

Decision No. 32608

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

ORIGINAL

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations of all carriers as defined in the City Carriers' Act of the State of California (Statutes 1935, Chapter 312, as amended) for the transportation over the public highways 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:

SUPPLEMENTAL OPINION

The above entitled proceedings collectively involve rates for the transportation of property within California by common, radial highway common, highway contract and city carriers. This decision deals with proposed modifications of minimum rates, rules and regulations established by prior orders herein for the transportation of petroleum and petroleum products in bulk.

¹ Rates for the transportation of petroleum and petroleum products in bulk were originally established in Cases Nos. 4079, 4191, 4249 and 4250. By Decision No. 32608, of December 5, 1939, these rates were reestablished in Cases Nos. 4246 and 4434, highway carrier and city carrier rates being set forth in Highway Carriers' Tariff No. 6 and City Carriers' Tariff No. 5 (Appendix "C" of said decision.)

(Continued)

Addition of a New Territorial Group
to the Petroleum Tariff

The Tank Truck Operators Association urges that a new shipping group, comparable to the thirteen groups now provided, be added to City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6. The proposed group lies in the vicinity of Santa Maria. It embraces the communities of Santa Maria, Betteravia, Casmalia, Los Alamos and Orcutt, with Orcutt serving as the mileage basing point. The association alleges that the area involved is comparable in size and importance to each of the thirteen groups heretofore established; that it is necessary and desirable that the group be created in order that all competing refineries located in the territory might enjoy a rate equality; and that the public interest, the shippers' interests, and the interests of the carriers will be best subserved by, and now require, the establishment of the proposed new group.

A witness for the association testified that the group was first suggested by several of the oil companies, and that details of the proposal were thereafter worked out in conferences between the shippers and carriers before being presented to the Commission. He stated that the area in question included a large number of oil wells and several refineries, and that in the absence of a territorial grouping considerable difficulty was experienced in the determination of constructive mileages (and consequently rates) applicable from each of the many points of origin. He said also that it was highly desirable that all of the shipping points be placed upon

1 (Concluded)

Evidence relative to the modifications here involved was received before Commissioner Wakefield and Examiner Bryant at Los Angeles and before Commissioner Baker at San Francisco, except as to those matters which are indicated as not requiring a public hearing.

a competitive equality, as would be done under the group plan.

A traffic representative of Richfield Oil Corporation testified in support of the proposal. He urged that it be approved by the Commission in order that all shippers in the area might be accorded a parity of rates on shipments moving from, to or between points lying within the group. Union Oil Company of California, Tide Water Associated Oil Company and Gilmore Oil Company also voiced their approval of the proposal. No one objected to its adoption.

The thirteen groups now provided in the petroleum tariff were adopted primarily so that competing shippers located in the same territory might enjoy a rate equality. The reasons advanced for adoption of a fourteenth group are the same as impelled creation of those now in existence. The record is convincing that the interests of shippers, carriers and the public will be served by adoption of the proposed new group, with Orcutt as the mileage basing point. The order will so provide.

Petition of Seaside Oil Company for
Modification of Rates from Chrisman

Seaside Oil Company seeks a reduction in the minimum rates applicable to the transportation of so-called "black oils", as described in City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6, from Chrisman to points within a specified territory in Ventura County lying generally east of Chrisman to Fillmore and Moorpark.

Chrisman is located on the southern edge of Group 7, the mileage basing point of which group is Carpenteria. The majority of destinations involved in the proposal are located within the adjacent Group 8, the mileage basing point of which is Fillmore. Petitioner seeks a modification which would permit the computation of

mileages directly from Chrisman to the individual points of destination, the resulting mileages and rates being lower in most instances than those accruing by use of the basing points.

According to the testimony, Seaside Oil Company operates a refinery at Chrisman. It ships black oils into Group 8 and into a few points bordering Group 8, in competition with refineries within the latter group. Actually the distance from Chrisman to the destination points is usually less than the distance from the Group 8 refineries to the same destinations, but by reason of the grouping greater distances and higher rates are now required to be assessed. The record shows, moreover, that petitioner also competes in the marketing of its products in Group 8 with refineries located in and around Los Angeles. Petitioner contends that under the present grouping it is denied the advantage of its geographical location in meeting this competition.

