

Decision No. 33265

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4246

ORIGINAL

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

Case No. 4434

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

An adjourned hearing was held in these proceedings before Examiner Davis in San Francisco on September 12, 1940, for the purpose of affording a hearing herein to certain highway carriers and city carriers who had not previously had an opportunity to be heard respecting the subject matter of these proceedings, minimum rates, rules and regulations applicable to all other highway carriers and city carriers having been heretofore established herein by Decision No. 32608, as amended.¹ The parties for whom such hearing was held include those who first obtained permits as radial highway common

¹ Decision No. 32608 of December 5, 1939, in the above entitled proceedings reestablished minimum rates and rules and regulations for the transportation of petroleum and petroleum products in bulk in tank truck equipment between points in California by radial highway common carriers, highway contract carriers and carriers as defined in Chapter 312, Statutes 1935, as amended, (herein referred to as "city carriers") which rates and rules and regulations were previously established by Decision No. 32220 in Cases Nos. 4079, 4191, 4249 and 4250. The reestablished rates and rules and regulations were promulgated in the form of a loose-leaf tariff entitled City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6, which was attached to said Decision No. 32608 as Appendix "C" thereof. Decision No. 32608 has been subsequently modified, supplemented and amended by Decisions Nos. 32747, 32965 and 33022.

carriers, highway contract carriers, or city carriers, between June 6, 1940 and August 28, 1940, inclusive, and certain other radial highway common carriers, highway contract carriers and city carriers who obtained permits prior to that time but who had not previously been afforded an opportunity to be heard herein. The record shows that the Order Instituting Investigation herein was duly served on and notice of said hearing herein duly given all such carriers.

Evidence was introduced at the hearing, based upon studies of rates and costs of operation, that the minimum rates and charges and the rules and regulations established by said Decision No. 32608, as amended, and as set forth in City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6, as modified, supplemented, and amended, are just, reasonable and nondiscriminatory for all highway carriers and city carriers, including those carriers hereinabove referred to as well as those previously subject thereto. No criticism was made of the propriety of those minimum rates and charges, rules and regulations and no reason was advanced why they should not be applied as minimum by said carriers. The minimum rates and charges and rules and regulations contained in said City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6, are based upon favorable conditions affecting the various types of operation and appear to be equally proper for the carriers for whom this hearing was provided as for the others.

We therefore conclude that the minimum rates, charges, and accessorial charges, and the ratings, rules, and regulations established in and by Decision No. 32608, as supplemented, amended, and modified, and as set forth in said City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6, should be established for and made applicable by all highway carriers and all city carriers.

Good cause appearing,

IT IS HEREBY ORDERED that the findings and orders in said Decision No. 32608, as supplemented, amended and modified by the findings and orders in Decisions Nos. 32747, 32965 and 33022 be and they

are hereby adopted as the findings and orders herein, to be observed by all radial highway common carriers, highway contract carriers, and city carriers who obtained permits between the dates of June 6, 1940, and August 28, 1940, inclusive, and by all radial highway common carriers, highway contract carriers and city carriers listed in Appendix "A" hereof, and a copy of each of said decisions (including the appendix or appendices thereto, if any) is attached hereto and is hereby referred to and made a part hereof.

IT IS HEREBY FURTHER ORDERED that any and all supplements to and modifications and amendments of said Decision No. 32608 hereafter made in these proceedings shall be, and shall be deemed to constitute, supplement to or modification or amendment of this decision also, without express reference to this decision therein, and all radial highway common carriers, highway contract carriers, and city carriers who obtained permits between the dates of June 6, 1940, and August 28, 1940, inclusive, and all radial highway common carriers, highway contract carriers and city carriers listed in Appendix "A" hereof, are hereby ordered and directed to observe and comply with any and all such supplements, modifications and amendments of said Decision No. 32608, as though this decision were expressly supplemented, modified and amended thereby.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 24 day of October, 1940.

Ray L. Carey
James P. Sullivan
Robert W. Johnson
J. H. Dettl
Justin J. Carver
Commissioners.

APPENDIX "A"

Hittie Robinson, as co-partner of,
dba Hittie & Gilbert Robinson
H. B. Aronson, as co-partner of,
dba H. B. & Nels Aronson
V. Colarossi
Candelario M. Felix
Frank Casillas
W. H. Colburn, as co-partner of,
dba Monterey Peninsula Transfer Co.
Paul J. Larne,
dba Globe Van & Storage Co.
Elwin Mann
J. C. Thom, as co-partner of,
dba J. C. Thom and T. W. Dunn
J. R. Westfall
Joe Padilla
Frank Boksic
Massena Gump, co-partner,
dba Rose Duggan & Massena Gump
J. L. Bannister,
dba Globe Van & Storage
B. T. Oglesby
Sam C. Sharp
Tom Croddy

Decision No. 33022.

BEFORE THE
RAILROAD COMMISSION
OF THE
STATE OF CALIFORNIA

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

Case No. 4246

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

Case No. 4434

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

In Decision No. 32965 of April 2, 1940, the Commission found justified a proposal of Seaside Oil Company that rates for the transportation of so-called "black oils" from Oriskany to points within a specified territory in Ventura County be based upon the mileage from and to the specific points of origin and destination rather than from and to the mileage basing points listed in Item No. 40 series of City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6.¹ However, the tariff pages issued for the purpose of making effective the aforesaid finding do not indicate clearly that the mileage basing points are to be disregarded in connection with destination points as well as with origin points. New pages will be adopted by the order herein for the purpose of clarifying the tariff in this respect.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Decision No. 32608 of December 5, 1939, as amended, in the above entitled proceedings, be and it is hereby further amended by substituting in City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6 (Appendix "C" of said decision) the following revised pages, which are attached hereto and by this reference made a part hereof:

Third Revised Page 8 cancels Second Revised Page 8 and First Revised Page 8.

