

Decision No. 33263

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.

ORIGINAL

Case No. 4246

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

This proceeding involves the establishment of maximum and minimum rates for transportation of property within California by common, radial highway common and highway contract carriers. The instant decision, however, deals only with minimum rates for the transportation of commodities necessary or incidental to the establishment, maintenance, operation or dismantling of oil, gas or water wells, pipe lines, oil refineries or cracking or casing head plants, (hereinafter referred to as "oil well supplies"). It is based upon evidence received at adjourned hearings held in the above entitled proceeding in Los Angeles on February 21, March 4, April 25 and May 8 and 9, 1940, before Examiner Warren K. Brown.

Before giving consideration to the specific problems here involved, it may be informative to review briefly the background of the present oil well supply rate structure and to outline the basis of rates now in effect. By Decision No. 28761 of April 27, 1936, in Part "A" of Case No. 4088, minimum rates of statewide application were established for transportation of general merchandise, including oil well supplies, in shipments weighing less than 4,000 pounds.

Provision was made that the charge for shipments of greater weight should not be less than the charge provided for a shipment weighing 3,999 pounds. Thereafter, by Decision No. 29313, as amended, issued jointly in Part "C" of Case No. 4088 and Cases Nos. 4106 and 4107, specific minimum rates were established for transportation of oil well supplies between points in California, Salinas, Fresno and south thereof. That decision established point-to-point rates in cents per 100 pounds for transportation of a large group of commodities between Los Angeles and certain adjacent points, on the one hand, and points as far north as Salinas on the coast and Fresno in the San Joaquin Valley, on the other hand. The rates were graduated in three weight brackets (4,000, 12,000 and 30,000 pounds). Basing distance rates were provided for use in constructing rates from and to unnamed points in connection with shipments originating at or destined to points in Los Angeles or Orange counties. Hourly rates were included for transportation in the territory of Salinas, Fresno and south, for distances not to exceed 20 miles, although the point-to-point rates were permitted to be applied where they produced lower aggregate charges.

Later, class rates for general merchandise transportation in substantial portions of the territory covered by said Decision No. 29313 were established by Decisions Nos. 29480, as amended, in Part "M" of Case No. 4088 and Part "B" of Case No. 4145, and 30370, as amended, in Parts "U-V" of Case No. 4088 and "F-G" of Case No. 4145. Provision was made in the latter decision that the commodity rates would alternate with the corresponding class rates. The former decision, however, exempted oil well supplies entirely from the application of the minimum rates established therein. Finally, by Decision No. 31606, as amended, in this proceeding, general class rates of statewide application were established and the oil well

supply commodity rates previously in effect were incorporated with them in a single tariff (Highway Carriers' Tariff No. 2). Originally, the tariff carried a provision that the class rates would apply whenever they produced lower charges than would accrue under the commodity rates; however, the operation of this rule was suspended in so far as oil well supply transportation was concerned, based upon representations made by various carriers that unduly low rates would result.

The principal purpose of the hearings with which we are here concerned, then, is to determine whether or not, and to what extent, if at all, the rates named in Highway Carriers' Tariff No. 2 for the transportation of oil well supplies should be changed or modified. The scope of the adjourned hearings was restricted at first to transportation between points in California, Salinas, Fresno and south thereof. However, in order that a proper relationship between rates from northern and southern California shipping points might be provided, the scope was broadened to include state-wide transportation of oil well supply articles.

#### Characteristics of Oil Well Supply Transportation

Much of the evidence of record relates to the characteristics of transportation from, to and within oil fields, and to the extent to which it differs from transportation of general commodities. Although the scope of the hearing also embraced transportation of property for use in connection with the operation and maintenance of water wells, oil refineries and cracking or casing head plants, little specific evidence concerning these types of transportation was presented.

Numerous photographs were submitted showing the different types of truck equipment used in oil field hauling, the nature of the articles shipped, the road conditions encountered and the diffi-

culties attending loading and unloading operations. Several witnesses supplemented the visual evidence by describing the various oil field operations in detail. It appears from the record that oil well supply hauling falls into two distinct classifications, the first relating to the transportation incident to the servicing and maintenance of producing wells; and the second to transportation incident to development and dismantling operations. Transportation in the former classification is customarily performed by common carriers, since shipments are usually made in less-truckload quantities under normal operating conditions. In the latter classification special conditions requiring the flexibility of highway contract carrier services are usually encountered. Inasmuch as the present commodity rates apply only for minimum weights of 4,000 pounds and greater, the evidence was directed principally toward transportation incident to development and dismantling operations.

Carrier and shipper testimony was in disagreement in many respects concerning the conditions encountered in oil well supply transportation. The carriers' contentions in this regard may be summarized as follows:

Transportation of commodities for use in connection with oil well development or dismantling operations has only two characteristics in common with transportation of general merchandise. In both instances motor vehicles are used and in both instances a portion of the movement is over the public highways. There, the similarity ceases. Oil wells are ordinarily developed away from populated centers and usually in areas where the density of traffic is comparatively light. The first trucks moving into new locations have no roads whatever to follow, although a dirt road may be built by use of a bulldozer as drilling progresses. Time is of the essence in oil well drilling operations, since the drilling contrac-

tors cannot afford to have crews and machinery held up awaiting arrival of necessary supplies. As a consequence there is little time to negotiate in advance of shipment concerning rates and charges.

Truck equipment suitable for oil field transportation must have extra heavy reinforced bodies in order to stand the strain of carrying boilers, machinery, tanks and similar articles, which often weigh as much as fifteen or twenty tons. Trucks must be fitted with winches for use in loading and unloading, as well as with various other special devices. Tires must be unusually large and heavy in order to furnish support over unimproved roads or soft terrain. Engines must be extremely powerful.

The personnel of carriers engaged in oil well supply hauling must be acquainted with the terminology peculiar to the oil well drilling industry and has to be experienced in coping with the obstacles constantly being met in practical operation. The carrier is required to keep qualified employees available at all time to meet the demands of drilling forces which work 24 hours per day. At least one employee in every organization must be familiar with section boundaries and locations in order to direct the drivers.

Numerous commodities of various types and kinds are included in mixed shipments. This is true particularly of "cleanup loads" at the conclusion of a dismantling operation. It would be impracticable if not impossible to classify these commodities individually. Facilities are not often available for determining their separate weights.

Due to highway weight restrictions the pay load which can be carried on heavy oil field trucks is less than can be carried on trucks in ordinary commercial use. Moreover, oil well supply carriers experience lower load and use factors than do carriers of

general merchandise, due to the requirement that they keep ample equipment available to meet peak conditions.

On the other hand, according to the shippers who participated in the hearing, the conditions described by the highway carriers exist only in connection with intrafield or interfield operations for short distances, for which hourly rates now apply. They claim that the principal commodities moving in line-haul transportation are tubular goods which, assertedly, are ordinarily delivered to storage racks or warehouses located on improved roads, and do not usually move directly to well sites. They stated, also, that cranes or "A" frames for use in loading are usually furnished by or at the expense of the shipper, as are tractors, when necessary, thus relieving the carriers of considerable extra expense that would otherwise be incurred.

#### Cost Studies

Studies showing the estimated cost of transporting oil well supplies within the general territory south of Salinas and Fresno were submitted by Senior Engineer C. E. Jacobsen of the Commission's staff, and by C. G. Anthony on behalf of the Oil Field Haulers Division of the Motor Truck Association of Southern California. In addition, these witnesses stated that after surveying operating practices and conditions in northern California, they were convinced that the costs developed in their respective studies were representative of the costs experienced by oil well supply haulers throughout the state.

In Jacobsen's report it is stated that the transportation of oil well supplies is similar in many respects to transportation of shipments of general freight; that highway common carriers transporting general freight ordinarily handle oil well supplies along with it and in substantially the same manner; and that con-

tract carriers specializing in oil well supply transportation usually confine themselves to shipments in the larger weight brackets. It is further stated that the oil well supply group set forth in Item No. 700 of Highway Carriers' Tariff No. 2 contains certain articles which vary considerably from the average of the group as to ease of handling in the loading or unloading operations.

Estimated costs were developed by Jacobsen on the assumption that a 6-axle truck and trailer unit would be used for the line-haul operation between terminals, and that the same unit or smaller pickup and delivery trucks would be used for the transportation to and from the terminals. For shipments weighing over 30,000 pounds, moreover, he developed separate costs on the assumption that the line-haul unit would proceed from point of origin to point of destination without stopping at the origin or destination terminals of the carrier. For distances of 10 miles, or less, Jacobsen developed a set of costs in contemplation of a movement in which a pickup truck would be used for the transportation from point of origin to the carriers' terminal, the property there transferred into a line-haul truck and delivery made directly from the line-haul truck.

Witness Anthony developed costs on the assumption that for shipments of all weights and for all lengths of haul the shipment would be handled through or via the carriers' terminals in the vicinity of the origin and the destination points. He asserted that, in practice, line-haul trucks rarely perform the transportation directly from point of origin to point of destination. He explained that due to wage contracts and maximum hour regulations, terminal employees are generally sent with the line-haul truck to pick up the load and bring it to the terminal, at which point the line-haul driver takes charge.

The studies of both Jacobsen and Anthony are based to a

large extent upon cost records and performance figures of highway common carriers who transport oil well supplies along with general freight, although in the truckload brackets both assertedly take into consideration also the experience of contract carriers engaging exclusively in oil well supply transportation. Anthony testified that, so far as he was able to ascertain, oil well supply hauling differed from and was more expensive to perform than general merchandise transportation in two respects only. He explained that oil field hauling often involves deliveries directly to wells, where there are no roads or only unimproved roads, resulting in considerably higher costs; and that, moreover, it is usually confined to territories within which the traffic volume is ordinarily light, rendering it difficult for the carriers to attain favorable load and use factors.

The following table shows a comparison of the costs developed by the two witnesses mentioned:

COST COMPARISON (In Cents Per 100 Pounds)														
Minimum Weight (In Pounds)														
Miles	Any Quantity		500		2,000		4,000		10,000		20,000		30,000	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B
10	34.4	43.5	23.3	30.4	19.8	26.7	17.1	23.0	8.0	12.6	7.3	9.4	5.6	8.8
50	54.5	54.4	41.3	41.3	36.4	37.2	30.9	32.2	13.1	18.5	12.4	14.8	10.7	13.3
100	59.4	59.9	46.2	46.8	41.4	42.3	35.9	37.7	18.0	24.1	17.4	20.2	15.7	18.8
400	96.3	99.1	83.0	86.0	78.2	82.0	72.7	77.0	54.9	63.3	54.2	59.6	52.3	58.0
Column A - Jacobsen's Costs							Column B - Anthony's Costs							

H. J. Mize, auditor of Lang Transportation Company, a highway contract carrier engaged principally in oil well supply transportation and transportation of bulk petroleum products in tank trucks, introduced an exhibit showing the costs incurred by his com-



pany in transporting oil well supplies during the month of January, 1940. Expenses in this study are allocated between intrafield and line-haul operations. The latter expenses are reduced to costs for various weight brackets and representative lengths of haul. The line-haul costs shown in this exhibit (in cents per 100 pounds) are as follows:

Minimum Weight (In Pounds)				
Miles	4,000	10,000	20,000	30,000
50	17.16	14.39	12.11	12.22
100	25.63	22.86	20.58	20.69
200	40.46	37.69	35.41	35.52
300	51.65	48.88	46.60	46.71

It will be noted that in the 4,000 pound weight bracket the above costs are much lower than those estimated by either Jacobsen or Anthony. In the heavier weight brackets they are lower in some instances than Anthony's costs but the differences are not so great. Witness Mize stated that the unusually low figures in the 4,000 pound weight bracket were probably not representative. He attributed them to the fact that his company handled very few shipments of less than 10,000 pounds, so that the method used by him in spreading costs between weight brackets did not produce an accurate result in this bracket.

