherwise	Cosmoline, Densoline,	Wool Oil.																																															
specified,	Litholine, Petroleum																																																
30	<p>Rates making specific reference to "Black Oils" as described in this item apply on:</p> <table border="0"> <tr> <td>Asphalt,</td> <td>Fuel Oil, residual and/or</td> </tr> <tr> <td>Crude Oil in its natural state,</td> <td>distillate, not suitable for</td> </tr> <tr> <td>or Crude Oil which has been</td> <td>illuminating purposes (See</td> </tr> <tr> <td>subjected only to natural</td> <td>Note 4).</td> </tr> <tr> <td>weathering, settling or treatment</td> <td>Gas Oil,</td> </tr> <tr> <td>for the removal of water and</td> <td>Road Oil.</td> </tr> <tr> <td>bottom sediment, and not blended</td> <td></td> </tr> <tr> <td>with other products,</td> <td></td> </tr> </table> <p>NOTE 1.—The term "having a Petroleum Base" as used in this item, means the principal ingredient of such compounded oils or greases must be Petroleum.</p> <p>NOTE 2.—Rates in this tariff will not apply on Petroleum Oil, not otherwise specified, Petrolatum or Petrolatum Preparations, prepared and represented as a remedy, medicine or lubricant for the human body.</p> <p>NOTE 3.—The term "blended gasolines" as used in this item covers motor fuel containing 50 per cent or more of gasoline.</p> <p>NOTE 4.—The term "Fuel Oil" as used in this item does not include petroleum products having a flash point below 110 degrees Fahrenheit (Tagliabue closed cup) or which have 95 per cent distillation points below 464 degrees Fahrenheit.</p>	Asphalt,	Fuel Oil, residual and/or	Crude Oil in its natural state,	distillate, not suitable for	or Crude Oil which has been	illuminating purposes (See	subjected only to natural	Note 4).	weathering, settling or treatment	Gas Oil,	for the removal of water and	Road Oil.	bottom sediment, and not blended		with other products,																																	
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)	
	APPLICATION OF TARIFF - TERRITORIAL GROUPS	
	Rates from or to (but not between) all points in the groups described in this item shall be the rates in Section 2 of this tariff applicable from or to the mileage basing points designated in connection with the groups. (See Item No. 70 series.)	
	Groups 2 to 13, inclusive, include unnamed points situated on the shortest highway route or shortest rail route between any two named points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 per cent, points on such circuitous route shall not be included.	
	GROUP NO.	MILEAGE BASING POINT GROUP POINTS
	1	San Francisco San Francisco.
	2	Pinole Avon, Martinez, Oakland, Oleum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo.
	3	Coalinga Coalinga, Crump, Leroy, Ora.
	4	Bakersfield Bakersfield, Maita, Modesto, Oil Center, Oil City, Oildale, Seguro.
	5	Taft Bowerbank, Buttonwillow, Conner, Fellows, Hazelton, Kerto, Lokern, Maricopa, McKistrick, Middell, Millux, Olig, Portland, Rio Bravo, Shale, Taft.
40	6	Compton Alamos 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 Item No. 50 series), Los Nietos, Machado, Montebello, Naples, Playa del Rey, Pico, Rioco, San Pedro, Santa Fe Springs, Sherman Junction, St. Helens Spur, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildesin, Wilmington, Wingfoot.
	7	Carpinteria Carpinteria, Chrisman, Dulan, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wedstrom.
	8	Fillmore Bardsdale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sospo.
	9	Avenal Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (King County).
	10	Lost Hills Belridge, Blackwell's Corner, Lost Hills, North Belridge, South North Belridge.
	11	Weed Patch Arvin, Edison, Giffen, Harbertown, Mountain View (Kern County), Vaccaro, Weed Patch.
	12	Poso Creek Kern Front, Mount Poso, Poso Creek.
	13	Brea Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, Oleo, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda.
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
50	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL GROUPS (Concluded)</p> <p>Group 6 as described in Item No. 40 series does not include points situated within that portion of the city of Los Angeles lying north of the following boundary line: Starting at the Pacific Ocean and the projected line of Sunset Boulevard, easterly along said projected line and 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 Mountain Avenue, easterly along Mountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, southeasterly on the northeasterly line of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.</p>
60	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in Decision No. 31605, dated December 27, 1938, in Case No. 4028, Part "N", Case No. 4145 and Case No. 4246, as amended or as may be amended, subject to the following exception:</p> <p>EXCEPTION.—Distances between points situated within that portion of the City of Los Angeles lying north of the boundary line described in Item No. 50 series shall be the constructive distance from point of origin to point of destination.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
70	<p style="text-align: center;">COMPUTATION OF CHARGES - ESTIMATED WEIGHTS</p> <p>(a) The weight of commodities described under heading "Refined Petroleum Products" in Item No. 30 series shall be computed upon the basis of 6.6 pounds per gallon.</p> <p>(b) The weight of commodities described under heading "Black Oils" in Item No. 30 series shall be computed upon the basis of 7.75 pounds per gallon.</p>
80	<p style="text-align: center;">MINIMUM WEIGHT</p> <p>The minimum weight for shipments in tank trucks, tank trailers, tank semi-trailers, or in any combination of such vehicles, shall be the full legal carrying capacity of the tank or tanks but in no event shall the transportation charges for quantities less than 3,000 gallons be less than those applicable on shipments of 3,000 gallons.</p>
90	<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>Shipments shall be subject to an additional charge of \$4.50 for each stop in transit to partially unload. Charges will be collected on the weight of the entire shipment from point of origin to the highest rated point of delivery.</p>
100	<p style="text-align: center;">PUMPING</p> <p>Rates provided in this tariff do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier, a charge of 3/4 of one cent per 100 pounds will be made. (See Exception.)</p> <p>EXCEPTION.—When pumping is performed in connection with the transportation of petroleum crude oil under Column 8 rates provided in Item No. 240 series, or under rate provided in Item No. 260 series, a charge of 1/3 of one cent per 100 pounds will be made.</p>
110	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
120	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies. (See Note 1.)</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Note 1.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Note 1.)</p> <p>NOTE 1.-If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 5 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Concluded)
130	<p style="text-align: center;">DIVERTED SHIPMENTS AND RETURNED SHIPMENTS</p> <p>(a) Charges upon shipments diverted at request of consignor or consignee shall be assessed upon the basis of the charge established for the mileage applicable via the point or points where diversion occurs. (See Exception.)</p> <p>EXCEPTION.—If point of diversion is situated on direct rail route between point of origin and point of destination, charges shall be assessed upon the basis of the charge established for direct movement from point of origin to point of destination.</p> <p>(b) Charges upon shipments returned to point of origin, or to a point situated on the shortest resulting highway route or on a direct rail route between point of origin and original destination (or point of diversion) shall be assessed for the entire trip upon the basis of 150 per cent of the charge established for the outbound movement, or upon the basis established in paragraph (a) of this item, whichever is lower.</p>
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SECTION NO. 2