It was testified that highway carriers now performing transportation from Chrisman concur in the proposal; that there are no other refineries in Group 7 shipping into the territory involved in competition with the Chrisman refinery; and that refineries in other groups have been informed of the proposal and have offered no objection. It was asserted, in addition, that Seaside Oil Company would be compelled to acquire and operate its own trucks in this transportation if the modification sought were not made.

Since there are no refineries in Group 7 shipping black oils in competition with the Chrisman refinery, the use of the basing point method of computing mileages does not appear to be necessary in this instance to give competing shippers a rate parity. The rates sought are those applicable under the regular mileage scale for the constructive highway distances involved and hence appear to be reasonable and compensatory. The petition will be granted.

Use of Actual Weights on Asphalt and Road Oil

Several producers, refiners and marketers of petroleum and petroleum products urge that the established minimum rates for transportation of asphalt and road oil in tank truck equipment be modified to provide for use of actual weights rather than the basis of 7.75 pounds per gallon now provided, and that the minimum charge provision be correspondingly changed from a gallonage to a weight² basis.

The assistant traffic manager of Richfield Oil Corporation, testifying on behalf of petitioners, stated that the majority of the highway tank vehicles are constructed to permit capacity loading of lighter petroleum products, such as gasoline, and as a consequence cannot be filled to capacity with asphalt and road oil without exceeding gross weight limits fixed by the state for the protection of its highways. He explained that these commodities are commonly loaded at extremely high temperatures, and that for this reason the dictates of safety make it impracticable to ascertain the exact number of gallons loaded in a vehicle by the use of a marked stick or other measuring device. It appears that the number of gallons may be calculated by weighing the vehicle loaded and empty and then translating the net weight of the load into gallons through use of a conversion table. However, this calculation is burdensome and complicates the determination of transportation charges, as asphalt and road oil are almost invariably sold and invoiced on a weight basis and therefore neither shipper nor consignee is concerned with the number of gallons involved.

²

The petitioners are General Petroleum Corporation of California, Gilmore Oil Company, Richfield Oil Corporation, Shell Oil Company, The Petrol Corporation, Tide Water Associated Oil Company and Union Oil Company of California. As explained in footnote 1 the asphalt rates were originally established in Case No. 4249 and the hearing on this proposal was had in that proceeding.

The witness stated that while the commodities in question generally weigh slightly less than the basis of 7.75 pounds per gallon as now provided, the reduction in carriers' revenue which would result from use of actual weights would be small, and would be more than offset by savings resulting from elimination of time lost in endeavoring to ascertain the number of gallons transported. He pointed out also that rail rates for the transportation of asphalt and road oil are generally assessed upon the basis of actual rather than assumed weights, and declared that this difference between rail and truck provisions caused complication and confusion in applying highway rates based upon rail rates, or upon combinations of truck and rail rates.

Representatives of several highway carriers engaged in the transportation of asphalt and road oil in tank vehicles stated that they concurred in the testimony offered by the shipper witness, and urged that the proposed modification be made. Witnesses for Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company testified that rail rates for the transportation of these commodities have been assessed upon actual weight for some six or seven years, and stated that their companies agreed with the position of petitioners that the truck rates should likewise be predicated upon actual weights. No one opposed the proposed modification.

The record is convincing that the minimum rates, rules and regulations heretofore established for the transportation of asphalt and road oil by highway carriers in tank truck equipment should be revised to provide for the assessment of charges upon the basis of actual weight rather than upon the basis of 7.75 pounds per gal-

lon.³ The proposed modification will be adopted.

Establishment of a Commodity Rate
to Meet Interstate Competition

The Tank Truck Operators Association seeks a further modification of the tariff to provide a rate of 33 cents per 100 pounds for the transportation of refined petroleum products, in bulk in tank truck equipment, from South Vallejo to Susanville, Leavitt, Standish, Litchfield, Wendel, Amedee and Stacy. It alleges that a rate of this volume is maintained by Southern Pacific Company for transportation between the same points over its interstate route, and that a rate parity is necessary to place highway carriers on a competitive basis. It appears that this is a matter in which public hearing is not necessary and that a rate of the volume sought should be established for transportation by highway carriers from and to railheads at the origins and destinations specified in the petition.