Each of the three cost witnesses also developed costs on an hourly basis for intrafield and interfield hauling. Jacobsen's costs were shown separately for three, six and ten ton trucks and for a tractor and semi-trailer. Anthony developed costs for trucks having a carrying capacity of less than three tons; over three tons, to and including six tons; and over six tons. He also developed costs for four and six wheel trailers. Mize did not separate his costs into the various sizes and kinds of equipment. In

addition, R. V. Wilson, Manager of M. E. Wightman, Inc., a highway contract carrier engaged almost exclusively in intrafield and interfield hauling, presented a statement of the expenses incurred by his company during the year 1939, reduced to an hourly basis. The hourly costs developed by the four witnesses (in dollars) are shown in the following table:

Witness	3-Tons or Less	Over 3-Tons to 6 Tons	Over 6-Tons to 10 Tons	Tractor and Semi-Trailer	4-Wheel Trailer	6-Wheel Trailer
Jacobsen	2.45	2.78	3.33	3.97	-	-
Anthony	3.04	3.36	3.92	-	1.22	1.68
Mize	(1) 4.53	(1) 4.53	(1) 4.53	(1) 4.53	-	-
Wilson	(2) 4.16	(3) 4.41	-	-	-	-

(1) Represents average cost of all sizes of equipment.  
(2) Represents cost of a four-wheel truck - capacity not shown.  
(3) Represents cost of a six-wheel truck - capacity not shown.

In order that information might be available whereby, if the Commission saw fit, added charges might be established for special or accessorial services performed by oil well supply haulers, engineer Jacobsen offered cost testimony in this regard. He stated that where it is necessary for the equipment to proceed over unimproved roads costs in excess of the normal line-haul costs are incurred. He conceded that the factors affecting this added cost are extremely variable but estimated that, on the average, the added cost would approximate one cent per 100 pounds. Jacobsen also estimated the cost of furnishing cranes for use in loading trucks to be about 2 cents per 100 pounds and the cost of stringing pipe along a line to be around \$4.00 per hour. For standby time awaiting unloading, he estimated that the cost would approximate \$2.50 per hour.

Rate Proposals - Line-Haul Rates

A written report proposing certain modifications of the

present oil well supply rates was introduced by assistant rate expert P. W. Davis of the Commission's staff. In this report it is recommended, in so far as line-haul transportation is concerned, that the point-to-point commodity rates named in Item No. 710 of Highway Carriers' Tariff No. 2 be eliminated in their entirety and the regular class rates allowed to apply in their stead, and that accessorial charges be added for various services performed incidental to oil well supply transportation.

In support of his recommendation that the class rates be substituted for the specific commodity rates, witness Davis cited several decisions of this Commission and of the Interstate Commerce Commission holding that, under ordinary circumstances, commodity rates should not exceed the corresponding class rates. (Lucot vs. Amador Central Railroad Co., 3.C.R.C. 1079; Alternation of Class and Commodity Rates, 186 I. C. C. 733, 735; Ex Parte MC-22, New England Motor Carrier Rates, 8 M. C. C. 287; I. & S. Docket No. M-228, 12 M. C. C. 521; Ex Parte MC-21, Central Motor Carrier Rates, 12 M. C. C. 567.) He pointed out, moreover, that the cost witnesses had testified that oil well supplies were handled by common carriers along with their regular freight and in the same general manner and contended that, therefore, similar rates should apply. In addition, witness Davis asserted that the commodity grouping plan produces improper rates for straight shipments, since the group rate must necessarily reflect the average and hence be higher than would otherwise be justified for those commodities possessing the more favorable transportation characteristics. He stated that it was a well recognized principle that rates may not properly be made dependent upon the use which is to be made of the commodities transported, assuming the incidents of the transportation to be similar. (United Dredging Co. vs. A. T. & S. F. Ry. Co., et al.,

22 C.R.C. 559; J. B. Ford Company vs. Michigan Central Railroad Company, et al., 19 I.C.C. 507.)

The Commission's rate witness expressed the opinion that, all things considered, the class rates were consistent with the estimated costs shown in Jacobsen's study. In this connection he submitted several tables and graphs comparing the estimated costs with the corresponding 2nd class, 3rd class and Class "A" rates.<sup>1</sup>

Specific rules and charges for various accessorial services were proposed by witness Davis in order to give recognition to the unusual incidents of oil well supply transportation. The proposed charges were based upon the costs for accessorial services developed by engineer Jacobsen. Among the proposed charges were (1) a charge of  $1\frac{1}{2}$  cents per 100 pounds, minimum \$1.00 per shipment, for transportation beyond public roads or paved or oiled private roads; (2) a charge of 2 cents per 100 pounds, minimum \$7.00 per shipment, for use of cranes or other power loading devices; (3) a charge of 1 cent per 100 pounds, minimum \$3.50 for use of winches mounted on the truck on which the load is transported; (4) a charge of \$2.50 per hour, minimum charge \$1.00, for standby time between arrival of truck and commencement of unloading; and (5) a charge of \$4.00 per hour, minimum charge \$2.00, for stringing pipe.

C. G. Anthony, who submitted the cost study hereinbefore

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The comparisons show that the 3rd class rates for "any quantity" shipments lie generally between the 100-500 and the 500-2,000 pound costs. The 2,000 pound 3rd class rate scale intersects the 2000-4000 pound cost scale at slightly under 50 miles, being lower for shorter distances and higher for distances up to 100 miles, at which point the 2,000 pound class rate scale fades out. The 3rd class scale is shown to be a few cents lower throughout than the 4000-10000 pound cost scale. The class rates for 10,000 to 20,000 pounds are a few cents higher than the estimated costs. The 20,000 to 30,000 pound costs closely follow the class scale up to 300 miles, although they are slightly higher for longer distances. Although the estimated costs in the 30,000 pound weight bracket are considerably above the Class "A" rates, the discrepancy is explainable to some extent, according to the witness, by the fact that the Class "A" rating is subject to a minimum weight of 36,000 pounds.

described, made no direct rate proposal. He conceded, however, that the existing basis was objectionable in some respects. He expressed the opinion that a statewide mileage scale should be substituted for the present point-to-point line-haul rates, such a scale to be sufficiently high to compensate for extra costs incurred and added services performed in oil well supply transportation. For shipments of less than 10,000 pounds he thought the regular class rates might properly be allowed to apply.

Stuart Russell, executive vice-president of the Motor Truck Association of Southern California, took the position that the existing basis of rates was considered fair and practicable by carriers and shippers alike and that only minor changes were deemed desirable in so far as the territory within which the commodity rates applied was concerned. The recommendations of the association's representative, with respect to line-haul rates, were that shipments of less than 4,000 pounds continue to move at class rates; that the commodity rates for shipments in the 4,000-10,000 pound weight bracket be revised to conform to the cost figures submitted by engineers Jacobsen and Anthony; and that the commodity rates for shipments weighing 10,000 pounds or more be allowed to remain in effect. In addition, the witness urged that the suggested basis be extended for application throughout the entire state. Witness Russell asserted that Commission-established minimum rates inevitably become the "going" rates, or at least that they have a direct effect upon the maximum amount the carriers are able to obtain for their services. Consequently, he said, the carriers were seldom able to obtain extra compensation for unusually adverse hauls. He asserted, moreover, that the accessorial charges suggested by witness Davis would be difficult to apply and impossible to enforce. This witness stated that the basis suggested by witness Anthony, i.e.,

the use of class rates up to 10,000 pounds and a statewide mileage scale for heavier weight brackets, was probably the answer to the problem, but that he had not had an opportunity to present this proposal to the Association he represented.

Don Moore, Traffic Manager of Asbury Transportation Company, a highway common carrier engaged almost exclusively in oil well supply transportation, differed with certain of the views expressed by the preceding witnesses. He urged that whatever rates were established be made statewide in application; that they apply to shipments of all weights; that higher rates be provided for transportation to well sites than were applicable to transportation to warehouses and storage racks; that a minimum charge of \$1.00 be established for less-truckload shipments delivered to well sites; and that class and commodity rates be permitted to be applied alternatively. This witness stated that, except in connection with transportation to well sites, oil well supply transportation is comparable in all essential respects to the movement of general freight. He asserted, moreover, that most of the major oil companies were operating their own trucks in this transportation and that others were refraining from doing so only in the expectation that lower rates would shortly be available to them through modification of the present minimum rate order.

On behalf of Richfield Oil Corporation, A. E. Patton, its assistant traffic manager in charge of oil field operations, urged that the class rates be made to apply for less-truckload shipments and that they be permitted to alternate with the commodity rates for truckload shipments. He introduced exhibits showing that during the months of February and March, 1940, the major portion of the shipments of oil well supplies made by his company were destined to vendors or distributors, warehouses or storage racks and that only a few moved

directly to well sites. Of the commodities shipped for distances in excess of 20 miles, approximately 95 per cent were shown to have consisted of pipe or casing. These exhibits showed, moreover, that many of the oil well supply shipments were intermingled with shipments of commodities moving under the regular class rates but transported by the same carriers on the same truck equipment. This witness agreed with the carriers that the employment of added or accessorial charges to compensate for geographical obstacles or special services would be impracticable from an enforcement standpoint. Witness Patton urged, in addition, that the maximum period of seven days now allowed for the collection of freight charges be extended to fourteen days in order that the carriers would have ample time to accumulate their records and prepare freight bills accurately.

Testimony to substantially the same effect was given by W. E. Paul, Chief Rate Clerk of the Union Oil Company. This witness pointed out, in addition, that Jacobsen's and Anthony's cost figures included the services of helpers in loading and unloading, whereas it was the practice of his company to load and unload by cranes or to furnish a helper without expense to the carrier. He suggested that the allowable free loading and unloading time of 20 minutes per ton now provided be reduced to 8 minutes per ton.

Witnesses representing several manufacturers of wire rope introduced testimony concerning the ease of handling and transporting this commodity and asserted that less than 8 per cent of their output was shipped to oil well locations. They urged that, in the event rates higher than the class rates were established for oil well supplies, wire rope be eliminated from the group.

T. F. McCue, Traffic Manager of Crane Company, stated that his company was engaged in shipping large quantities of pipe and valves to plumbing supply houses and, under the existing basis, was being required to pay rates predicated upon conditions met in per-

forming transportation directly to well sites. Often, he said, the rate on bath tubs, a first class commodity, is now lower than the rate on wrought iron pipe, a fourth class commodity. McCue introduced exhibits showing examples of this situation and showing, also, that competitive plumbing supply houses in San Francisco enjoyed a rate advantage by reason of the class rates being available to them.

E. R. Brashear, Manager of the Los Angeles Chamber of Commerce, stated that the principal interest of his organization was in seeing that San Francisco Bay district points were not granted preferential rates. He explained that the class rates now apply from these points, whereas Los Angeles shippers are required to pay the higher commodity rates. As to exclusive oil well supply items, the witness conceded that there was little actual competition from the bay district. He pointed out, however, that there was strong potential competition and expressed the belief it would become more serious as development of oil fields in the northern area proceeds.

#### Rate Proposals - Hourly Rates

With regard to hourly rates, witness Davis proposed that they be reduced to a basis conforming to the costs developed by the Commission's engineer, the reductions amounting to approximately 50 cents per hour; that they be extended to apply to distances up to 30 miles; and that they be permitted to alternate with the mileage class rates. The witness asserted that it was desirable that the application of the hourly rates be confined strictly to the particular types of transportation for which they are appropriate and that they supersede all rates otherwise applicable to the same transportation. He pointed out, however, that as a practical matter it would be difficult to state with reasonable definiteness the type of transportation to which hourly rates should apply. He suggested that the shipper be required to elect in writing, in advance of shipment, whether or not the application of the cents-per-100 pound rates was desired.



Carrier witnesses claimed that no reduction in hourly rates was justified but agreed that the hourly rates should be extended to apply for longer distances. While the suggested maximum lengths of haul varied these witnesses generally agreed that it should be not less than 35 miles and not more than 50 miles. The carriers objected to the alternative application of hourly and tonnage rates.

Shipper witnesses, too, advocated reduction of the hourly rates and their extension for distances up to 50 miles but urged that the shipper be allowed to take advantage of the tonnage rates when they produced lower charges. They also recommended that the hourly rates be made applicable to property of all kinds, stating that it was often impossible to segregate the contraband from the oil well supply items. It was also suggested that a specific rule be added covering the disposition of fractions in computing hourly rates.

#### Revenue and Expense Statements

Several of the larger oil well supply carriers submitted revenue and expense statements for representative periods of operation under the minimum rates now in effect. These statements indicate that, for the most part, the revenues earned by these carriers during 1939 produced only a slight return above the cost of performing the service and in some instances resulted in a substantial loss, notwithstanding the fact that rates higher than the established minimum rates were charged in many instances.