RATES

If the charge accruing under Section No. 3 of this
Tariff is lower than the charge accruing under this
section on the same shipment between the same points,
the charge accruing under Section No. 3 will apply.

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Item No.	SECTION NO. 2		RATES					
			In cents per 100 pounds					
200	Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section.							
	COLUMN 1 - Rates apply on "Refined Petroleum Products" as described in Item No. 30 series. COLUMN 2 - Rates apply on "Black Oils" as described in Item No. 30 series. See Item No. 40 series for application of rates from or to points in Territorial Groups							
	MILES		RATES		MILES		RATES	
	Over	But not over	Column 1	Column 2	Over	But not over	Column 1	Column 2
	0	5	3	2½	220	225	28	24½
	5	10	3	2½	225	240	29	24½
	10	15	3	3	240	245	30½	26½
	15	20	3½	3½	245	260	31	26½
	20	25	4	4	260	280	33	28
	25	30	5	4½	280	285	35	30
	30	35	6	5	285	300	35½	30
	35	40	6½	5½	300	305	37	32½
	40	45	7	6	305	320	38	32½
	45	50	7½	6½	320	325	39½	34
	50	60	8½	7	325	340	40	34
	60	70	9½	8	340	360	42	35½
	70	80	10½	9	360	365	44	38
	80	90	12	10	365	380	44½	38
	90	100	13	11	380	365	46	40
	100	105	14½	13	365	400	47	40
105	120	15	13	400	405	48½	41½	
120	125	17	15	405	420	49	41½	
125	140	17½	15	420	440	51	43½	
140	145	19	17	440	445	53	45½	
145	160	20	17	445	460	53½	45½	
160	165	21½	18½	460	465	55	47½	
165	180	22	18½	465	480	56	47½	
180	200	24	20½	480	485	57½	49½	
200	205	26	22½	485	500	58	49½	
205	220	26½	22½	500	---	..	(NOTE 1)	