Miscellaneous

Several other specific commodity rates already have been established for the purpose of enabling highway carriers to meet interstate rail rates. These rates were not restricted to apply from and to railheads at competitive points only. It is apparent, however, that the competition which motivated these rates exists only at rail facility points. They will be restricted accordingly.

As previously stated, by Decision No. 32608, supra, the minimum rates theretofore contained in Decision No. 32220, in Cases

1

In hearings which preceded establishment of the present rates, several of the petitioners here before the Commission urged that one estimated weight be adopted for all of the black oils, including asphalt and road oil. However, it now definitely appears that as a result of their later experience the oil companies have concluded that their previous testimony in this regard was in error, and that the estimated weight basis as applied to these two commodities is unsatisfactory and economically unworkable.

Nos. 4079, 4191, 4249 and 4250, were incorporated in City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6. However, the order issued in said Decision No. 32608 did not specifically recite that it cancelled and superseded said Decision No. 32220. The order herein will so provide.

O R D E R

Adjourned public hearings having been held in the above entitled proceedings, and based upon all of the evidence received and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that Decision No. 32608, as amended, in the above entitled proceedings, be and it is hereby further amended by substituting in City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6 (Appendix "C" of said decision) the revised pages attached hereto and by this reference made a part hereof, the changes to become effective as shown on the respective pages, which pages are numbered as follows:

First Revised Page 3	3	Cancels Original Page 3
First Revised Page 4	4	Cancels Original Page 4
Second Revised Page 8	8	Cancels First Revised Page 8
Original Page 8-A		
First Revised Page 9	9	Cancels Original Page 9
First Revised Page 17	17	Cancels Original Page 17
First Revised Page 18	18	Cancels Original Page 18
First Revised Page 19	19	Cancels Original Page 19

IT IS HEREBY FURTHER ORDERED that the rates, rules and regulations provided in Decision No. 32608, in the above entitled proceedings, for the transportation of petroleum and petroleum products, as described therein, shall cancel and supersede those established by Decision No. 32220, as amended, in Cases Nos. 4079, 4191, 4249 and 4250.

IT IS HEREBY FURTHER ORDERED that increases in published

rates or charges of common carriers, required to be made as a result of the tariff amendments provided in the preceding ordering paragraph, shall be made effective on the effective dates of the respective amendments, on not less than ten (10) days' notice to the Commission and to the public; and that reductions in published rates or charges resulting from this order may be made effective on or after the effective date of the respective amendments, if the common carrier so elects, on not less than ten (10) days' notice to the Commission and to the public.

In all other respects said Decision No. 32608, as amended, shall remain in full force and effect.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 2nd day of April, 1940.

Ray L. Davis
Frank B. Brown
Robert A. Brown
W. H. Brown
Justice L. G. Green
Commissioners

First Revised Page....3
 Cancels
 Original Page.....3

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

INDEX OF GROUP POINTS AND POINTS FROM AND TO WHICH RATES APPLY					
POINT	Group No.	Item No.	POINT	Group No.	Item No.
Alamitos Heights	6		Fellows	5	
Alla	6		Fillmore	8	
Alturas	--	300,310	Fuller	--	300,310
Arvin	11		Fullerton	13	
Atwood	13				
Avenal	9		*Garey	14	
Avon	2		*Gates	14	
			*Gato Ridge	14	
Bakersfield	4		Giffen	11	
Bardsdale	8		Goleta	7	
Belridge	10		*Guadalupe	14	
*Betteravia	14				
*Bicknell	14		Harperton	4	
Bixby	6		*Harriston	14	
Blackwells Corner	10		Hazelton	5	
Bowerbank	5		Holtville	--	300,310
Brea	13		Huntington Beach	6	
Buckhorn	8		Hyde Park	6	
Burnett	6		Hynes	6	
Buttonwillow	5		Inglewood	6	
Calxico	--	300,310	Jacumba Hot Springs	--	310
Calipatria	--	300,310			
Camarillo	8		Kern Front	12	
Canoga Park	--	240	Kerto	5	
Carpinteria	7		Kettleman Hills	9	
*Casmalia	14		Kettleman City	9	
*Cat Canyon	14				
Chrisman	7		La Habra	13	
Coalinga	3		Lawn	6	
Colorado	--	300,310	LeRoy	3	
Compton	6		Loftus	13	
Conner	5		Lokern	5	
Crump	3		Long Beach	6	
Crutcher	6		*Los Alamos	14	
			Los Angeles	6	
*Divide	14		Los Nietos (L.A. Co.)	6	
Dominguez Junction	6		Los Nietos (Kings Co.)	9	
Downey	6		Lost Hills	10	
Dulah	7		Lyeth	--	310
East Coyote	13		Machado	6	
East Long Beach	6		Madeline	--	310
Edison	11		Maltha	4	
El Centro	--	300,310	Maricopa	5	
Ellwood	7		Martinez	2	
El Segundo	6				

*Change, Decision No.