Statements were also submitted showing the effect upon the carriers' revenues had the proposed class rates been assessed in place of the commodity rates. According to these statements, application of the class rates (without the addition of the proposed accessorial services, and excluding the proposed reductions in hourly rates) would have reduced revenues by amounts ranging as high as twenty per cent.

Position of Rail Lines:

Although carload rail rates were not directly in review at the adjourned hearings with which we are immediately dealing, M. G. Smith, Commerce Agent of the Southern Pacific Company, stated that the rails were interested in the matter since any adjustment in the truck rates would require a related adjustment in the rail rates. He pointed out that pursuant to Decision No. 30106, in Case No. 4088, Part "C", the rails had based their carload rates upon the through highway carrier rates less the rates provided for transportation to and from railroad team tracks.

This witness stated that he could see no valid reason why commodity rates for oil well supply transportation should not exceed the minimum class rates. He contended that the class rates were designed for the transportation of general merchandise and were unduly low for oil well supply transportation. He argued, moreover, that the Western Classification did not afford a proper basis for spreading truck costs, since the ratings therein were predicated upon conditions attending rail transportation. He asserted that the carload ratings in the Western Classification contemplated that the loading and unloading service would be performed by the shipper, whereas the minimum rates established for highway carriers include loading and unloading as well as pickup and delivery services.

Witness Smith recommended that commodity rates, higher than the class rates, be prescribed for all oil well supply items, including pipe, in shipments of all sizes, and that these rates be made to apply regardless of the use to which the article was put. He also urged that boundaries of the various oil fields be set forth and that routes be specified for the point-to-point rates.

Conclusions:

The evidence of record points strongly toward two major

conclusions. The first is that line-haul transportation of oil well supplies in truckload quantities is inherently more costly to perform than is the transportation of general merchandise; and the second is that the class rates would not be reasonably compensatory to the oil well supply carriers.

The added expenses shown to be incurred in transporting oil well supplies in line haul service do not appear to be attributable entirely to the fact that movements beyond the highways over unimproved roads sometimes take place or that accessorial services are sometimes performed. They are due also to the fact that extra heavy trucks with special equipment are needed even for movements entirely over main highways, so that the load and use factors attainable by oil well supply operators are generally lower than those experienced in less specialized types of transportation. Movements are generally into rural areas, so that the volume of traffic is relatively low and the possibility of a back-haul slight. These, and others of a similar nature, are manifestly factors which cannot be compensated for through the medium of added or accessorial charges and which, if they are to be given recognition, must be taken into consideration in the volume of the rate itself.

Although various proposals were made with regard to rates for shipments of oil well supplies weighing less than 10,000 pounds, all parties, with the possible exception of the rail witness, appeared to be in general agreement that from a transportation standpoint such shipments do not differ materially from shipments of other commodities and that the class rates might properly be made applicable. While the estimated costs in the 4000-10000 bracket are slightly higher than the 3rd class rates (selected as representative for oil well supply items) the differences do not appear substantial enough to warrant a deviation from the class rate basis. This conclusion is strengthened by the fact that, as the record shows, shipments of this nature

are ordinarily handled by common carriers along with their freight moving under class rates and in the same general manner. Comparison of the class rates in the 10000-20000 weight bracket with the corresponding costs developed by witnesses Jacobsen and Anthony also discloses that the estimated costs are consistent with the 3rd class rates.

In the 20000-30000 pound weight bracket the 3rd class rates fall generally within the spread between Jacobsen's and Anthony's costs up to 330 miles, beyond which point they are lower. Except in minor instances, rates based upon 130 per cent of the Class "A" rates, a rating selected for comparison purposes, are higher than the 3rd class rates but lie between the two cost lines for distances up to 500 miles. In this bracket, all of the cost figures are substantially lower than the general level of the point-to-point commodity rates.

The estimated costs in the 30,000 pound weight bracket, in which bracket the bulk of the traffic was said to move, are substantially higher throughout than the Class "A" rates. A rating of 115 per cent of Class "A", however, produces rates which lie generally between the cost estimates of record, except for long distances, and which, moreover, closely follow the point-to-point rate level.

The foregoing comparisons of rates and costs are illustrated in the following table:

Comparison of Rates and Costs in Cents per 100 Pounds									
Distance in Miles	10,000 Pounds			20,000 Pounds			30,000 Pounds		
	Costs		3rd Class Rate	Costs		130% of Class "A"	Costs		115% of Class "A"
	Jacobsen	Anthony		Jacobsen	Anthony		Jacobsen	Anthony	
10	8	12½	11	7½	9½	7	7	9	6
50	13	18½	17	12½	15	13	12	13½	12
100	18	24	23	17½	20½	20	17	19	18
150	24	30½	29	23½	27	27	23½	25½	24
200	30½	37	35	29½	33½	34	29½	32	30
250	36½	43½	42½	36	40	40	35½	38½	36
300	42½	50	47	42	46½	44	41½	45	39
400	55	63½	58½	54	59½	56	54	58	49

Upon review of the foregoing comparisons, considered in the light of all of the evidence of record, we are of the opinion that the use of class rates for shipments weighing less than 20,000 pounds and the prescription of ratings of 130 per cent of Class "A" and 115 per cent of Class "A" for weight minima of 20,000 pounds and 30,000 pounds, respectively, will provide rates for oil well supply transportation which will be reasonable and nondiscriminatory from the standpoint of the shippers and which, at the same time, will adequately protect the carriers' revenues. The basing of rates upon percentages of the class rates, moreover, will greatly simplify the publication problem with which numerous small common carriers who do not specialize in oil well supply hauling would otherwise be faced. Accordingly, Highway Carriers' Tariff No. 2 will be amended by canceling the point-to-point commodity rates and by adding as exceptions to the Western Classification and current Exception Sheet, the percentage ratings above specified.

For the most part, the commodity group to which the percentage ratings will be made applicable is the same as that to which the point-to-point rates now apply. However, the evidence indicates that there are several articles included in the present oil well supply group, namely, sheet and plate iron and steel, iron and brass valves, wire rope and pipe of small diameters, which seldom move in straight truckload shipments in connection with oil field work and which have widespread use throughout the state for many purposes foreign to oil well drilling operations. There is nothing in this record to show that these commodities, when moving in straight truckload shipments, require special equipment or handling, or present the operating difficulties normally encountered in transporting the other articles in the group. On the other hand, the articles mentioned may often move to oil well sites or to oil fields in mixed

shipments with exclusive oil well supply items. It is manifest that the cost of transporting mixed shipments of this nature would not be materially less than the cost of transporting a straight shipment of oil well supplies aggregating the same weight. It appears, therefore, that the percentage ratings should be made applicable to the articles named only when included in mixed shipments with other articles in the group. Certain commodities, such as boilers, power pumps and mechanic's hand tools are now included in the group when in mixed shipments. They will be retained in the group for which the exception ratings are to be provided, the ratings to be applicable, however, only in connection with mixed shipments.

By use of the class rate basis, rates will be computed from point of origin directly to the point of delivery, and rates to different wells in a single field will vary with their locations. It becomes unnecessary, therefore, to bound each field specifically. Under the mileage basis, moreover, the need for specifying routes, as advocated by the rail witness, is obviated.

In view of the difficulties and hazards shown to be encountered in intrafield and interfield transportation, the evidence is not convincing that the proposed reductions in hourly rates are justified. However, the hourly rates will be extended to apply to distances up to 35 miles. Longer hauls of this nature appear to be similar in most respects to ordinary line-haul transportation and conditions requiring the use of hourly rates do not exist in the same degree. The hourly rates will be made applicable to property of all types and kinds which are necessary or incidental to oil field operations, but will be restricted to movements having both point of origin and point of destination within an oil field or at well sites.

The mileage commodity rates will be authorized to be used

in place of the hourly rates in connection with intrafield and interfield movements only when the shipper notifies the carrier in advance of shipment that the application of the tonnage basis is desired. Such notice will enable the carrier to make proper arrangements for weighing the shipment and classifying the articles included therein. While it is recognized that use of the class rates for normal oil field work would usually result in unduly low rates, no feasible means has been suggested whereby the hourly rates could be made to supersede the class rates for oil field work without superseding them also for short distance transportation of general merchandise in oil field districts.

The suggested extension of the credit period from seven to fourteen days does not appear justified on the record. The rule now in effect is applicable on interstate and intrastate transportation of other commodities throughout the state. The circumstances attending the collection of charges for oil well supply hauling do not appear to be such that compliance with the present rule is unduly burdensome.

The minimum charge of \$1.00 for shipments originating at or destined to well sites, as sought by Asbury Transportation Company, is believed to be justified by the extra service and cost involved for this transportation, and will be established.

In the absence of special provision, the split delivery rule would be applicable to the service of stringing pipe. It appears more appropriate, however, to provide a rule whereby the mileage rates will be applicable to the point where the stringing is commenced, and the hourly charges assessed for the time consumed in performing the accessorial service. Since the rates include the service of unloading pipe at one point, which may normally be expected to consume not to exceed ten minutes per ton, a free time of ten minutes per ton will

be allowed in computing the additional hourly charge for this service.

O R D E R

Adjourned public hearings having been held in the above entitled proceeding and based on the evidence of record and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be amended by substituting therein and adding thereto, to become effective October 1, 1940, the revised and new pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Third Revised Page 1-A cancels Second Revised Page 1-A  
Sixth Revised Page 2 cancels Fifth Revised Page 2  
Fifth Revised Page 3 cancels Fourth Revised Page 3  
Fourth Revised Page 4 cancels Third Revised Page 4  
Fourth Revised Page 5 cancels Third Revised Page 5  
Fourth Revised Page 6 cancels Third Revised Page 6  
Third Revised Page 7 cancels Second Revised Page 7  
Third Revised Page 8 cancels Second Revised Page 8  
Fourth Revised Page 9 cancels Third Revised Page 9  
Second Revised Page 20 cancels First Revised Page 20  
First Revised Page 21 cancels Original Page 21  
Original Page 38-A  
Second Revised Page 57 cancels First Revised Page 57  
Second Revised Page 58 cancels First Revised Page 58  
Original Page 66-A  
First Revised Page 59 cancels Original Page 59  
Original Page 66-B  
First Revised Page 60 cancels Original Page 60  
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First Revised Page 66 cancels Original Page 66  
Original Page 68-A  
First Revised Page 67 cancels Original Page 67  
Original Page 69  
First Revised Page 68 cancels Original Page 68  
First Revised Page 70

IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carriers as a result of the aforesaid amendments of Highway Carriers' Tariff No. 2 shall be made effective



on October 1, 1940, on not less than ten (10) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that in all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

This order shall become effective twenty (20) days after the date hereof.

Dated at San Francisco, California, this 3rd day of July, 1940.

Ray L. Riley  
James R. Quinn  
Ralph A. Quinn  
H. H. Quinn  
Justus J. Quinn  
Commissioners

Item No.	* EFFECTIVE DATE OF RATES
	<p>Rates, rules and regulations in this tariff, other than those applying to transportation of sugar (cane or beet), shall not become effective for transportation between Los Angeles Harbor (as described in Item No. 260 series), on the one hand, and points within the following described boundaries, on the other hand, until further order of the Commission:</p> <p>Commencing at the intersection of Manchester Avenue (Firestone Boulevard) and Main Street, west on Manchester Avenue to Western Avenue, north on Western Avenue to Florence Avenue, west on Florence Avenue to Crenshaw Boulevard, north on Crenshaw Boulevard to Exposition Boulevard, west on Exposition Boulevard to Hauser Boulevard, northerly on Hauser Boulevard to West Adams Street, west on West Adams Street to Genesee Street, north on Genesee Street to Washington Boulevard, northeast on Washington Boulevard to Hauser Boulevard, north on Hauser Boulevard to Pico Street, west on Pico Street to Fairfax Avenue, north on Fairfax Avenue to Hollywood Boulevard, east on Hollywood Boulevard to Highland Avenue, north on Highland Avenue to Franklin Avenue, east on Franklin Avenue to Western Avenue, north on Western Avenue to Los Feliz Boulevard, northeast on Los Feliz Boulevard to Riverside Drive, southeast on Riverside Drive to Glendale Boulevard, northeast on Glendale Boulevard to Casitas Avenue, southeast on Casitas Avenue to Tyburn Street, northeasterly on Tyburn Street to San Fernando Road, southeast on San Fernando Road to Fletcher Drive, northeast on Fletcher Drive and Eagle Rock Boulevard to York Boulevard, east on York Boulevard to Figueroa Street, southwest on Figueroa Street to Avenue 60, southeast on Avenue 60 to Monterey Road, southerly on Monterey Road and Cassatt to Huntington Drive, east on Huntington Drive to Eastern Avenue, southerly on Eastern Avenue to Whittier Boulevard, east on Whittier Boulevard to Gerhart Street, south on Gerhart Street to Ferguson Drive, west on Ferguson Drive to Anaheim-Telegraph Road, southeasterly on Anaheim-Telegraph Road to Eastland Avenue, south on Eastland Avenue to Eastern Avenue, south on Eastern Avenue to Randolph Street, west on Randolph Street to Atlantic Boulevard, south on Atlantic Boulevard to Firestone Boulevard, west on Firestone Boulevard and Manchester Avenue to point of beginning.</p>
	<p>*Change, Decision No.</p>
<p>EFFECTIVE OCTOBER 1, 1940</p>	
<p>Issued by The Railroad Commission of the State of California          San Francisco, California</p>	

Sixth Revised Page....2  
 Cancels  
 Fifth Revised Page....2

HIGHWAY CARRIERS' TARIFF NO. 2

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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.