First Revised Page 8-A cancels Original Page 8-A.

IT IS HEREBY FURTHER ORDERED that in all other respects said Decision No. 32608, as amended, shall remain in full force and effect.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 23rd day of April, 1940.

RAY L. RILEY,
FRANK R. DEVLIN,
RAY C. WAKEFIELD,
C. C. BAKER,
JUSTUS F. CRAEMER,
Commissioners.

¹The tariff referred to names minimum rates, rules and regulations for the transportation of petroleum and petroleum products in bulk in tank truck equipment by highway and city carriers. It was issued by the Commission as Appendix "C" of Decision No. 32608, of December 5, 1939, in the above entitled proceeding.

| Item No. | SECTION NO. 1 | | RULES AND REGULATIONS (Continued) |
|--|---|----------------------|---|
| | APPLICATION OF TARIFF—TERRITORIAL GROUPS | | |
| | <p>▲ Rates from or to (but not between) all points in the groups described in this item shall be the rates in Section 2 of this tariff applicable from or to the mileage basing points designated in connection with the groups. (Subject to exception provided in Note 1, Item No. 45 series.) (See Item No. 60 series.)</p> <p>Groups 2 to 13, inclusive, include unnamed points situated on the shortest highway route or shortest rail route between any two named points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 per cent, points on such circuitous route shall not be included.</p> <p>Rates in this tariff applying from or to Sacramento will also apply from or to West Sacramento.</p> | | |
| | GROUP NO. | MILEAGE BASING POINT | GROUP POINTS |
| | 1 | San Francisco | San Francisco. |
| | 2 | Pinole | Avon, Martinez, Oakland, Oleum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo. |
| | 3 | Coalinga | Coalinga, Crump, LeRoy, Ora. |
| | 4 | Bakersfield | Bakersfield, Maltha, Mopeco, Oil Center, Oil City, Oildale, Seguro. |
| | 5 | Taft | Bowerbank, Buttonwillow, Conner, Fellows, Hazelton, Kerto, Lokern, Maricopa, McKittrick, Midoil, Millux, Olig, Pentland, Rio Bravo, Shale, Taft. |
| 40-C Cancels 40-A and 40-B | 6 | Compton | Alamitos Heights, Alla, Bixby, Burnett, Compton, Crutcher, Dominguez Junction, Downey, East Long Beach, El Segundo, Huntington Beach, Hyde Park, Hynes, Inglewood, Lawn, Long Beach, Los Angeles (except as provided in Item No. 50 series), Los Nietos (Los Angeles County), Machado, Montebello, Naples, Playa del Rey, Pico, Rioco, San Pedro, Santa Fe Springs, Sherman Junction, St. Helens Spur, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot. |
| | 7 | Carpinteria | Carpinteria, Chrisman, Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom. |
| | 8 | Fillmore | Bardsdale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe. |
| | 9 | Avenal | Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County). |
| | 10 | Lost Hills | Belridge, Blackwell's Corner, Lost Hills, North Belridge, South North Belridge. |
| | 11 | Weed Patch | Arvin, Edison, Giffen, Harperton, Mountain View (Kern County), Vaccaro, Weed Patch. |
| | 12 | Poso Creek | Kern Front, Mount Poso, Poso Creek. |
| | 13 | Brea | Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, Oleo, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda. |
| | *14 | *♦Orcutt | All territory located within the boundaries described in Note 2, Item No. 45 series. (See Note.) NOTE.—Group 14 territory includes the following points: Betteravia, Bicknell, Casmalia, Cat Canyon, Divide, Garey, Gates, Gato Ridge, Guadalupe, Harriston, Los Alamos, Orcutt, Palmer, Point Sal, Port Petrol, Roadmate, Santa Maria, Siquoc. |
| <p>▲ Change, neither increase nor reduction, Decision No. 33022. * Change, Decision No. 32965. ↓ Reduction ♦ Increase</p> | | | |
| EFFECTIVE MAY 16, 1940 | | | |
| Correction No. 11 | Issued by The Railroad Commission of the State of California, San Francisco, California. | | |