EFFECTIVE ~~1940~~, 1940.

Issued by The Railroad Commission of the State of California,
 Correction No. 7 San Francisco, California.

First Revised Page.....4

Cancels

Original Page.....4

CITY CARRIERS' TARIFF NO. 5

HIGHWAY CARRIERS' TARIFF NO. 6

INDEX OF GROUP POINTS AND POINTS FROM AND TO WHICH RATES APPLY (Concluded)					
POINT	Group No.	Item No.	POINT	Group No.	Item No.
McKittrick	5		Sacramento	--	300,310
Midoil	5		St. Helens Spur	6	
Millux	5		San Diego	--	300,310
Montalvo	8		San Francisco	1	
Montebello	6		San Pedro	6	
Moorpark	8		Santa Barbara	7	
Mopeco	4		Santa Fe Springs	6	
Mountain View (Kern Co.)	11		*Santa Maria	14	
Mount Poso	12		Santa Paula	8	
			Saticoy	8	
Naples (Orange Co.)	6		Sea Cliff	7	
Naples (Santa Barbara Co.)	7		Seguro	4	
Niland	--	300,310	Sespe	8	
North Belridge	10		Shale	5	
			Sherman Junction	6	
Oakland	2		Signal Hill	6	
Oil Center	4		*Sisquoc	14	
Oil City	4		South North Belridge	10	
Oildale	4		Stockton	--	300,310
Oleo	13		Summerland	7	
Oleum	2		Superior Oil Company's Kettleman Hills Plant	9	
Olinda	13		Susanville	--	300,310
Ora	3				
*Orcutt	14		Taft	5	
Ortonville	7		Therard	6	
			Torrance	6	
*Palmer	14		Tracy	--	310
Pentland	5				
Peralta	13		Vaccaro	11	
Pico	6		Venice	6	
Pinole	2		Ventura	7	
Piru	8		Ventura Avenue	7	
Placentia	13		Vernon	6	
Playa del Rey	6		Viewland	--	310
*Point Sal	14		Vinvale	6	
Port Chicago	2				
Port Costa	2		Wadstrom	7	
*Port Petrol	14		Watson	6	
Poso Creek	12		Weed Patch	11	
			West Coyote	13	
Ravendale	--	310	Westmoreland	--	300,310
Richfield	13		West Sacramento	--	300,310
Richmond	2		Whittier	6	
Rincon Oil Fields	7		Wildasin	6	
Rio Bravo	5		Wilmington	6	
Rioco	6		Wingfoot	6	
*Roadanite	14				
Rodeo	2		Yorba	13	
			Yorba Linda	13	

*Change, Decision No.

EFFECTIVE MAY 16, 1940

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

Correction No. 8

Item No.	SECTION NO. 1	RULES AND REGULATIONS (Continued)
		APPLICATION OF TARIFF - TERRITORIAL GROUPS
		<p>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 exception in Group 7.) (See Item No. 60 series.)</p> <p>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.</p> <p>Rates in this tariff applying from or to Sacramento will also apply from or to West Sacramento.</p>
	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.
*40-B Cancels 40-A	4	Bakersfield Bakersfield, Maltha, Mopeco, Oil Center, Oil City, Oildale, Seguro.
	5	Taft Bowerbank, Buttonwillow, Conner, Fellows, Hazelton, Kerto, Lokern, Maricopa, McKittrick, Midoil, Millux, Olig, Pentland, Rio Bravo, Shale, Taft.
	6	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 Item No. 50 series), Los Nietos (Los Angeles County), 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, Wildasin, Wilmington, Wingfoot.
	7	Carpinteria Carpinteria, Chrisman (except black oils as provided in Note 1, Item No. 45 series), Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom.
	8	Fillmore Bardsdale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe.
	9	Avenal Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County).
	10	Lost Hills Belridge, Blackwell's Corner, Lost Hills, North Belridge, South North Belridge.