NOTE 1.—For distances over 500 miles add to rate for 500 miles 2½ cents per 100 pounds for each 25 miles or fraction thereof.

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Item No.	SECTION NO. 2		RATES (Continued) In cents per 100 pounds													
	PETROLEUM CRUDE OIL as described in Item No. 30 series.															
Column "A" rates apply only for transportation where consignee's facilities do not permit delivery 24 hours per day. Column "B" rates apply only for transportation where consignee's facilities permit delivery 24 hours per day. See Item No. 220 series for description of Sub-Groups																
			BETWEEN													
			Sub-Groups													
			6-A		6-B		6-C		6-D		6-E		6-F		6-G	
		AND	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
		Sub-Group														
210		6-A	(1)		-	-	-	-	-	-	-	-	-	-	-	-
		6-B	2½	1½		(1)										
		6-C	3½	3	3½	3		(1)								
		6-D	3½	3	3½	3	3	2		(1)						
		6-E	3½	3	3½	3	3½	2½	3½	2½		(1)				
		6-F	3½	2½	3½	2½	3½	2½	3½	3	2		(1)			
		6-G	3½	2½	3½	2	2½	1½	3½	2½	3	2½	3½	2½		(1)
		Group 33	4	4	4	4	4	3	4	3	3	2	4	3	4	3½
(1) For transportation between points situated in the same sub-group the rate shall be 2 cents per 100 pounds for Column "A" service and 1½ cents per 100 pounds for Column "B" service.																
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Item No.	SECTION NO. 2	RATES (Continued)
DESCRIPTION OF GROUP 6 SUB-GROUPS (Applies only in connection with rates making specific reference hereto)		
	SUB-GROUP NUMBER	BOUNDARIES
	6-A	Bounded on the north by the northern boundary of Group 6 (See Item No. 50 series), on the east by La Brea Avenue, on the south by Imperial Highway and on the west by the Pacific Ocean.
	6-B	Bounded on the north by Imperial Highway, on the east by Vermont Avenue, on the south by Compton Boulevard, Redondo Beach Boulevard, Hawthorne Avenue and Torrance Boulevard, and on the west by the Pacific Ocean.
	6-C	Bounded on the north by Compton Boulevard, on the east by Los Alamitos Boulevard, on the south by the Pacific Ocean and on the west by the Los Angeles River.
220	6-D	Bounded on the north by Garden Grove Boulevard, on the east by Huntington Beach Boulevard, and on the south and west by the Pacific Ocean.
	6-E	Bounded on the north by the northern boundary of Group 6 (see Item No. 50 series) and the Montebello Hills, on the east by the eastern city limits of Whittier due south to Artesia Boulevard, west to Los Alamitos Boulevard, north to Rosecrans Boulevard, west to the Los Angeles River, north to Slauson Avenue, thence on a line to the junction of Ninth Street and Downey Road, west on Ninth Street to the Los Angeles River, north to the junction of Mission Road and Macy Street, northeast on Mission Road to the northern boundary of Group 6.
	6-F	Bounded by the northern boundary of Group 6 (see Item No. 50 series) and by Sub-Groups 6-A, 6-B, 6-E and 6-G.
	6-G	Bounded on the north by Compton Boulevard and Group 6-B, on the east by the Los Angeles River, and on the south and west by the Pacific Ocean.
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Item No.	SECTION NO. 2		RATES (Concluded) In cents per 100 pounds	
	See Item No. 40 series for description of Territorial Groups			
	COMMODITY	FROM	TO	RATE
240	Petroleum Crude Oil as described in Item No. 30 series	Canoga Park (Los Angeles Zone 2, see Note 1)	Group 6	37
250	Refined Petroleum Products as described in Item No. 30 series	BETWEEN		5 (1) 2½
	Black Oils as described in Item No. 30 series	Points within one Territorial Group or Points within incorporated cities (See Note 2)		
<p>(1) Will not apply to transportation for which rates are specifically provided in Item No. 210 series.</p> <p>NOTE 1.—For description of Los Angeles Zone 2 see Item No. 40 series of Distance Table No. 3 (Appendix "A" of Decision No. 32605 dated December 27, 1938, as amended or as may be amended, in Case No. 4246.)</p> <p>NOTE 2.—Will not apply between points within the City of Los Angeles.</p>				
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SECTION NO. 3