| Item No. | SECTION NO. 1 RULES AND REGULATIONS (Continued) |
|--------------------------------------|---|
| 45-A Cancels 45 | <p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL GROUPS (Continued)</p> <p>‡ NOTE 1.—In computing charges for the transportation of black oils as described in Item No. 30 series from Chrisman to points located within the following described territory mileages will be computed from Chrisman ▲ to point of destination.</p> <p>Commencing at the intersection of U. S. Highway No. 101 and U. S. Highway No. 399 at Ventura, thence northerly along U. S. Highway No. 399 to Wheelers Hot Springs (including the highway extending approximately 1.8 miles to Buena Ventura Hot Springs), returning along U. S. Highway No. 399 to Meiners Oaks, southeasterly along the county road extending from Meiners Oaks to Ojai, southeasterly along State Highway No. 150 to Santa Paula, easterly along State Highway No. 126 to Piru, returning along State Highway No. 126 approximately .8 miles to Torry Road, southerly along Torry Road to McGregor Road, westerly along McGregor Road and Guiverson Road to State Highway No. 23, southerly along State Highway No. 23 to its junction with U. S. Highway No. 101 approximately .5 miles west of Newton Oaks, westerly along U. S. Highway No. 101 to Camarillo, southerly and westerly along Oxnard Road to Wood Road, southerly along Wood Road to Hueneme Road, westerly and northerly along Hueneme Road and its prolongation via Hueneme and Hollywood-by-the-Sea to Hollywood Beach, northerly along McGrath Road to 5th Avenue, easterly along 5th Avenue to Oxnard, northerly along Oxnard Boulevard and Vineyard Avenue to El Rio, northwesterly along U. S. Highway No. 101 to point of beginning; and including also a strip of territory 1½ miles wide immediately adjoining and circumscribing the above described boundary.</p> <p>NOTE 2.—Group 14 boundaries, including both sides of highways named: Beginning at the point where the Santa Maria River runs into the Pacific Ocean, thence easterly along the south bank of the Santa Maria River to its junction with the Sisquoc River, southeasterly along the Sisquoc River to a bridge approximately 2 miles southeast of Sisquoc, southerly along the Foxen Canyon Road to Canada de Los Alisos Road, southwesterly along Canada de Los Alisos Road to U. S. Highway No. 101, westerly along U. S. Highway No. 101 to Los Alamos, westerly along State Highway toward Harriston to a point where said highway crosses Los Alamos Creek, westerly along the north bank of Los Alamos Creek to its junction with San Antonio Creek, westerly along the north bank of San Antonio Creek to the Pacific Ocean, northerly along the coast line to point of beginning.</p> |
| | <p>‡ Reduction, Decision No. 32965. ▲ Change, neither increase nor reduction, Decision No. 33022.</p> |
| <p>EFFECTIVE MAY 16, 1940</p> | |
| <p>Correction No. 12</p> | <p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p> |

Decision No. 32965

BEFORE THE
RAILROAD COMMISSION
OF THE
STATE OF CALIFORNIA

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

Case No. 4246

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

Case No. 4434

DECLASSIFIED BY 6032 JAL/STP/STW

the Commission presented a bill to amend the
act of July 24, 1916, entitled "An Act to
authorize the Commission to acquire land
for the National Academy of Sciences."
The bill was passed by the Commission on
July 24, 1916, and is now pending in the
Senate.

Case No. 4343

of July 24, 1916, entitled "An Act
to authorize the Commission to acquire
land for the National Academy of Sciences."
The bill was passed by the Commission on
July 24, 1916, and is now pending in the
Senate.

Case No. 4344

STATE OF CALIFORNIA

1916

LEGISLATIVE COMMISSION

BEFORE ME

Division No. 23802

BY THE COMMISSION:

SUPPLEMENTAL OPINION

The above entitled proceedings collectively involve rates for the transportation of property within California by common, radial highway common, highway contract and city carriers. This decision deals with proposed modifications of minimum rates, rules and regulations established by prior orders herein for the transportation of petroleum and petroleum products in bulk.¹

Addition of a New Territorial Group to the Petroleum Tariff

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

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

A traffic representative of Richfield Oil Corporation testified in support of the proposal. He urged that it be approved by the Com-

¹ Rates for the transportation of petroleum and petroleum products in bulk were originally established in Cases Nos. 4079, 4191, 4243 and 4250. By Decision No. 43498, of December 5, 1939, these rates were reestablished in Cases Nos. 4216 and 4234, highway carrier and city carrier rates being set forth in Highway Carriers' Tariff No. 6 and City Carriers' Tariff No. 5 (Appendix "C" of said decision). Evidence relative to the modifications here involved was received before Commissioner Wakefield and Examiner Bryant at Los Angeles and before Commissioner Baker at San Francisco, except as to those matters which are indicated as not requiring a public hearing.

mission in order that all shippers in the area might be accorded a parity of rates on shipments moving from, to or between points lying within the group. Union Oil Company of California, Tide Water Associated Oil Company and Gilmore Oil Company also voiced their approval of the proposal. No one objected to its adoption.

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

**Petition of Seaside Oil Company for
Modification of Rates from Chrisman**

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

Chrisman is located on the southern edge of Group 7, the mileage basing point of which group is Carpinteria. The majority of destinations involved in the proposal are located within the adjacent Group 8, the mileage basing point of which is Fillmore. Petitioner seeks a modification which would permit the computation of mileages directly from Chrisman to the individual points of destination, the resulting mileages and rates being lower in most instances than those accruing by use of the basing points.

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

It was testified that highway carriers now performing transportation from Chrisman concur in the proposal; that there are no other refineries in Group 7 shipping into the territory involved in competition with the Chrisman refinery; and that refineries in other groups have

been informed of the proposal and have offered no objection. It was asserted, in addition, that Seaside Oil Company would be compelled to acquire and operate its own trucks in this transportation if the modification sought were not made.