Item
No.

SECTION NO. 1

RULES AND REGULATIONS (Continued)

APPLICATION OF TARIFF - TERRITORIAL GROUPS (Continued)

↓NOTE 1.-In computing charges for the transportation of black oils as described in Item No. 30 series from Chrisman to points located within the following described territory mileages will be computed from Chrisman:

Commencing at the intersection of U.S. Highway No. 101 and U.S. Highway No. 399 at Ventura, thence northerly along U.S. Highway No. 399 to Wheelers Hot Springs (including the highway extending approximately 1.8 miles to Buena Ventura Hot Springs), returning along U.S. Highway No. 399 to Meiners Oaks, southeasterly along the county road extending from Meiners Oaks to Ojai, southeasterly along State Highway No. 150 to Santa Paula, easterly along State Highway No. 126 to Piru, returning along State Highway No. 126 approximately .8 miles to Torry Road, southerly along Torry Road to McGregor Road, westerly along McGregor Road and Guiverson Road to State Highway No. 23, southerly along State Highway No. 23 to its junction with U.S. Highway No. 101 approximately .5 miles west of Newton Oaks, westerly along U.S. Highway No. 101 to Camarillo, southerly and westerly along Oxnard Road to Wood Road, southerly along Wood Road to Hueneme Road, westerly and northerly along Hueneme Road and its prolongation via Hueneme and Hollywood-by-the-Sea to Hollywood Beach, northerly along McGrath Road to 5th Avenue, easterly along 5th Avenue to Oxnard, northerly along Oxnard Boulevard and Vineyard Avenue to El Rio, northwesterly along U.S. Highway No. 101 to point of beginning; and including also a strip of territory $1\frac{1}{2}$ miles wide immediately adjoining and circumscribing the above described boundary.

*45

NOTE 2.-Group 14 boundaries, including both sides of highways named:

Beginning at the point where the Santa Maria River runs into the Pacific Ocean, thence easterly along the south bank of the Santa Maria River to its junction with the Sisquoc River, southeasterly along the Sisquoc River to a bridge approximately 2 miles southeast of Sisquoc, southerly along the Foxen Canyon Road to Canada de Los Alisos Road, southwesterly along Canada de Los Alisos Road to U.S. Highway No. 101, westerly along U.S. Highway No. 101 to Los Alamos, westerly along State Highway toward Harriston to a point where said highway crosses Los Alamos Creek, westerly along the north bank of Los Alamos Creek to its junction with San Antonio Creek, westerly along the north bank of San Antonio Creek to the Pacific Ocean, northerly along the coast line to point of beginning.

*Change, Decision No.

↓Reduction.

EFFECTIVE MARCH 16, 1940

Correction No. 10

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

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 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 north-easterly line of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, south-easterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the north-easterly 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. 4088, Part "N", Case No. 4145 and Case No. 4246, as amended, or as may be amended, subject to the following exception:</p> <p style="padding-left: 40px;">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>

COMPUTATION OF CHARGES - ESTIMATED WEIGHTS

*70-A
Cancels
70

(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.

◆(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, except that the weight of asphalt and road oil shall be actual weight.

▲ MINIMUM CHARGE

*80-A
Cancels
80

The minimum charge for shipments in tank trucks, tank trailers, tank semi-trailers, or in any combination of such vehicles, shall be computed upon the full legal carrying capacity of the tank or tanks, subject to Notes 1 and 2.

NOTE 1.-In no event shall the transportation charges on shipments of commodities other than asphalt and road oil be less than those applicable upon shipments of 3,000 gallons.

NOTE 2.-In no event shall the transportation charges on shipments of asphalt and road oil be less than those applicable upon shipments of 23,250 pounds.

*Change, Decision No.

◆Reduction.

◆Increase.

▲Change, neither increase nor reduction.