COMMODITY	Item Number	COMMODITY	Item Number
Acid, Boracic	730	Book Cases	660,690
Adapters, Casing	365	Borax	730
Adjusters and Boards	365	Boxes, Well Derrick or Stuffing	365
Air Compressors (M)	365	Brackets, Cornice	660,690
Ale	310,360,600	Brackets, Insulator	660,690
Ale, Ginger	600	Bran	652 $\frac{1}{2}$ ,654
Alfalfa	652 $\frac{1}{2}$ ,654	Bran,cottonseed (M)	652 $\frac{1}{2}$ ,654
Anvils (M)	365	Bran, Rice	652 $\frac{1}{2}$ ,654
Aprons, Window	660,690	Breads	(1)
Arms, wooden	365	Breakfast Nook Sets	660,690
Asphalt	723-727	Brewers' Flakes	652,652 $\frac{1}{2}$ ,654
Astragals	660,690	Brewers' Grains	652,652 $\frac{1}{2}$ ,654
Atmospheric Water Cooling Towers	(M)365,660,690	Brick, Fire (M)	365
Bakery Goods	360	Engines	(1)
Balusters	660,690	Bronzing Liquids	377
Balustrade Work	660,690	Broths	(1)
Bark	660,690	Buckwheat	652,652 $\frac{1}{2}$ ,654
Barley	652,652 $\frac{1}{2}$ ,654	Buffets	660,690
Barrels,Pump Working	365	Built-in Fixtures	660,690
Bars, Grate	365	Butter, Fruit	(1)
Base Boards	660,690	Buttermilk	(1)
Beads, Angle, Corner, Cornice	660,690	Buttermilk, dried	652 $\frac{1}{2}$ ,654
Beans, Mesquite	652 $\frac{1}{2}$ ,654	Buttermilk, powdered or flaked	(1)
Beans and Pork	(1)	Butter, Peanut	(1)
Bee Hives	660,690	Cabinets, Kitchen	660,690
Beer	310,360,600	Cabinets, Medicine	660,690
Beer Tonic	310,360,600	Cabinets, Telephone	660,690
Beet Pulp	652 $\frac{1}{2}$ ,654	Cake,Babassu Nut	652 $\frac{1}{2}$ ,653,654
Belts (M)	365	Cake, Coconut	652 $\frac{1}{2}$ ,653,654
Beverage Containers	600	Cake, Copra	652 $\frac{1}{2}$ ,653,654
Beverage Preparations	360	Cake, Corn Germ	652 $\frac{1}{2}$ ,653,654
Beverages	310,360,600	Cake, Corn Oil(M)	652 $\frac{1}{2}$ ,654
Bits, Drilling	365	Cake, Cottonseed	652 $\frac{1}{2}$ ,653,654
Blacksmith's Rotary Blowers (M)	365	Cake, Flaxseed	653,654
Blinds (Shutter)	660,690	Cake, (Grain)	652,652 $\frac{1}{2}$ ,654
Blocks (Base, Center, Corner, Head)	660,690	Cake, Hemp Seed	652 $\frac{1}{2}$ ,653,654
		Cake, Kapok Seed	652 $\frac{1}{2}$ ,653,654

Blocks, Casing, Crown or Underreamer Dressing	365	Cake, Linseed	652 $\frac{1}{2}$ , 653, 654
Blocks, Wooden Paving	660, 690	Cake, Mesquite (M)	652 $\frac{1}{2}$ , 654
Blowers, Blacksmith's Rotary (M)	365	Cake, Palm	652 $\frac{1}{2}$ , 653, 654
Boards, Base	660, 690	Cake, Palm Kernel	652 $\frac{1}{2}$ , 653, 654
Boards, Ironing	660, 690	Cake, Peanut	652 $\frac{1}{2}$ , 653, 654
Boiler Flues	365	Cake, Perilla	653, 654
Boiler Fronts (M)	365	Cake, Perilla Seed	652 $\frac{1}{2}$ , 653, 654
Boiler Parts (M)	365	Cake, Rape Seed	652 $\frac{1}{2}$ , 653, 654
Boilers (M)	365	Cake, Safflower Seed	653, 654
Boiler Tubes	365	Cake, Sesame Seed	652 $\frac{1}{2}$ , 653, 654
Bolts, wooden	660, 690	Cake, Soya Bean	652 $\frac{1}{2}$ , 653, 654
Bone, ground	652 $\frac{1}{2}$ , 654	Cake, Sunflower Seed	652 $\frac{1}{2}$ , 653, 654
		Cake, Tucum Nut	652 $\frac{1}{2}$ , 653, 654
		Cake, Velvet Bean	652 $\frac{1}{2}$ , 653, 654

(1) See "Canned Goods and Other Articles as described in Item No. 510 series."  
(M) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE OCTOBER 1, 1940

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

Correction No. 127

## INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Candles (M)	723,727	Compound,radiator or cleaning (M)	723-727
Candy	360	Compound,rust preventing or removing (M)	723-727
Canned Goods and Other Articles as described in Item No. 610 series	320,360,610,620,630	Compound,type cleaning (M)	723-727
Cants,Wheel,wooden	660,690	Compound,waterproofing (M)	723-727
Cants,wooden	365	Condiments,prepared	(1)
Caps,Column	660,690	Confectionery	360
Caps,Send Line	365	Containers,Beverage	600
Carriers(used packages)	330	Cooler Closets	660,690
Carriers,empty	631	Corn	(1),652,652½,654
Cases (Built-in Fixtures)	660,690	Corn Cobs	652,652½,654
Casing,Door and Window Panel	660,690	Cornice Brackets	660,690
Casing Shoes	365	Corn,Kafir	652,652½,654
Castings,Swing Post	365	Corn Steep Water	652,652½,654
Catchers,Tubing	365	Countershafts,Oil Well	365
Catguy	(1)	Covers,Guy Wire	660,690
Cement,pipe fitting (M)	723-727	Covers,Thief Hole	365
Cereal Food Preparations	655,656	Cow Peas	652½,654
Cereals,cooked	655,656	Cranes,Derrick	365
Chaff	652,652½,654	Cross Arms,wooden	660,690
Charcoal (M)	652½,654	Crystals,Citrus Fruit Juice	360
Chests of Drawers	660,690	Cupboards	660,690
Chili,ground	(1)	Cylinders,Well Pump	365
China Closets	660,690		
Chloride of Lime Bleach	730	Darso	652,652½,654
Chocolate	360	Derrick Cranes	365
Chocolate Coating	360	Derricks	365
Chops	652,652½,654	Dessert Preparations	360
Chowders	(1)	Disinfectants	730
Citrus Fruit Juice Powders or Crystals	360	Distillers' Grains	652,652½,654
Clamps	365	Doors	660,690
Clamps,Disconnecting,Drilling,Drive or Gas Packing	365	Drain Pipe Solvent	730
Clay,Fire (M)	365	Dressing,Automobile Top (M)	723-727
Clippings	652,652½,654	Dressing,Belt (M)	723-727
Coating,Chocolate	360	Dressing,Salad	(1)
Cocoa	360	Drill Bitheads	365
Cocconut	360	Dry Milk Solids	(1)
Cocconut,prepared	(1)	Durra	652,652½,654
Coffee	360	Dust,Elevator	652,652½,654
Coffee Substitutes	360		
Colorings,Confectioners'	360	Earth,Infusorial	650
Columns	660,690	Eggs,Shelled	360
Compound,anti-freeze (M)	723-727	Egyptian Wheat	652,652½,654
Compound,carbon removing (M)	723-727	Elevator Dust	652,652½,654
Compound,cleansing (M)	723-727	Elevators,Pipe or Sucker Rod	365
Compounds,Cleaning,Scouring or Washing	730	Summer	652,652½,654
Compound,electrical insulating (M)	723-727	Engines (M)	365
		Ether (M)	723-727
		Exterminators,vermin (M)	723-727

Compounds, Flavoring	360	Extracts	360
Compounds, Food Curing, Preserving or Seasoning	360	Extracts, Malt	600
Compounds, Lard	360	Farina	652, 652 <sup>1</sup> , 654
Compounds, Oil Well Drill- ing Mud	365	Feed, Animal	(1) 652, 652 <sup>1</sup> , 654
Compound, paint thinning (M)	723-727	Feed, Barley Hay (M)	652 <sup>1</sup> , 654
		Feed, Bean Straw (M)	652 <sup>1</sup> , 654

(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 OCTOBER 1, 1940

Correction No. 128 Issued by The Railroad Commission of the State of California,  
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INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Feed,Clover	652 $\frac{1}{2}$ ,654	Grate Bars	365
Feed,Gluten	652,652 $\frac{1}{2}$ ,654	Grille Work	660,690
Feed,Mill	652,652 $\frac{1}{2}$ ,654	Grips	365
Feed,Poultry	652,652 $\frac{1}{2}$ ,654	Grit	652 $\frac{1}{2}$ ,654
Feed,Sorghum(M)	652 $\frac{1}{2}$ ,654	Grits	652,652 $\frac{1}{2}$ ,654
Peterita	652,652 $\frac{1}{2}$ ,654	Groats	652,652 $\frac{1}{2}$ ,654
Fig Paste	350	Guides,Wire Line	365
Fig Pulp	350	Gum,Chewing	360
Figs,dried	350,640	Gutters	660,690
Fire Brick(M)	365		
Fire Clay(M)	365	Handles,wooden	365
Fish,cooked,pickled or preserved	(1)	Hand Rails	660,690
Fish,other than fresh or frozen	360	Hay	657,658
Fish Roe	(1)	Heading	660,690
Fittings,Iron or Steel Pipe	365	Heads,Control Casing,Drive Pipe or Casing	365
Fittings,Closet and Pantry	660,690	Hegari	652,652 $\frac{1}{2}$ ,654
Fixtures,Built-in	660,690	Higera	652,652 $\frac{1}{2}$ ,654
Flakes,Brewers'	652,652 $\frac{1}{2}$ ,654	Hominy	(1),652,652 $\frac{1}{2}$ ,654
Flakes,Hominy	652,652 $\frac{1}{2}$ ,654	Hominy Flakes	652,652 $\frac{1}{2}$ ,654
Flavoring Compounds	360	Honey	360,610
Flaxseed	652,654	Honey Box Lumber	660,690
Flour,Bean	653,654	Hooks,Casing,Sucker Rod, Throat or Tubing	365
Flour,Grain	652,652 $\frac{1}{2}$ ,654	Horseradish	360
Flour,Potato	653,654	Hulls	652,652 $\frac{1}{2}$ ,654
Flour,Prepared	653,654	Hulls,cottonseed	652 $\frac{1}{2}$ ,654
Flour,Rice	653,654	Hulls,rice	652 $\frac{1}{2}$ ,654
Flowers,fresh cut	340		
Flues,Boiler	365	Ice	659
Fodder,bean,cane,corn or pea	657,658	Ice Cream	370
Fondant,Candy	360	Icings	360
Food Preparations	360	Insecticides (M)	723-727
Food Preparations,Cereal	655,656	Ironing Boards	660,690
Forges	365	Iron,Plate or Sheet(M)	365
Frames(Blind,screen and door)	660,690		
Frames,Window	660,690	Jacks,Oil Well Pumping	365
Flues,Boiler	365	Jacks,Well Tool	365
Fruit,candied,crystalized, glazed or stuffed	360	Jam	(1)
Fruit,crushed	(1)	Jamba,Door	660,690
Fruit,dried	350,640	Jelly	(1)
Fruit(not dried,evaporated nor fresh)	(1)	Joints,Rotary Tool and Sucker Rod	365
Fruit Juice	600	Juice,Clam	(1)
Fruit Juice Powders or Crystals,Citrus	360	Juice,Fruit	(1)
Fruit Syrup	360	Juice,Tomato	(1)
		Juice,Vegetable	(1)
Cable Ornaments	660,690		
Garlic Chips	(1)	Kafir Corn	652,652 $\frac{1}{2}$ ,654
		Kaoliang	652,652 $\frac{1}{2}$ ,654

Garlic Powder	(1)	Kelp	652 $\frac{1}{2}$ , 654
Gas, petroleum liquefied	723-727	Kitchen Cabinets	660, 690
Gauges, Bit	365		
Gelatine	360	Lacquers	377
Generators, Electric (M)	365	Lard	360, 730
Germ	652, 652 $\frac{1}{2}$ , 654	Lard Compounds	360
Ginger Ale	600	Lard Substitutes	360, 730
Glucose	360	Lath	660, 690
Grain Products as described	652, 652 $\frac{1}{2}$ , 654	Leaves, cactus	657, 658
Grain	652, 652 $\frac{1}{2}$ , 654	Lentils (M)	653, 654
Grains, Brewers'	652, 652 $\frac{1}{2}$ , 654		
Grains, Distillers'	652, 652 $\frac{1}{2}$ , 654		

(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 OCTOBER 1, 1940

Correction No. 129 Issued by The Railroad Commission of the State of California,  
San Francisco, California.

## INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Lime, Chlorinated	730	Meats, cooked, cured or preserved	(1)
Liners	365	Meat other than fresh	360
Liners, Polished Rod	365	Mechanics' Tools (M)	365
Lines, Measuring	365	Medicine Cabinets	660, 690
Links	365	Middlings	652, 652½, 654
Liquid, cigar or cigarette lighter (M)	723-727	Milk (condensed or evaporated)	
Liquors, Malt	360, 600	Liquid	(1)
Liquors, Vinous	360, 600	Milk, dried	652½, 654
Lubricant, Grease Binder	723-727	Milk, flaked	(1), 360
Lumber	660, 690	Milk, malted	360
Lye, Concentrated	730	Milk, powdered	(1), 360
Macaroni	360	Milk, sour skin	652½, 654
Macaroni (M)	653, 654	Milo Maize	652, 652½, 654
Macaroni (prepared)	(1)	Mince Meat	(1)
Machines, Oil Well Pulling	365	Molasses	(1), 652½, 654
Machines, Rotary Drilling	365	Molding, Carpenters'	660, 690
Maize	652, 652½, 654	Molding, Casing	660, 690
Malt	652, 652½, 654	Mud Mixer Parts	365
Malt Sprouts	652, 652½, 654	Mustard	360
Malt Syrup	360	Mustard (prepared)	(1)
Mantel Shelves	660, 690	Noodles	360
Mash	652, 652½, 654	Noodles (M)	653, 654
Meal, Alfalfa	652½, 653, 654	Nuts, edible, shelled	360
Meal, Babassu Nut	652½, 653, 654	Oats	652, 652½, 654
Meal, Bean Straw	652½, 653, 654	Oats, rolled	652, 652½, 654
Meal, Clover	652½, 653, 654	Offal	652, 652½, 654
Meal, Coconut	652½, 653, 654	Oil, cooking	730
Meal, Copra	652½, 653, 654	Oil, Fish (M)	652½, 654
Meal, Corn Germ	652½, 653, 654	Oil, Olive	(1)
Meal, Corn Oil (M)	652½, 654	Oil, (other than medicinal)	
Meal, Cottonseed	652½, 653, 654	(M)	723-727
Meal, Fish	652½, 653, 654	Oil, petroleum medicinal (M)	723-727
Meal, Flaxseed	653, 654	Oil, Salad	(1), 730
Meal, Gluten	652, 652½, 654	Olives	(1)
Meal, (Grain)	652, 652½, 654	Onion Chips	(1)
Meal, Hemp Seed	652½, 653, 654	Onion Powder	(1)
Meal, Kapok Seed	652½, 653, 654	Ornaments, Gable	660, 690
Meal, Linseed	652½, 653, 654	Outfits, insect destroying (M)	723-727
Meal, Meat	652½, 654	Outfits, Oil, Water or Gas Well	365
Meal, Mesquite (M)	652½, 654	Outfits, Wire Line Pumping	365
Meal, Palm	652½, 653, 654	Packers	365
Meal, Palm Kernel	652½, 653, 654	Paint, asphaltic (M)	723-727
Meal, Peanut	652½, 653, 654	Paint, liquid (M)	723-727
Meal, Perilla	653, 654	Paint, liquid or paste	377
Meal, Perilla Seed	652½, 653, 654	Paneling	660, 690
Meal, Rape Seed	652½, 653, 654		
Meal, Rice	652½, 654		
Meal, Safflower Seed	653, 654		

Meal, Sesame Seed	652 $\frac{1}{2}$ , 653, 654	Parts, Boiler (M)	365
Meal, Soya Bean	652 $\frac{1}{2}$ , 653, 654	Parts, Mud Mixer	365
Meal, Sunflower Seed	652 $\frac{1}{2}$ , 653, 654	Paste, Alimentary	360
Meal, Tucum Nut	652 $\frac{1}{2}$ , 653, 654	Paste, Confectioners'	360
Meal, Velvet Bean	652 $\frac{1}{2}$ , 653, 654	Paste, Tomato	(1)
		Peanut Butter	(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 OCTOBER 1, 1940

Correction No. 130 Issued by The Railroad Commission of the State of California,  
San Francisco, California.

INDEX OF COMMODITIES (Continued)			
COMMODITY	Item Number	COMMODITY	Item Number
Pears, fresh	651	Repellents, insect (M)	723-727
Peas, cow	652 <sup>1</sup> / <sub>2</sub> , 654	Rice-and-milk	(1)
Peas, split or whole (M)	653, 654	Rice, Brewers'	728
Peat Moss	652 <sup>1</sup> / <sub>2</sub> , 654	Rice, Cleaned	728
Pectin, Fruit or Vegetable	(1)	Rice, Paddy	728
Pencil Slats	660, 690	Rig Irons	365
Petroleum and Petroleum Products as described in Western Classification	723-727	Rings and Wedges	365
Pickets	660, 690	Rods, Polished or Valve	365
Pickles	(1)	Rods, Pull (M)	365
Pie Preparations	(1)	Rods, Sucker	365
Pilasters	660, 690	Rope (M)	365
Piles	660, 690	Rope, Wire	365
Pimentos	(1)	Rosettes	660, 690
Pins, insulator	660, 690	Running Gears, steam boiler (M)	365
Pins, wooden	365	Rye	652, 652 <sup>1</sup> / <sub>2</sub> , 654
Pipe, cast or wrought iron or steel	365	Saddles, Jack	365
Pipe material, wooden	660, 690	Sago	360
Pipe, plate or sheet iron or steel	365	Sago (M)	653, 654
Pipe, wooden	660, 690	Salt	360, 380
Plugs, Cementing	365	Sand Reels	365
Plugs, Dry Hole	365	Sandwich Spread	(1)
Plywood	660, 690	Sash	660, 690
Poles, Plant	660, 690	Sancos, prepared	(1)
Poles, Telegraph and Telephone	660, 690	Sausage	(1)
Polish, floor (M)	723-727	Sausage Casings	610
Polish, furniture (M)	723-727	Savers, Oil	365
Polish, metal (M)	723-727	Sawdust	660, 690
Polish, Rice	652 <sup>1</sup> / <sub>2</sub> , 654	Scourings	652, 652 <sup>1</sup> / <sub>2</sub> , 654
Polish, vehicle (M)	723-727	Scrap, Fish	652 <sup>1</sup> / <sub>2</sub> , 654
Popcorn	360	Screenings, Alfalfa Seed	652 <sup>1</sup> / <sub>2</sub> , 654
Porch Work	660, 690	Screenings, Bean	652 <sup>1</sup> / <sub>2</sub> , 654
Porter	310, 360, 600	Screenings, Flaxseed	652 <sup>1</sup> / <sub>2</sub> , 654
Posts	660, 690	Screenings, Grain, ground	652, 652 <sup>1</sup> / <sub>2</sub> , 654
Potato Chips	360	Screenings, Grain, unground	652, 652 <sup>1</sup> / <sub>2</sub> , 654
Poultry Litter	652 <sup>1</sup> / <sub>2</sub> , 654	Screenings, Millet	652 <sup>1</sup> / <sub>2</sub> , 654
Powder, Baking or Yeast	360	Screenings, Paddy Rice	652 <sup>1</sup> / <sub>2</sub> , 654
Powders, Citrus Fruit Juice	360	Screenings, Pea	652 <sup>1</sup> / <sub>2</sub> , 654
Power Pumps (M)	365	Screens	660, 690
Powers, Pumping	365	Scroll Work	660, 690
Protectors, Box and Pin	365	Seed, Broom Corn	652, 654
		Seed, Flaxseed	652, 654
		Seed, Hemp	652, 654
		Seed, Melilotus	652 <sup>1</sup> / <sub>2</sub> , 654
		Seed, Millet	652, 654

Prunes (dried)	350,640	Seed, Rape	652,654
Puddings	(1)	Seed, Sorghum	652 $\frac{1}{2}$ ,654
Pulleys, Tug	365	Seed, Sunflower	652 $\frac{1}{2}$ ,654
Pull Rod Blocks, wooden	365	Seed, Sweet Clover	652 $\frac{1}{2}$ ,654
Pulp, Beet	652 $\frac{1}{2}$ ,654	Seed, Vetch	652 $\frac{1}{2}$ ,654
Pulp, Fruit or Vegetable	(1)	Seed, Wild Mustard	652,654
Pumpies	652,652 $\frac{1}{2}$ ,654	Samolina	652,652 $\frac{1}{2}$ ,654
Pumps, Power (M)	365	Shakes	660,690
Puree, Tomato	(1)	Shalls	652,652 $\frac{1}{2}$ ,654
Rails, Hand	660,690	Shavings	660,690
Raisins	350,640	Shellacs	377
Rams, Bit	365	Shells (M)	652 $\frac{1}{2}$ ,654
Ravioli (prepared)	(1)	Shelves	660,690
Red Dog	652,652 $\frac{1}{2}$ ,654	Shelves, Mantel	660,690
Redwood Bark	652 $\frac{1}{2}$ ,654	Shingles	660,690
Reels, Measuring	365	Ship Knees	660,690
Reels, Sand	365		
Relishes (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 OCTOBER 1, 1940

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 131

INDEX OF COMMODITIES (Concluded)

COMMODITY	Item Number	COMMODITY	Item Number
Shoes, Casing	365	Tapioca (M)	653,654
Shook, box or crate	660,690	Tea	360
Shortening	360	Telephone Cabinets	660,690
Shorts	652,652 $\frac{1}{2}$ ,654	Temper Screws	365
Shrock Kafir	652,652 $\frac{1}{2}$ ,654	Templates, Box and Pin	365
Sideboards	660,690	Theft Hole Covers	700-720
Silo Material, wooden	660,690	Ties, railroad	660,690
Sinkboards	660,690	Timbers, mining	660,690
Sink Sets	660,690	Timbers, rough	660,690
Skimmings	652,652 $\frac{1}{2}$ ,654	Tongs, pipe	365
Slips	365	Tonics	600
Smokestacks (M)	365	Tools, Drilling or Fishing	365
Soap	730	Tools, Mechanics (M)	365
Soap, liquid	723-727,730	Towers, Atmospheric Water Cooling	(M)365,660,690
Soap Powder	730	Trucks, Steam Boiler (M)	365
Soda (Beverage)	600	Tubes, Boiler	365
Soda, Washing	730	Tubing, iron or steel, Plate or Sheet, Cast or Wrought	365
Solvent (M)	723-727	Tubs, Cooling	365
Solvent, Drain pipe	730	Underreamers	365
Soups	(1)	Valves (M)	365
Spaghetti	360	Valves, Pump Working Barrel	365
Spaghetti (M)	653,654	Varnish	377
Spaghetti (prepared)	(1)	Vegetables (not dehydrated, dried, evaporated nor fresh)	(1)
Spelt	652,652 $\frac{1}{2}$ ,654	Veneering	660,690
Spices	360	Vermicelli	360
Spiders	365	Vermicelli (M)	653,654
Spindles	660,690	Vermicelli (prepared)	(1)
Sprouts, Malt	652,652 $\frac{1}{2}$ ,654	Vinegar	(1)
Spudding Shoes and Rings	365	Wagons, Casing or Bit	365
Stain, wood (M)	723-727	Wainscoting	660,690
Stair Work	660,690	Washing powders	730
Stakes	660,690	Washing soda	730
Staves	660,690	Water as described	600
Steam Boiler Trucks (M)	365	Wax, automobile, boat, floor or furniture (M)	723-727
Steel, plate or sheet (M)	365	Wedges	365,660,690
Steps, pole, wooden	660,690	Wedges, <del>metal</del>	660,690
Stirrups, Disconnecting	365	Welsh Rarebit	(1)
Stock, battery separator	660,690	Wheat	652,652 $\frac{1}{2}$ ,654
Stools, Window	660,690		
Stout	310,360,600		
Straw	657,658		
Sugar	360,390,740		
	750		
Swabs	365		
Swivels, Hydraulic Rotary	365		
Syrup	360, (1)		
Syrup, Fruit	360		