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

Use of Actual Weights on Asphalt and Road Oil

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

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

The witness stated that while the commodities in question generally weigh slightly less than the basis of 7.75 pounds per gallon as now provided, the reduction in carriers' revenue which would result from use of actual weights would be small, and would be more than

*The petitioners are General Petroleum Corporation of California, Gilmore Oil Company, Richfield Oil Corporation, Shell Oil Company, The Petrol Corporation, Tide Water Associated Oil Company and Union Oil Company of California. As explained in footnote 1 the asphalt rates were originally established in Case No. 4219 and the hearing on this proposal was had in that proceeding.

offset by savings resulting from elimination of time lost in endeavoring to ascertain the number of gallons transported. He pointed out also that rail rates for the transportation of asphalt and road oil are generally assessed upon the basis of actual rather than assumed weights, and declared that this difference between rail and truck provisions caused complication and confusion in applying highway rates based upon rail rates, or upon combinations of truck and rail rates.

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

The record is convincing that the minimum rates, rules and regulations heretofore established for the transportation of asphalt and road oil by highway carriers in tank truck equipment should be revised to provide for the assessment of charges upon the basis of actual weight rather than upon the basis of 7.75 pounds per gallon.² The proposed modification will be adopted.

Establishment of a Commodity Rate to Meet Interstate Competition

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

²In hearings which preceded establishment of the present rates several of the petitioners here before the Commission urged that one estimated weight be adopted for all of the black oils including asphalt and road oil. However, it now definitely appears that as a result of their later experience the oil companies have concluded that their previous testimony in this regard was in error, and that the estimated weight basis as applied to these two commodities is unsatisfactory and economically unworkable.

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

As previously stated, by Decision No. 32608, *supra*, the minimum rates theretofore contained in Decision No. 32220, in Cases Nos. 4079, 4191, 4249 and 4250, were incorporated in City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6. However, the order issued in said Decision No. 32608 did not specifically recite that it cancelled and superseded said Decision No. 32220. The order herein will so provide.

ORDER

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

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

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

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

IT IS HEREBY FURTHER ORDERED that increases in published rates or charges of common carriers, required to be made as a result of the tariff amendments provided in the preceding ordering paragraph, shall be made effective on the effective dates of the

respective amendments, on not less than ten (10) days' notice to the Commission and to the public; and that reductions in published rates or charges resulting from this order may be made effective on or after the effective date of the respective amendments, if the common carrier so elects; on not less than ten (10) days' notice to the Commission and to the public.

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

This order shall become effective on the date hereof.

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

RAY L. RILEY,
FRANK R. DEVLIN,
RAY O. WAKEFIELD,

33080

C. C. BAKER,
JUSTUS F. CRAEMER,
Commissioners.

Commissioners of the Public Utilities Commission, State of California.

San Francisco, California, April 2, 1940.

ORDER OF THE PUBLIC UTILITIES COMMISSION.

IN RE: Application of the California Telephone Corporation for an order of the Commission authorizing the Corporation to increase its rates for telephone service.

AND

IN RE: Application of the California Telephone Corporation for an order of the Commission authorizing the Corporation to increase its rates for telephone service.

AND

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IN RE: Application of the California Telephone Corporation for an order of the Commission authorizing the Corporation to increase its rates for telephone service.

| Item No. | SECTION NO. 3 | RATES In cents per 100 pounds | | |
|---|---|---|--|------|
| | <p>◆ Rates in this item apply only from railhead to railhead and are not subject to intermediate application except at unnamed points intermediate to destination points named in this item via rail routes shown in Item No. 320 series. See Item No. 40 series for description of numbered Territorial Groups.</p> | | | |
| | COMMODITY | FROM | TO | RATE |
| *300-A. Cancels 300 | Refined Petroleum Products as described in Item No. 30 series. | Groups 1 and 2 Stockton | Alturas | 39 |
| | | | | 39 |
| | | Group 3 | Susanville | 42 |
| | | Group 4 | | 45 |
| | | Group 6 | | 53 |
| | | Group 11 | | 46 |
| | | Sacramento West Sacramento | | 26½ |
| | | ◆ South Vallejo Stockton | | 33 |
| | | Groups 1 and 2 | Westwood | 35 |
| | | Group 6 | Calexico Calipatria El Centro Fuller Holtville Niland Westmoreland | 28 |
| | | San Diego | | 20 |
| San Diego | 20 | | | |
| <p>◆ Increase ↓ Reduction * Change, Decision No. 32965.</p> | | | | |
| EFFECTIVE APRIL 2, 1940 | | | | |
| Correction No. 3 | Issued by The Railroad Commission of the State of California, San Francisco, California. | | | |

| Item No. | SECTION NO. 3 | | RATES (Continued) | | |
|----------|--|---|---|--------------------------------|----------|
| | | | In cents per 100 pounds | | |
| | ♦ Rates in this item apply only from railhead to railhead and are not subject to intermediate application except at unnamed points intermediate to destination points named in this item via rail routes shown in Item No. 320 series. See Item No. 40 series for description of numbered Territorial Groups. | | | | |
| | COMMODITY | FROM | TO | RATES | |
| | | | | Column A | |
| | | | | Column B | |
| | | Groups 1 and 2 | | 30 | 30 |
| | | Groups 3, 4, 5 and 11 | | 35 | 35 |
| | | Lyoth Sacramento Stockton Tracy | Alturas | 30 | 30 |
| | | San Diego | Calxico Calipatria El Centro Fuller Holtville Niland Westmoreland | 14½ | 14½ |
| | | | Colorado | 20 | -- |
| | | Group 6 San Diego | Jacumba Hot Springs | 19 10 | 19 -- |
| | | Groups 1 and 2 | | -- | 29 |
| | | Groups 3, 4 and 11 | | -- | 34 |
| | | Lyoth Sacramento Stockton Tracy | Madeline | -- | 29 |
| | | Groups 1 and 2 | | -- | 28 |
| | | Groups 3, 4 and 11 | | -- | 32 |
| | | Lyoth Sacramento Stockton Tracy | Ravendale | -- | 28 |
| | | Groups 1 and 2 | | 29 | 25 |
| | | Groups 3 and 4 | | 34 | 30 |
| | | Group 5 | | 34½ | 30 |
| | | Group 11 | | 34 | 30 |
| | | Lyoth | Susanville | 29 | 25 |
| | | Sacramento West Sacramento | | 22½ | 22½ |
| | | Stockton | | 28 | 25 |
| | | Tracy | | 29 | 25 |
| | | Groups 1 and 2 | | -- | 26 |
| | | Groups 3, 4 and 11 | | -- | 31 |
| | | Lyoth Sacramento Stockton Tracy | Viewland | -- | 26 |
| | | ♦ Increase * Change, Decision No. 32965. | | EFFECTIVE APRIL 2, 1940 | |
| | Correction No. 4 | Issued by The Railroad Commission of the State of California, San Francisco, California. | | | |