RATES

If the charge accruing under Section No. 2 of this
Tariff is lower than the charge accruing under this
section on the same shipment between the same points,
the charge accruing under section No. 2 will apply.

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Item No.	SECTION NO. 3		RATES In cents per 100 pounds	
300	Rates in this item are subject to intermediate application provided in Item No. 320 series. See Item No. 40 series for description of numbered Territorial Groups.			
	COMMODITY	FROM	TO	RATE
	Refined Petroleum Products as described in Item No. 30 series.	Groups 1 and 2 Stockton	Alturas	39 39
		Group 3	Susanville	42
		Group 4		45
		Group 6		53
		Group 11		46
		Sacramento West Sacramento		26 1/2
		Stockton		33
		Groups 1 and 2	Westwood	35
		Group 6	Calxico Calipatria El Centro Fuller	28
		San Diego	Holtville Niland Westmoreland	20
San Diego		Colorado	20	
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Item No.	SECTION NO. 3		RATES (Continued)		
			In cents per 100 pounds		
320	Rates in this item are subject to intermediate application provided in Item No. 320 series.				
	See Item No. 40 series for description of numbered Territorial Groups.				
	COMMODITY	FROM	TO	RATES	
				Column A	Column B
	COLUMN "A" Rates apply on: Crude Oil, Fuel Oil, Gas Oil, As described in Item No. 30 series.	Groups 1 and 2	Alturas	30	30
		Groups 3, 4, 5 and 11		35	35
	COLUMN "B" Rates apply on Asphalt.	Lyoth Sacramento Stockton Tracy	Calxico Calipatria El Centro Fuller Holtville Niland Westmoreland	30	30
		San Diego		24½	24½
			Colorado	20	..
		Group 6 San Diego	Jacumba Hot Springs	19 10	19 ..
		Groups 1 and 2	Madeline	..	29
		Groups 3, 4 and 11		..	34
		Lyoth Sacramento Stockton Tracy	Ravendale	..	29
		Groups 1 and 2		..	28
		Groups 3, 4 and 11	Susanville	..	32
		Lyoth Sacramento Stockton Tracy		29	25
	Groups 1 and 2	Viewland	34	30	
	Groups 3 and 4		34½	30	
	Group 5	Susanville	34	30	
	Group 11		34	30	
	Lyoth		29	25	
	Sacramento West Sacramento		22½	22½	
	Stockton	Viewland	28	25	
	Tracy		29	25	
Groups 1 and 2	..		26		
Groups 3, 4 and 11	..		31		
Lyoth Sacramento Stockton Tracy			..	26	
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Item No.	SECTION NO. 3		RATES (Concluded)
320	APPLICATION OF RATES TO UNNAMED POINTS Rates making reference to this item will apply to unnamed intermediate points in California on rail lines, viz.:		
	NAME OF RAILROAD	BETWEEN	AND
	Southern Pacific Company	Stacy	Westwood Alturas
		Calexico	Colorado
		Calipatria	Westmorland Holtville
	San Diego and Arizona Eastern Ry. Co.	Campo	El Centro
Holtan Inter-Urban Railway Company	El Centro	Holtville	
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