Syrup, grape juice	600	Wheat, Egyptian	652, 652 $\frac{1}{2}$ , 654
Syrup, Malt	360, 600	Wheels, Band, Bull or Calf	365
Tank Material, wooden	660, 690	Window Seats	660, 690
Tanks, Iron or Steel (M)	365	Wine	400
Tanks, Oil and gas separating (M)	365	Wire Rope (M)	365
Tank Steel (M)	365	Wobblers	365
Tapioca	360	Trenches	365
		Yeast	360

(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 OCTOBER 1, 1940.

Correction No. 132 Issued by The Railroad Commission of the State of California,  
San Francisco, California.



Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
150-B Cancels 150-A	<p style="text-align: center;"><b>MINIMUM CHARGE</b></p> <p>The minimum charge per shipment shall be as follows:</p> <p>(a) In the event the constructive distance from point of origin to point of destination does not exceed 150 miles:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;"><u>Weight of Shipment</u></th> <th style="text-align: right;"><u>Minimum Charge in Cents</u> (Subject to Notes 1 and 2)</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less .....</td> <td style="text-align: right;">40</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds ..</td> <td style="text-align: right;">50</td> </tr> <tr> <td>Over 50 pounds but not over 75 pounds ..</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Over 75 pounds but not over 100 pounds ..</td> <td style="text-align: right;">70</td> </tr> <tr> <td>Over 100 pounds .....</td> <td style="text-align: right;">75</td> </tr> </tbody> </table> <p>NOTE 1.-In no event shall the minimum charge on shipments having point of origin or point of destination on steamship wharves or docks within the Los Angeles Harbor Pick-up and Delivery Zone, as described in Item No. 260 series, be less than \$1.00.</p> <p>◆NOTE 2.-For shipments transported beyond public highways to or from oil or gas well sites the minimum charge shall be \$1.00.</p> <p>(b) In the event the constructive distance from point of origin to point of destination exceeds 150 miles:</p> <p>(1) If classified 1st class or lower, for 100 pounds at the class or commodity rate applicable thereto; or</p> <p>(2) If classified higher than 1st class, for 100 pounds at the 1st class rate; or</p> <p>(3) If shipment contains different articles, and no article is rated higher than 1st class, for 100 pounds at the class or commodity rate applicable to the article taking highest rate; or if any of the articles is rated higher than 1st class, for 100 pounds at the 1st class rate; but</p> <p>(4) In no event shall the minimum charge be less than that computed under the provisions of paragraph (a) of this item.</p>	<u>Weight of Shipment</u>	<u>Minimum Charge in Cents</u> (Subject to Notes 1 and 2)	25 pounds or less .....	40	Over 25 pounds but not over 50 pounds ..	50	Over 50 pounds but not over 75 pounds ..	60	Over 75 pounds but not over 100 pounds ..	70	Over 100 pounds .....	75
<u>Weight of Shipment</u>	<u>Minimum Charge in Cents</u> (Subject to Notes 1 and 2)												
25 pounds or less .....	40												
Over 25 pounds but not over 50 pounds ..	50												
Over 50 pounds but not over 75 pounds ..	60												
Over 75 pounds but not over 100 pounds ..	70												
Over 100 pounds .....	75												
160 8-7-39	<p style="text-align: center;"><b>SPLIT PICK-UP</b></p> <p>The charge for a split pick-up shipment, as defined in Item No. 10(1) series, shall be the charge applicable for transportation of a single shipment of the same kind and quantity of property for the distance from that point of origin of a component part which produces the shortest constructive mileage to point of destination, using the shortest constructive highway route via the points of origin of the several other component parts (or using point-to-point class or commodity rate applying from first point of origin to point of destination via the several points of origin) plus an added charge as provided in Paragraph (1):</p>												

(1) Table of added charges:

Number of Pick-ups	Added Charge
2 .....	150 cents
3 to and including 5 .....	200 cents
6 to and including 10 .....	250 cents
11 or more .....	25 cents per pick-up

(2) At the time of or prior to the first pick-up, the carrier shall be furnished with manifest or written shipping instructions showing the name of each consignor, the point of origin, and the kind and quantity of property in each component part;

(3) No split pick-up shipment shall be accorded split delivery;

(4) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.

(See also Item No. 220 series.)

◆Increase, Decision No.

EFFECTIVE OCTOBER 1, 1940

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

Correction No. 133

Item No. SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

SPLIT DELIVERY

The charge for a split delivery shipment, as defined in Item No. 10(m) series, shall be the lower of (a) the charge applicable to the transportation of a single shipment of the same kind and quantity of property for the distance from point of origin to that point of destination of any component part which produces the shortest constructive highway mileage from point of origin, using the shortest constructive highway route via the points of destination of the several other component parts (or using a point-to-point class or commodity rate applying from point of origin to last point of destination via the several points of destination) plus an added charge as provided in paragraph (1), or (b) the charge applicable to the transportation of a single shipment of the same kind and quantity of property for a distance equal to one-half the shortest constructive highway route from point of origin and return thereto via the several points of destination, plus an added charge as provided in paragraph (1):

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(1) Table of added charges:

Number of Deliveries	Added Charge
2-----	150 cents
3 to and including 5-----	200 cents
6 to and including 10-----	250 cents
11 or more-----	25 cents per delivery

(2) At time of tender of shipment carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the point of destination, and the kind and quantity of property in each component part;

(3) No split delivery shipment shall be accorded split pick-up;

(4) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.

(See also Item No. 230 series.)

STRINGING PIPE

\*175

When the service of stringing (distribution in transit along a line) is performed in connection with the transportation of iron or steel pipe for which the class rates provided in this tariff are applicable, the class rates shall be applied to the point at which the stringing service is commenced. In addition thereto hourly rates provided in Item No. 720 series shall be assessed for the time consumed in performing the stringing service, less ten (10) minutes per ton.

\* Change, Decision No.

EFFECTIVE OCTOBER 1, 1940

Correction No. 147 Issued by The Railroad Commission of the State of California San Francisco, California

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	
	OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES, and Other Articles, viz.:	
		Class Rating
*365	<p>Adapters, Casing, Adjusters and Boards, Arms, Cants, Handles or Pins, Band, Bull or Calf Wheel, wooden, Band, Bull or Calf Wheels or Tug Pulleys, Barrels, Pump Working (Well Pump Cylinders), Bits, Drilling, Blocks, Casing, Crown or Underreamer Dressing, Boiler Flues, Boiler Tubes, Boxes, Oil, Water, Gas Well Derrick or Stuffing, Caps, Sand Line, Casing Shoes, Castings, Swing Post, Catchers, Tubing, Clamps, Disconnecting, Drilling, Drive or Gas Packing, Clamps or Grips, Anchor, Casing, Pipe, Polished Rod or Pull Rod, Compounds, Oil well drilling, mud, Countershafts, Oil Well, Derrick Cranes or Derricks, including necessary equip- ment of ladders, Drill Bitheads, Elevators, Pipe or Sucker Rod, Fittings, Pipe, iron or steel, cast, wrought, plate or sheet, inside diameter 4 inches or greater, Forges, Oil, Water or Gas Well Derrick, Gauges, Bit, Grate, Bars, Guides, wire lines, wooden, Heads, Control Casing, Drive Pipe or Casing, Hooks, Casing, Sucker Rod, Throwoff or Tubing, or Links,</p>	<p>Pipe or Tubing, iron or steel, inside diameter 4 inches or greater: Cast or Wrought, Plate or Sheet, 16 gauge or thicker, Well casing or well drilling, Plugs, Cementing, Plugs, Dry Hole, Powers, Pumping, Protectors, Box and Pin, Pull Rod Blocks, Wooden, Rams, Bit, Reels, Measuring, Rig Irons, including necessary quantity of nails, Rings and Wedges, Rods, Polished or Valve, Rods, Sucker, Saddles, Jack, Sand Reels, Chain Driven, Savers, Oil, Spiders, Liners or Slips, or Spudding Shoes and Rings, Stirrups, Disconnecting, Swabs, Steel and Rubber, Swivels, Hydraulic Rotary, Temper Screws and Parts, Templates, Box and Pin, Thief Hole Covers, Iron, Tongs, Pipe, weighing each 20 pounds or over, Tools, Oil, Water or Gas Well Drilling or Fishing (Covers only such tools as are common- ly known and recognized as Oil, Water or Gas Well Drilling or Fishing Tools and as used under the surface of the ground in the process of drilling an oil, water or gas well), Tubs, Oil, Water or Gas Well Cooling, Underreamers, Valves, Pump Working Barrel, Wagons, Casing or Bit, Wobblers,</p>

Jacks, Oil Well Pumping, or  
 Parts,  
 Jacks, Oil, Water or Gas Well  
 Tool,  
 Joints, Rotary Tool and Sucker  
 Rod,  
 Liners, Polished Rod,  
 Lines, Measuring,  
 Machines, Oil, Water or Gas  
 Well Rotary Drilling, and  
 Parts thereof,  
 Mud Mixer Parts, Iron,  
 Oil Well Pulling Machines,  
 Outfits, Wire Line Pumping,  
 Packers,

Wrenches, Drive Clamp, Sucker  
 Rod or Swivel, also Tool  
 Wrenches weighing each  
 20 pounds or over,

Minimum Weight 20,000 pounds.....  
 Minimum Weight 30,000 pounds.....

130% of A  
 110% of A

The following articles when shipped in mixed shipments with  
 one or more of the articles named above will be subject to  
 ratings provided in this item:

Air Compressors,  
 Anvils,  
 Atmospheric Water Cooling  
 Towers,  
 Belts,  
 Blacksmith's Rotary Blowers,  
 Boiler Fronts,  
 Boiler Parts,  
 Boilers, including Fire  
 Clay for setting,  
 Brick, Fire,  
 Electric Generators,  
 Engines,  
 Fittings, Pipe, iron or steel,  
 cast, wrought, plate or  
 sheet, inside diameter less  
 than 4 inches,  
 Iron or Steel, plate or  
 sheet,

Pipe or Tubing, iron or  
 steel, inside diameter  
 less than 4 inches:  
 Cast or Wrought,  
 Plate or Sheet, 16  
 gauge or thicker,  
 Power Pumps,  
 Pull Rods,  
 Rope,  
 Smokestacks,  
 Steam Boiler Trucks or  
 Running Gears, knocked  
 down,  
 Tanks, iron or steel,  
 knocked down,  
 Tanks, Oil and Gas Separat-  
 ing, Automatic,  
 Tank Steel,  
 Tools, Mechanics' (one box),  
 second-hand (used), not  
 exceeding 1,000 pounds  
 in weight,  
 Valves, iron or brass,  
 Wire Rope.

\*Change, Decision No.