*310-A
 Cancels
 310

COLUMN "A"
 Rates apply on:
 Crude Oil,
 Fuel Oil,
 Gas Oil,
 as described in
 Item No. 30
 series.

COLUMN "B"
 Rates apply on:
 Asphalt.

| Item No. | SECTION NO. 3 | RATES (Concluded) | | |
|--|--|---|------------|---------------------------|
| *320-A Cancels 320 | APPLICATION OF RATES TO UNNAMED POINTS ▲ Table of routes governing the application of rates to unnamed rail points intermediate to destination points named in items making specific reference hereto. | | | |
| | NAME OF RAILROAD | | ROUTES | |
| | | | BETWEEN | AND |
| | Southern Pacific Company | | Stacy | Westwood Alturas |
| | | | Calexico | Colorado |
| | | | Calipatria | Westmoreland Holtville |
| | San Diego and Arizona Eastern Ry. Co. | | Campo | El Centro |
| Holton Inter-Urban Railway Company | | El Centro | Holtville | |
| * Change, Decision No. 32965. ▲ Change, neither increase nor reduction. | | | | |
| END OF TARIFF | | | | |
| EFFECTIVE APRIL 2, 1940 | | | | |
| Correction No. 5 | | Issued by The Railroad Commission of the State of California, San Francisco, California. | | |

4498

| Item No. | SECTION NO. 1 RULES AND REGULATIONS (Continued) |
|--|--|
| 50 | <p align="center">APPLICATION OF TARIFF—TERRITORIAL GROUPS (Concluded)</p> <p>Group 6 as described in Item No. 40 series does not include points situated within that portion of the city of Los Angeles lying north of the following boundary line: Starting at the Pacific Ocean and the projected line of Sunset Boulevard, easterly along said projected line and Sunset Boulevard to the western city limits of Beverly Hills, northerly, easterly and southerly along the city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, south on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, southeasterly on the northeasterly line of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwestly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.</p> |
| 60 | <p align="center">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in Decision No. 31605, dated December 27, 1938, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246, as amended, or as may be amended, subject to the following exception:</p> <p>EXCEPTION.—Distances between points situated within that portion of the City of Los Angeles lying north of the boundary line described in Item No. 50 series shall be the constructive distance from point of origin to point of destination.</p> |
| *70-A Cancels 70 | <p align="center">COMPUTATION OF CHARGES—ESTIMATED WEIGHTS</p> <p>(a) The weight of commodities described under heading "Refined Petroleum Products" in Item No. 30 series shall be computed upon the basis of 6.6 pounds per gallon.</p> <p>◆(b) The weight of commodities described under heading "Black Oils" in Item No. 30 series shall be computed upon the basis of 7.75 pounds per gallon, except that the weight of asphalt and road oil shall be actual weight.</p> |
| *80-A Cancels 80 | <p align="center">▲MINIMUM CHARGE</p> <p>The minimum charge for shipments in tank trucks, tank trailers, tank semi-trailers, or in any combination of such vehicles, shall be computed upon the full legal carrying capacity of the tank or tanks, subject to Notes 1 and 2.</p> <p>NOTE 1.—In no event shall the transportation charges on shipments of commodities other than asphalt and road oil be less than those applicable upon shipments of 3,000 gallons.</p> <p>NOTE 2.—In no event shall the transportation charges on shipments of asphalt and road oil be less than those applicable upon shipments of 23,250 pounds.</p> |
| <p>*Change, Decision No. 32985. ↓ Reduction. ◆ Increase. ▲ Change, neither increase nor reduction.</p> | |
| <p align="right">EFFECTIVE MAY 16, 1940</p> | |
| Correction No. 6 | Issued by The Railroad Commission of the State of California, San Francisco, California. |

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

*Change, Decision No. 32965.

EFFECTIVE MAY 16, 1940

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

Correction No. 7

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

*Change, Decision No. 32965.