EFFECTIVE MAY 16, 1940

Correction No. 6

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

First Revised Page....17
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 Original Page.....17

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

Item No.	SECTION NO. 3 RATES In cents per 100 pounds			
*300-A Cancels 300	♦Rates in this item apply only from railhead to railhead and are not subject to intermediate application except at unnamed points intermediate to destination points named in this item via rail routes shown 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		26½
		♦ South Vallejo Stockton		33
		Groups 1 and 2	Westwood	35
		Group 6	Calexico Calipatria El Centro Fuller Holtville Niland Westmoreland	28
		San Diego		20
San Diego		Colorado	20	
♦ Increase ♦ Reduction *Change, Decision No.				
EFFECTIVE MARCH 2, 1940				
Issued by The Railroad Commission of the State of California, San Francisco, California. Correction No. 3				

Item No.	SECTION NO. 3		RATES (Continued) In cents per 100 pounds	
	COMMODITY	FROM	TO	RATES Column A Column B
*310-A Cancela 310	♦Rates in this item apply only from railhead to railhead and are not subject to intermediate application except at unnamed points intermediate to destination points named in this item via rail routes shown in Item No. 320 series. See Item No. 40 series for description of numbered Territorial Groups.			
		Groups 1 and 2	Alturas	30 30
		Groups 3,4,5 and 11		35 35
		Lyoth Sacramento Stockton Tracy	Alturas	30 30
		San Diego		14½ 14½
			Callexico Calipatria El Centro Fuller Holtville Niland Westmorland Colorado	20 --
		Group 6 San Diego	Jacumba Hot Springs	19 19 10 --
		Groups 1 and 2	Madeline	-- 29
		Groups 3,4, and 11		-- 34
		Lyoth Sacramento Stockton Tracy		-- 29
		Groups 1 and 2	Ravendale	-- 28
		Groups 3,4 and 11		-- 32
		Lyoth Sacramento Stockton Tracy		-- 28
		Groups 1 and 2	Susanville	29 25
		Groups 3 and 4		34 30
		Group 5		34½ 30
		Group 11		34 30
		Lyoth		29 25
		Sacramento		22½ 22½
		West Sacramento		28 25
	Stockton	28 25		
	Tracy	29 25		

	Groups 1 and 2		--	26
	Groups 3,4 and 11		--	31
	Lyoth Sacramento Stockton Tracy	Viewland	--	26

◆Increase
*Change, Decision No.

EFFECTIVE APRIL 2 1940

Correction No. 4 Issued by The Railroad Commission of the State of California,
San Francisco, California.

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CITY CARRIERS' TARIFF NO. 5

HIGHWAY CARRIERS' TARIFF NO. 6

Item No.	SECTION NO. 3 RATES (Concluded)												
*320-A Cancels 320	<p style="text-align: center;">APPLICATION OF RATES TO UNNAMED POINTS</p> <p style="text-align: center;">*Table of routes governing the application of rates to unnamed rail points intermediate to destination points named in items making specific reference hereto.</p>												
	NAME OF RAILROAD	ROUTES											
		<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 50%;">BETWEEN</th> <th style="width: 50%;">AND</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Stacy</td> <td style="text-align: center;">Westwood Alturas</td> </tr> <tr> <td style="text-align: center;">Calexico</td> <td style="text-align: center;">Colorado</td> </tr> <tr> <td style="text-align: center;">Calipatria</td> <td style="text-align: center;">Westmoreland Holtville</td> </tr> <tr> <td style="text-align: center;">San Diego and Arizona Eastern Ry. Co.</td> <td style="text-align: center;">Campo El Centro</td> </tr> <tr> <td style="text-align: center;">Holton Inter-Urban Railway Company</td> <td style="text-align: center;">El Centro Holtville</td> </tr> </tbody> </table>	BETWEEN	AND	Stacy	Westwood Alturas	Calexico	Colorado	Calipatria	Westmoreland Holtville	San Diego and Arizona Eastern Ry. Co.	Campo El Centro	Holton Inter-Urban Railway Company
	BETWEEN	AND											
	Stacy	Westwood Alturas											
	Calexico	Colorado											
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San Diego and Arizona Eastern Ry. Co.	Campo El Centro												
Holton Inter-Urban Railway Company	El Centro Holtville												
Southern Pacific Company													
San Diego and Arizona Eastern Ry. Co.	Campo	El Centro											
Holton Inter-Urban Railway Company	El Centro	Holtville											
<p>*Change, Decision No. *Change, neither increase nor reduction.</p> <p style="text-align: center;">END OF TARIFF</p>													
EFFECTIVE MARCH 2, 1940													
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>													

Correction No. 5