EFFECTIVE OCTOBER 1, 1940

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

Correction No. 134

Second Revised Page ....57

Cancels

First Revised Page .....57

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)																				
*700-B Cancels 700-A	Item cancelled. Item No. 365 series and class rates apply.																					
OIL FIELD TRANSPORTATION																						
<p>Rates in this item apply only for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or casinghead plants, and only when the point of origin is at a well site or within an oilfield and the point of destination is also at a well site or within the same or another oilfield. (See Note 1)</p> <p>Rates in this item apply only for distances not exceeding 35 miles.</p>																						
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Type of Equipment</th> <th style="width: 30%;">(2) Rates in cents per hour</th> </tr> </thead> <tbody> <tr> <td colspan="2">TRUCKS or TRACTORS and SEMI-TRAILERS:</td> </tr> <tr> <td>Less than 3-ton carrying capacity</td> <td style="text-align: right;">300</td> </tr> <tr> <td>Over 3-ton to and including 6-ton carrying capacity</td> <td style="text-align: right;">350</td> </tr> <tr> <td>Over 6-ton carrying capacity</td> <td style="text-align: right;">400</td> </tr> <tr> <td colspan="2">TRAILERS:</td> </tr> <tr> <td>4-Wheel</td> <td style="text-align: right;">100</td> </tr> <tr> <td>6-Wheel</td> <td style="text-align: right;">150</td> </tr> <tr> <td colspan="2">DOLLIES:</td> </tr> <tr> <td>2-Wheel</td> <td style="text-align: right;">100</td> </tr> </tbody> </table>			Type of Equipment	(2) Rates in cents per hour	TRUCKS or TRACTORS and SEMI-TRAILERS:		Less than 3-ton carrying capacity	300	Over 3-ton to and including 6-ton carrying capacity	350	Over 6-ton carrying capacity	400	TRAILERS:		4-Wheel	100	6-Wheel	150	DOLLIES:		2-Wheel	100
Type of Equipment	(2) Rates in cents per hour																					
TRUCKS or TRACTORS and SEMI-TRAILERS:																						
Less than 3-ton carrying capacity	300																					
Over 3-ton to and including 6-ton carrying capacity	350																					
Over 6-ton carrying capacity	400																					
TRAILERS:																						
4-Wheel	100																					
6-Wheel	150																					
DOLLIES:																						
2-Wheel	100																					
(1) *720-A Cancels 720	<p>NOTE 1.-When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.</p> <p>(2) Rates shall be computed on the following basis: loading time, plus double the driving time from point of origin to point of destination, plus unloading time. Minimum Charge, 1 hour.</p> <p>Rates include vehicle and driver. When necessary for carrier to furnish extra help other than driver, such service shall be charged for at a rate of not less than 75 cents per hour per extra man furnished.</p>																					

\*Change, Decision No.

(1) For rates in effect prior to the effective date hereof, see Original Page 66

EFFECTIVE OCTOBER 1, 1940.

Issued by The Railroad Commission of the State of California,  
San Francisco, California  
Correction No. 135

Second Revised Page ....58  
 Cancels  
 First Revised Page .....58  
 And Original Page .....66-A

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
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\*Item No. 700-A shown on First Revised Page 58 cancelled. Item No. 365 series and class rates apply.

(Applies in connection with rates making specific reference hereto)

PETROLEUM or PETROLEUM PRODUCTS, viz.:

Petroleum or Petroleum Products, including compounded oils or greases having a petroleum base, as described under that heading in Western Classification.

Asphalt (Asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish) or solid.

Gas, Petroleum Liquefied, compressed.

Lubricant, Grease Binder (lubricating grease having a petroleum base, combined with cotton, jute or wool or other binder, not oiled waste).

In straight or mixed shipments or in mixed shipments containing not to exceed 50 per cent by weight of articles named in Note 1.

NOTE 1.-

(1)  
723  
11-18-39

- |   |   |
|---|---|
| <p>Candles,<br/>         Cement (mineral), pipe fitting,<br/>         Compound, anti-freeze, liquid,<br/>         Compound, carbon removing,<br/>         Compound, cement, concrete, stucco or masonry water-proofing, liquid,<br/>         Compound, electrical insulating,<br/>         Compound, cleaning, liquid (shipping container may also contain one hand sprayer for each inner container packed therein),<br/>         Compound, paint thinning,<br/>         Compound, radiator cleaning, dry,<br/>         Compound, rust preventing or removing,<br/>         Compound, type cleaning, liquid,<br/>         Dressing, automobile top, liquid,<br/>         Dressing, belt, liquid,<br/>         Ether (petroleum), not butyric,<br/>         Exterminators, vermin,<br/>         Insecticides,</p> | <p>Liquid, cigar or cigarette lighter,<br/>         Oil (other than medicinal),<br/>         Oil, petroleum, medicinal,<br/>         Outfits, insect destroying (liquid insecticides with tin hand sprayers in same packages),<br/>         Paint, asphaltum,<br/>         Paint, liquid,<br/>         Polish, floor,<br/>         Polish, furniture,<br/>         Polish, metal, liquid,<br/>         Polish, vehicle,<br/>         Repellents, insect,<br/>         Soap, liquid,<br/>         Solvent,<br/>         Stain, wood, liquid,<br/>         Wax, automobile, boat, floor or furniture (shipping container may also contain one cleaning or polishing cloth for each inner container packed therein).</p> |
|---|---|

\*Change, Decision No.

(1) For item in effect prior to the effective date hereof, see Original Page 66-A

EFFECTIVE OCTOBER 1, 1940

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

Correction No. 136

First Revised Page ....59  
 Cancels  
 Original Page .....59  
 And Original Page .....66-B

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
*710-A Cancels 710	Item cancelled. Item No. 365 series and class rates apply.	
	<p>(Applies in connection with rates making specific reference hereto)</p> <p style="text-align: center;">DESCRIPTION OF ORIGIN GROUPS</p> <p>GROUP "A"- Mileage basing point Pinole.            Avon, Martinez, Oakland, Oleum, Pinole, 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, easterly along Sunset Boulevard to the western city limits of Beverly Hills, northerly, easterly and southerly along the city limits of Beverly Hills to Doherty Road, easterly along Doherty 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, southerly along Vermont Avenue to Sunset Boulevard, southeasterly along 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 along Marguerite Street to West Avenue 32, southeasterly along West Avenue 32 to Edwards Avenue, southwesterly along Edwards</p>	

(1)  
 724  
 11-18-39



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.

\*Change, Decision No.

(1) For item in effect prior to the effective date hereof, see Original Page 66-B.

EFFECTIVE OCTOBER 1, 1940

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

Correction No. 137

First Revised Page....60  
 Cancels  
 Original Page.....60  
 and Original Page.....66-C

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 pounds					
		*Item No. 710 shown on Original Page 60 cancelled. Item No. 365 series and class rates apply.						
	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.							
	PETROLEUM AND PETROLEUM PRODUCTS, as described in Item No. 723 series.							
	MILES		RATES		MILES		RATES	
	(See Note 1)		MINIMUM WEIGHT		(See Note 1)		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	260	33	28½
	15	20	6½	5½	260	280	34½	30
	20	25	6½	5½	280	300	36	31½
	25	30	7	6½	300	325	38½	33½
	30	35	7	6½	325	350	41	35½
	35	40	7½	7	350	375	43½	37½
	40	45	8	7	375	400	46	39½
(1) 725 11-18-39	45	50	8½	7½	400	425	49	41½
	50	60	9	8½	425	450	52	43½
	60	70	10	9½	450	475	55	45½
	70	80	12	10½	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				
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.

(1) For rates in effect prior to the effective date hereof, see Original Page 66-C.

EFFECTIVE OCTOBER 1, 1940

Correction No. 138 Issued by The Railroad Commission of the State of California,  
San Francisco, California.

First Revised Page .... 61  
 Cancels  
 Original Page ..... 61  
 And Original Page ..... 66-D

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3 COMMODITY RATES (Continued) In cents per 100 pounds			
	COMMODITY	FROM	TO	RATE MINIMUM WEIGHT 20,000 30,000 Pounds Pounds
*Item No. 710 shown on Original Page 61 cancelled. Item No. 365 series and class rates apply.				
(2) 726 11-18-39	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. 250 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. 250 series)	(1)36 (1)31½
(1) Subject to Item No. 900 series.				
* Change, Decision No. (2) For rates in effect prior to the effective date hereof, see Original Page 66-D.				
EFFECTIVE OCTOBER 1, 1940				
Issued by The Railroad Commission of the State of California, San Francisco, California.				
Correction No. 139				

First Revised Page....62

Cancels

Original Page.....62  
and Original Page....66-E

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3. COMMODITY RATES (Continued) In Cents per 100 Pounds						
	*Item No. 710 shown on Original Page 62 cancelled. Item No. 365 series and class rates apply.						
	<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			
				Column A	Column B	Column C	
(4) 727 11-18-39	Column 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	
			Madeline	--	--	(3)29	
			Alturas	50	30	(3)30	
	Column B rates apply on: Petroleum Crude Oil, Petroleum Fuel Oil, Petroleum Gas Oil, Minimum weight 30,000 pounds.	Group "A" Points as described in Item No. 724 series.	Susanville	--	29	----	
			Westwood	--	29	----	
			Viewland	--	--	(3)26	
		Sacramento	Ravendale	--	--	(3)28	
			Madeline	--	--	(3)29	
			Alturas	--	30	(3)30	
	Column C rates apply on: Asphalt (asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish),	Group "B" Points as described in Item No. 724 series.	Wendel	Susanville)	33	29	----
				Westwood, )	--	30	----
		San Diego		Susanville)	69	40	(1)45
Westwood, )				--	--	(2)41	
Campo				--	10	--	
Jacumba Hot Springs				13	10	--	
Plaster City				13	12	13	
		El Centro	13	13	13		
		Holtville	13	13	13		
		Imperial	13	13	--		
		Calxico	13	13	--		
		Calipatria	14	14	--		
		Westmorland	14	14	--		
		Brawley	14	14	--		

Minimum weight 30,000 pounds except as noted; solid, minimum weight 40,000 pounds except as noted.

NOTE 1.-Column A rates will not apply on articles for which rates are provided in Column B nor on Asphalt.

Niland Fuller	15	15	--
Colorado	20	--	--

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

\* Change, Decision No.

- (4) For rates in effect prior to the effective date hereof, see Original Page 66-E

EFFECTIVE OCTOBER 1, 1940

Correction No. 140

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

First Revised Page....63  
 Cancels  
 Original Page.....63  
 And Original Page.....66-F

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In cents per 100 Pounds
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\*Item No. 710 shown on Original Page 63 cancelled. Item No. 365 series and class rates apply.

RICE, viz.:  
 Brewers',  
 Cleaned, whole or broken (including rice screenings),  
 Paddy (rough),  
 See Item No. 653 $\frac{1}{2}$  series for Application of Rates in this item.