EFFECTIVE MAY 16, 1940

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

Correction No. 8

| Item No. | SECTION NO. 1 | RULES AND REGULATIONS (Continued) | |
|--------------------------------|--|-----------------------------------|---|
| | APPLICATION OF TARIFF—TERRITORIAL GROUPS | | |
| | <p>Rates from or to (but not between) all points in the groups described in this item shall be the rates in Section 2 of this tariff applicable from or to the mileage basing points designated in connection with the groups. (See exception in Group 7.) (See Item No. 60 series.)</p> <p>Groups 2 to 13, inclusive, include unnamed points situated on the shortest highway route or shortest rail route between any two named points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 per cent, points on such circuitous route shall not be included.</p> <p>Rates in this tariff applying from or to Sacramento will also apply from or to West Sacramento.</p> | | |
| | GROUP NO. | MILEAGE BASING POINT | GROUP POINTS |
| | 1 | San Francisco | San Francisco. |
| | 2 | Pinole | Avon, Martinez, Oakland, Oleum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo. |
| | 3 | Coalinga | Coalinga, Crump, LeRoy, Ora. |
| | 4 | Bakersfield | Bakersfield, Maltha, Mopeco, Oil Center, Oil City, Oildale, Seguro. |
| | 5 | Taft | Bowerbank, Buttonwillow, Conner, Fellows, Hazelton, Kerto, Lokern, Maricopa, McKittrick, Midoil, Millux, Olig, Pentland, Rio Bravo, Shale, Taft. |
| *40-B Cancels 40-A | 6 | Compton | Alamitos Heights, Alla, Bixby, Burnett, Compton, Crutcher, Dominguez Junction, Downey, East Long Beach, El Segundo, Huntington Beach, Hyde Park, Hynes, Inglewood, Lawn, Long Beach, Los Angeles (except as provided in Item No. 50 series), Los Nietos (Los Angeles County), Machado, Montebello, Naples, Playa del Rey, Pico, Rioco, San Pedro, Santa Fe Springs, Sherman Junction, St. Helens Spur, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot. |
| | 7 | Carpinteria | Carpinteria, Chrisman (except black oils as provided in Note 1, Item No. 45 series), Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom. |
| | 8 | Fillmore | Bardadale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe. |
| | 9 | Avenal | Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County). |
| | 10 | Lost Hills | Belridge, Blackwell's Corner, Lost Hills, North Belridge, South North Belridge. |
| | 11 | Weed Patch | Arvin, Edison, Giffen, Harperton, Mountain View (Kern County), Vaccaro, Weed Patch. |
| | 12 | Poso Creek | Kern Front, Mount Poso, Poso Creek. |
| | 13 | Brea | Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, Oleo, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda. |
| | 14 | ♦♦Orcutt | All territory located within the boundaries described in Note 2, Item No. 45 series. (See Note.) NOTE.—Group 14 territory includes the following points: Betteravia, Bicknell, Casmalia, Cat Canyon, Divide, Garey, Gates, Gato Ridge, Guadalupe, Harriston, Los Alamos, Orcutt, Palmer, Point Sal, Port Petrol, Roadamite, Santa Maria, Sisquoc. |
| | | * Change, Decision No. 32965. | ‡ Reduction. |
| | | | ◆ Increase. |
| EFFECTIVE MAY 16, 1940. | | | |
| Correction No. 9 | Issued by The Railroad Commission of the State of California, San Francisco, California. | | |

| Item No. | SECTION NO. 1 RULES AND REGULATIONS (Continued) |
|-------------------------------|--|
| *45 | <p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL GROUPS (Continued)</p> <p>▲NOTE 1.—In computing charges for the transportation of black oils as described in Item No. 30 series from Chrisman to points located within the following described territory mileages will be computed from Chrisman:</p> <p>Commencing at the intersection of U. S. Highway No. 101 and U. S. Highway No. 399 at Ventura, thence northerly along U. S. Highway No. 399 to Wheelers Hot Springs (including the highway extending approximately 1.8 miles to Buena Ventura Hot Springs), returning along U. S. Highway No. 399 to Meiners Oaks, southeasterly along the county road extending from Meiners Oaks to Ojai, southeasterly along State Highway No. 150 to Santa Paula, easterly along State Highway No. 126 to Piru, returning along State Highway No. 126 approximately .8 miles to Torry Road, southerly along Torry Road to McGregor Road, westerly along McGregor Road and Guiverson Road to State Highway No. 23, southerly along State Highway No. 23 to its junction with U. S. Highway No. 101 approximately .5 miles west of Newton Oaks, westerly along U. S. Highway No. 101 to Camarillo, southerly and westerly along Oxnard Road to Wood Road, southerly along Wood Road to Hueneme Road, westerly and northerly along Hueneme Road and its prolongation via Hueneme and Hollywood-by-the-Sea to Hollywood Beach, northerly along McGrath Road to 5th Avenue, easterly along 5th Avenue to Oxnard, northerly along Oxnard Boulevard and Vineyard Avenue to El Rio, northwesterly along U. S. Highway No. 101 to point of beginning; and including also a strip of territory 1½ miles wide immediately adjoining and circumscribing the above described boundary.</p> <p>NOTE 2.—Group 14 boundaries, including both sides of highways named: Beginning at the point where the Santa Maria River runs into the Pacific Ocean, thence easterly along the south bank of the Santa Maria River to its junction with the Sisquoc River, southeasterly along the Sisquoc River to a bridge approximately 2 miles southeast of Sisquoc, southerly along the Foxen Canyon Road to Canada de Los Alisos Road, southwesterly along Canada de Los Alisos Road to U. S. Highway No. 101, westerly along U. S. Highway No. 101 to Los Alamos, westerly along State Highway toward Harriston to a point where said highway crosses Los Alamos Creek, westerly along the north bank of Los Alamos Creek to its junction with San Antonio Creek, westerly along the north bank of San Antonio Creek to the Pacific Ocean, northerly along the coast line to point of beginning.</p> |
| | <p>* Change, Decision No. 32965. ▲ Reduction.</p> |
| EFFECTIVE MAY 16, 1940 | |
| Correction No. 10 | Issued by The Railroad Commission of the State of California, San Francisco, California. |

IT IS HEREBY ORDERED that Decision No. 32608 of December 5, 1939, in the above entitled proceedings be and it is hereby amended by adding to Appendix "A" thereof the following item:

"Item No. 55—Application of Rates from and to West Sacramento.

Rates in this appendix applying from or to Sacramento will also apply from or to West Sacramento."

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

First Revised Page 8 Cancels Original Page 8

First Revised Page 10 Cancels Original Page 10

IT IS HEREBY FURTHER ORDERED that in all other respects said Decision No. 32608 shall remain in full force and effect.

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

Dated at Los Angeles, California, this 23rd day of January, 1940.

RAY L. RILEY,
FRANK R. DEVLIN,
RAY C. WAKEFIELD,
JUSTUS F. CRAEMER,
Commissioners.

Decision No. 32747

BEFORE THE
RAILROAD COMMISSION
OF THE
STATE OF CALIFORNIA

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

Case No. 4246

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

Case No. 4434

RAILROAD COMMISSION
OF THE
STATE OF CALIFORNIA

...to be considered in the light of the fact that the Commission has no authority to grant a modification of the minimum rates heretofore established for transportation of petroleum and petroleum products in bulk in tank equipment, to provide that rates applying from and to Sacramento will also apply from and to West Sacramento. The Commission is of the opinion that the petitioners' request is not warranted.

...The Commission is of the opinion that the petitioners' request is not warranted. The Commission is of the opinion that the petitioners' request is not warranted. The Commission is of the opinion that the petitioners' request is not warranted.

...
BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

By appropriate petition The Western Pacific Railroad Company and Sacramento Northern Railway Company seek a modification of the minimum rates heretofore established for transportation of petroleum and petroleum products in bulk in tank equipment, to provide that rates applying from and to Sacramento will also apply from and to West Sacramento.¹ Petitioners allege that West Sacramento constitutes an integral part of the Sacramento industrial area; that a number of industries located in West Sacramento are engaged in the same character of business as industries located in Sacramento; and that a petroleum distribution plant will soon be established at West Sacramento and products distributed therefrom in competition with Sacramento distributors. They point out, moreover, that Sacramento rates heretofore have been extended to apply from and to West Sacramento in connection with transportation of general merchandise and lumber and forest products.

Interested parties have advised the Commission by letter that they have no objection to the granting of this petition. This does not appear to be a matter in which a public hearing is necessary. The application will be granted.

Through clerical error Item No. 100 of the tariff providing pumping charges carries incorrect reference to petroleum crude oil rate items. Correct item numbers will be substituted. Also, by Decision No. 32220 in Case No. 4079 highway carriers were permitted to apply lower common carrier bulk petroleum rates for the same transportation without observing minimum weight provisions applicable thereto. However, the rules governing the application of bulk petroleum rates, as re-established in these proceedings, were inadvertently modified to require that highway carriers observe common carrier minimum weights in applying lower common carrier rates. The rules involved will be modified.

Therefore, good cause appearing,

¹The minimum rates involved were established by Decision No. 32120 in Cases Nos. 4079, 4191, 4249 and 4250, but were adopted in the above entitled proceedings by Decision No. 32608 of December 5, 1919. In the latter decision rates for highway carriers were promulgated in a tariff designated as Highway Carriers' Tariff No. 6 and City Carriers' Tariff No. 5.

| Item No. | SECTION NO. 1 | RULES AND REGULATIONS (Continued) | |
|------------------------------------|--|---|--|
| | APPLICATION OF TARIFF—TERRITORIAL GROUPS | | |
| | <p>Rates from or to (but not between) all points in the groups described in this item shall be the rates in Section 2 of this tariff applicable from or to the mileage basing points designated in connection with the groups. (See Item No. 70 series.)</p> <p>Groups 2 to 13, inclusive, include unnamed points situated on the shortest highway route or shortest rail route between any two named points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 per cent, points on such circuitous route shall not be included.</p> <p>* Rates in this tariff applying from or to Sacramento will also apply from or to West Sacramento.</p> | | |
| | GROUP NO. | MILEAGE BASING POINT | GROUP POINTS |
| | 1 | San Francisco | San Francisco. |
| | 2 | Pinole | Avon, Martinez, Oakland, Oleum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo. |
| | 3 | Coalinga | Coalinga, Crump, LeRoy, Ora. |
| | 4 | Bakersfield | Bakersfield, Maltha, Mopeco, Oil Center, Oil City, Oildale, Seguro. |
| | 5 | Taft | Bowerbank, Buttonwillow, Conner, Fellows, Hazelton, Kerto, Lokern, Maricopa, McKittrick, Midoil, Millux, Olig, Pentland, Rio Bravo, Shale, Taft. |
| 40-A Cancels 40 | 6 | Compton | Alamitos Heights, Alla, Bixby, Burnett, Compton, Crutcher, Dominguez Junction, Downey, East Long Beach, El Segundo, Huntington Beach, Hyde Park, Hynes, Inglewood, Lawn, Long Beach, Los Angeles (except as provided in Item No. 50 series), Los Nietos, Machado, Montebello, Naples, Playa del Rey, Pico, Risco, San Pedro, Santa Fe Springs, Sherman Junction, St. Helens Spur, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot. |
| | 7 | Carpinteria | Carpinteria, Chrisman, Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom. |
| | 8 | Fillmore | Bardsdale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe. |
| | 9 | Avenal | Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County). |
| | 10 | Lost Hills | Belridge, Blackwell's Corner, Lost Hills, North Belridge, South North Belridge. |
| | 11 | Weed Patch | Arvin, Edison, Giffen, Harperton, Mountain View (Kern County), Vaccaro, Weed Patch. |
| | 12 | Poso Creek | Kern Front, Mount Poso, Poso Creek. |
| | 13 | Brea | Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, Oleo, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda. |
| * Change—Decision No. 32747. | | | |
| EFFECTIVE FEBRUARY 12, 1940 | | | |
| Correction No. 1. | | Issued by The Railroad Commission of the State of California, San Francisco, California. | |