MILES		(1) RATES					
		Minimum Weight in Pounds					
But not Over	over	Any Quantity	2,000	4,000	10,000	20,000	30,000
0	3	22	17	14	4 $\frac{1}{2}$	3 $\frac{1}{2}$	3
3	5	22	17	14	5 $\frac{1}{2}$	4 $\frac{1}{2}$	4
5	10	23	18	14	6	5	4 $\frac{1}{2}$
10	15	24	19	15	6 $\frac{1}{2}$	5	4 $\frac{1}{2}$
15	20	26	20	16	7	5	4 $\frac{1}{2}$
20	25	26	22	16	8	5 $\frac{1}{2}$	5
25	30	27	22	17	8 $\frac{1}{2}$	5 $\frac{1}{2}$	5
30	35	27	23	18	9	6	5 $\frac{1}{2}$
35	40	29	25	18	10	6	5 $\frac{1}{2}$
40	45	30	26	18	10	6 $\frac{1}{2}$	5 $\frac{1}{2}$
45	50	31	27	19	11	6 $\frac{1}{2}$	5 $\frac{1}{2}$
50	60	32	29	20	12	7	6
60	70	33	31	22	13 $\frac{1}{2}$	8	7
70	80	34	34	22	15	9	8
80	90	35	—	23	16	10	8 $\frac{1}{2}$
90	100	37	—	25	17	11	9 $\frac{1}{2}$
100	110	38	—	26	18	12	11
110	120	38	—	27	19	13	11 $\frac{1}{2}$
120	130	40	—	28	20 $\frac{1}{2}$	14	12
130	140	41	—	28	21 $\frac{1}{2}$	15	12 $\frac{1}{2}$
140	150	42	—	30	22 $\frac{1}{2}$	16	13 $\frac{1}{2}$
150	160	43	—	31	23 $\frac{1}{2}$	17	14 $\frac{1}{2}$
160	170	44	—	33	24 $\frac{1}{2}$	17 $\frac{1}{2}$	15 $\frac{1}{2}$
170	180	46	—	34	25 $\frac{1}{2}$	18	16
180	190	46	—	34	26 $\frac{1}{2}$	19	17
190	200	48	—	36	28	19 $\frac{1}{2}$	17 $\frac{1}{2}$
200	220	50	—	38	29 $\frac{1}{2}$	21	19
220	240	52	—	40	31 $\frac{1}{2}$	23	20 $\frac{1}{2}$
240	260	54	—	42	33 $\frac{1}{2}$	24 $\frac{1}{2}$	22 $\frac{1}{2}$
260	280	57	—	45	36	26	24
280	300	59	—	47	38	28	25 $\frac{1}{2}$
300	325	61	—	50	40 $\frac{1}{2}$	30	27 $\frac{1}{2}$
325	350	63	—	51	43	32	29 $\frac{1}{2}$
350	375	66	—	54	45 $\frac{1}{2}$	34 $\frac{1}{2}$	31 $\frac{1}{2}$
375	400	68	—	56	48	36 $\frac{1}{2}$	33

(3)  
 728-A  
 Cancels  
 728  
 1-16-40

400	425	70	—	58	51	38½	34½
425	450	72	—	61	53½	40½	36½
450	475	74	—	62	56	42½	38
475	500	77	—	65	58½	45	39½
500	525	79	—	67	63½	47	41½
525	550	82	—	70	66	49	43
550	575	83	—	72	68	51	44½
575	600	86	—	74	70	53	46½
600	625	88	—	76	72	55	48
625	650	90	—	78	74	57½	49½
650	675	93	—	81	77	59½	51½
675	700	94	—	83	79½	61½	53
(1) Exception to mileage rates					(2)5	(2)4	(2)3½
<p>(2) Applies only for transportation within Imperial Valley Irrigation District for distances of 10 miles or less, or for distances of more than 10 miles when movement is to a team track or to an established depot.</p> <p>(3) For rates in effect prior to the effective date hereof, see First Revised Page 66-F. * Change, Decision No.</p>							
EFFECTIVE OCTOBER 1, 1940							
Issued by The Railroad Commission of the State of California, San Francisco, California.							
Correction No. 141							



First Revised Page....64

Cancel

Original Page.....64

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3			COMMODITY RATES (Continued) In Cents per 100 Pounds
*Item No. 710 shown on Original Page 64 cancelled. Item No. 365 365 series and class rates apply.				
	Soap, Lard, and Related Articles, viz.: Acid, Boracic, Borax (Sodium Borate), Compounds, Cleaning, Scouring or Washing, Disinfectants, other than medicinal, Drain Pipe Solvent, Lime, Chlorinated (Chloride of Lime Bleach or Bleaching Power), Lye, concentrated, Soap, Soap Chips, Soap, liquid, Soap Powder, Sodium (Soda), viz.: washing Soda (washing crystals), washing Powders, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Oil, cooking, Oil, salad, ----- Minimum Weight 30,000 Pounds.	SAN FRAN- CISCO TERRI- TORY as described in Item No. 270 series SACRA- MENTO (See Item No. 260 series)	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270 series,	(1) (2) 26
(1) Subject to Item No. 900 series. (2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rate shown: (a) When refrigeration service is furnished, an additional charge shall be made of not less than 1½ cents per 100 pounds. (b) For loading or unloading other than tailgate loading or tailgate unloading - 2 cents per 100 pounds. (c) For other accessorial charges, see Items Nos. 140 and 180 series.				
*Change, Decision No. (3) For rates in effect prior to the effective date hereof, see Original Page 67.				
EFFECTIVE OCTOBER 1, 1940 Issued by The Railroad Commission of the State of California San Francisco, California Correction No. 142				

(3)  
730  
8-7-39

First Revised Page.....65

Cancel

Original Page.....65

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3			COMMODITY RATES (Continued) In Cents per 100 Pounds								
* Item No. 710 shown on Original Page 65 cancelled. Item No. 365 series and class rates apply.												
<table border="1"> <thead> <tr> <th data-bbox="286 755 748 768">COMMODITY</th> <th data-bbox="748 755 953 768">FROM</th> <th data-bbox="953 755 1209 768">TO</th> <th data-bbox="1209 755 1511 768">RATE</th> </tr> </thead> <tbody> <tr> <td data-bbox="286 872 748 950">Sugar, minimum weight 30,000 pounds</td> <td data-bbox="748 781 953 1054">SAN FRAN- CISCO (See Item No. 260 series)  CROCKETT</td> <td data-bbox="953 781 1209 1054">LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270 series</td> <td data-bbox="1209 872 1511 950">(1) (2) (3)  25.</td> </tr> </tbody> </table>					COMMODITY	FROM	TO	RATE	Sugar, minimum weight 30,000 pounds	SAN FRAN- CISCO (See Item No. 260 series)  CROCKETT	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270 series	(1) (2) (3)  25.
COMMODITY	FROM	TO	RATE									
Sugar, minimum weight 30,000 pounds	SAN FRAN- CISCO (See Item No. 260 series)  CROCKETT	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270 series	(1) (2) (3)  25.									
(4) 740-A Cancels 740 8-7-39	<p>(1) Subject to Item No. 900 series.</p> <p>(2) When accessorial services are rendered by carrier in connection with shipments moving under rate in this item the following charges shall be in addition to rate shown:</p> <p>(a) For loading or unloading other than tailgate loading or tailgate unloading - 2 cents per 100 pounds.</p> <p>(b) For other accessorial charges see Items Nos. 140 and 180 series.</p> <p>(3) Item No. 170 series will apply in connection with rate in this item only when the weight of each component part is not less than 10,000 pounds.</p>											
<p>* Change, Decision No.</p> <p>(4) For rates in effect prior to the effective date hereof see First Revised Page 68</p>												
EFFECTIVE OCTOBER 1, 1940												
<p>Issued by The Railroad Commission of the State of California, San Francisco, California</p>												

Correction No. 143

First Revised Page .....66  
 Cancels  
 Original Page .....66  
 And Original Page .....68-A

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In cents per 100 pounds		
	Over	But not Over	10,000	20,000	35,000
	*For Item No. 720 formerly shown on Original Page 66, see Second Revised Page 57.				
	SUGAR				
	MILES		MINIMUM WEIGHT IN POUNDS		
	Over	But not Over	10,000	20,000	35,000
	0	3	6½	4	3
	3	5	7	4½	3½
	5	10	7½	5	4
	10	15	8	5½	4½
	15	20	8½	6	5
	20	25	9	6½	5½
	25	30	10	7	6
	30	35	10½	7½	6½
	35	40	11	8	7
	40	45	12	8½	7½
	45	50	12½	9	8
	50	60	14	10½	9
	60	70	15½	11½	10
	70	80	17	13	11
	80	90	18½	14	12
(1) 750 8-7-39	90	100	20	15½	12½
	100	110	21	16½	13½
	110	120	22½	18	14½
	120	130	23½	19	15½
	130	140	24½	20½	16½
	140	150	25½	21½	17½
	150	160	26½	23	18½
	160	170	27½	24	19½
	170	180	28½	25½	20½
	180	190	30	27	21½
	190	200	31	28	22½
	200	220	33	30	24½
	220	240	35	31½	26½
	240	260	37	33½	28½
	260	280	39	35	30
	280	300	41½	37	31½
	300	325	44	39	33½
	325	350	46	41½	35½
	350	375	48½	44	37½
	375	400	51	46	39½

400	425	53 $\frac{1}{2}$	48 $\frac{1}{2}$	41 $\frac{1}{2}$
425	450	56	51	43 $\frac{1}{2}$
450	475	58 $\frac{1}{2}$	53	45 $\frac{1}{2}$
475	500	61	55 $\frac{1}{2}$	47 $\frac{1}{2}$
500	525	63 $\frac{1}{2}$	58	49 $\frac{1}{2}$
525	550	66	60	51 $\frac{1}{2}$
550	575	68 $\frac{1}{2}$	62 $\frac{1}{2}$	53 $\frac{1}{2}$
575	600	70 $\frac{1}{2}$	65	55 $\frac{1}{2}$
600	625	73	67	57 $\frac{1}{2}$
625	650	75 $\frac{1}{2}$	69 $\frac{1}{2}$	59 $\frac{1}{2}$
650	675	78	72	61 $\frac{1}{2}$
675	700	80 $\frac{1}{2}$	74	63 $\frac{1}{2}$

\*Change, Decision No.  
 (1) For rates in effect prior to the effective date hereof, see Original  
 Page 68-A.

EFFECTIVE OCTOBER 1, 1940

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

Correction No. 144

First Revised Page....67

    Cancels

\*Original Page.....67

    And

Original Page.....69

HIGHWAY CARRIERS' TARIFF NO. 2

SECTION No. 4

ROUTING

Routing in this section applies in connection with rates in Section No. 2 and Section No. 3 of this tariff making specific reference hereto

\* For Item No. 730 shown on Original Page 67, see First Revised Page 64.

For provisions in effect prior to the effective date hereof, see Original Page 69.

EFFECTIVE OCTOBER 1, 1940

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

Correction No. 145

Second Revised Page....68

Cancel

\* First Revised Page ....68

and

First Revised Page ....70

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 4	ROUTING
(1) 900-A Cancels 900		<p>When applied via the following highway routes, rates making specific reference to this item are intermediate in application. They apply at all points located within a distance of one mile on either side of the highway and at all points located within incorporated cities through which the highway route passes.</p>
		<p>(The following routes apply in either direction)</p>
		<p>Route No. 1: From San Francisco Territory, as described in Item No. 270 series, via U.S. Highway No. 40 to Crockett, State Highway No. 4 to its junction with County Road 1.4 miles north of Byron, said County Road through Byron to its junction with U.S. Highway No. 50 3.9 miles west of Tracy, U.S. Highway No. 50 to its junction with State Highway No. 120 5.0 miles west of Manteca, State Highway No. 120 to Manteca, thence via U.S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p>
		<p>Route No. 2: From San Francisco Territory, as described in Item No. 270 series, via U.S. Highway No. 50 to its junction with State Highway No. 120 5.0 miles west of Manteca, State Highway No. 120 to Manteca, thence via U.S. Highway No. 99 to Los Angeles Basin Territory, as described in Item No. 270 series.</p>
		<p>Route No. 3: From San Francisco Territory, as described in Item No. 270 series, via Niles Canyon Highway through Sunol, Pleasanton and Livermore to its junction with U.S. Highway No. 50 east of Livermore, U.S. Highway No. 50 to its junction with State Highway No. 120 5.0 miles west of Manteca, State Highway No. 120 to Manteca, thence via U.S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p>
		<p>Route No. 4: From San Francisco Territory, as described in Item No. 270 series, via U.S. Highway No. 101 to Gilroy, State Highway No. 152 through Los Banos to its junction with U.S. Highway No. 99 north of Madera, thence via U.S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p>
<p>Route No. 5: From Sacramento (see Item No. 260 series) via U.S. Highway No. 99 to Los Angeles Basin Territory, as described in Item No. 270 series.</p>		
<p>Route No. 6: From San Francisco Territory, as described in Item No. 270 series, via U.S. Highway No. 101 to its junction with State Highway No. 118 4.0 miles southeast of Ventura, thence via (a) State Highway No. 118 through Chatsworth, or (b) U.S. Highway No. 101 through Girard, or (c) U.S. Highway No. 101 to its junction with U.S. Highway No. 104, Alternate, at El Rio, thence via U.S. Highway No. 101, Alternate, through Oxnard to Los Angeles Basin Territory as described in Item No. 270 series.</p>		

Route No. 7: From San Francisco Territory, as described in Item No. 270 series, via Routes 1, 2 or 3 to the junction of U.S. Highway No. 50 and State Highway No. 33, 3 miles east of Tracy; thence via State Highway No. 33 to Los Banos; thence via State Highway No. 152 to its junction with U.S. Highway No. 99 north of Madera; thence via Route 1, 2 or 3 beyond.

END OF TARIFF

\* For Item No. 740-A shown on First Revised Page 68, see First Revised Page 65.  
(1) For item in effect prior to the effective date hereof, see First Revised Page 70.

EFFECTIVE OCTOBER 1, 1940

Correction No. 146 Issued by The Railroad Commission of the State of California,  
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