| Item No. | SECTION NO. 1 RULES AND REGULATIONS (Continued) |
|--|---|
| 90 | <p style="text-align: center;">STOPPING IN TRANSIT</p> <p>Shipments shall be subject to an additional charge of \$4.50 for each stop in transit to partially unload. Charges will be collected on the weight of the entire shipment from point of origin to the highest rated point of delivery.</p> |
| *100-A Cancels 100 | <p style="text-align: center;">PUMPING</p> <p>Rates provided in this tariff do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier, a charge of $\frac{3}{4}$ of one cent per 100 pounds will be made. (See Exception.)</p> <p>▲ EXCEPTION.—When pumping is performed in connection with the transportation of petroleum crude oil under Column B rates provided in Item No. 210 series, or under rate provided in Item No. 230 series, a charge of $\frac{1}{3}$ of one cent per 100 pounds will be made.</p> |
| 110-A Cancels 110 | <p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Note 1.)</p> <p>* NOTE 1.—When the common carrier rate used is subject to minimum weight different from the minimum weight determined in accordance with the provisions of Item No. 80 series, the lesser minimum weight may be observed.</p> |
| 120-A Cancels 120 | <p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies. (See Notes 1 and 2.)</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>NOTE 1.—If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 5 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be.</p> <p>* NOTE 2.—When the common carrier rate used is subject to minimum weight different from the minimum weight determined in accordance with the provisions of Item No. 80 series, the lesser minimum weight may be observed in connection with such common carrier rate.</p> |
| <p>▲ Change, neither increase nor reduction. * Change—Decision No. 32747.</p> <p style="text-align: right;">EFFECTIVE FEBRUARY 12, 1940</p> | |
| <p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 2</p> | |

APPENDIX "B"

SHIPPING ORDERS AND FREIGHT BILLS

1911 1912 1913 1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100

Decision No. 32608

BEFORE THE
RAILROAD COMMISSION
OF THE
STATE OF CALIFORNIA

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

Case No. 4246

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

Case No. 4434

APPENDIX "B"

SHIPPING ORDER AND FREIGHT BILL

Bill No. _____

Permit No. _____

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

Point of Origin _____ Date _____, 193__

Shipper _____ Consignee _____

Street Address _____ Street Address _____

City _____ City _____

| Packages | Kind | Description of Commodities | **Weight | Rate | Charges |
|----------|------|----------------------------|----------|------|---------|
| | | | | | |

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

RECEIVED
RAILROAD COMMISSION
OF THE
STATE OF CALIFORNIA

0116-0108-0

0116-0108-0

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

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

| From | To | Rates in Cents Per 100 Pounds |
|--------------------|--|-------------------------------|
| Group 6 | Niland, Imperial, Sandia, Fuller, Meloland, Holtville, Heber, Calexico and El Centro | 28 |
| Group 1 Group 2 | Westwood | 35 |
| Group 2 | Treasure Island (See Note 1) | 5 |
| Group 2 | Petaluma (See Note 2) | 7 1/2 |

NOTE 1: Rate expires December 31, 1939. Rate is subject to a minimum weight of 60,000 pounds.
NOTE 2: Rate is subject to a minimum weight of 60,000 pounds.

(END OF APPENDIX "A")

BY THE COMMISSION:

OPINION

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

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

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

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

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

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

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

5. That rates, charges, rules, and regulations for transportation by common carrier railroad corporations of refined liquid petroleum products in bulk in tank equipment, lower in volume and effect than those set forth in Appendix "A" hereof, are and will be for the future just, reasonable, and sufficient rates, charges, rules, and regulations for such transportation by common carrier railroad corporations; except that where the minimum rates and charges for any transportation by highway common carriers, radial highway common carriers, contract carriers, or city "carriers" shown in Appendix "C" hereof are lower than those set forth in Appendix "A" hereof for the same transportation, then for such transportation rates and charges and rules and regulations no lower in volume or effect than those set forth in said Appendix "C" are and will for the future be just, reasonable, and sufficient rates, charges, rules, and regulations for such transportation by common carrier railroad corporations.

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

ITEM No. 60—DIVERTED SHIPMENTS AND RETURNED SHIPMENTS (Concluded)

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

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

ITEM No. 70—RATES IN CENTS PER 100 POUNDS (See Item No. 50 for Exceptions.)

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

ITEM No. 60—APPLICATION OF RATES—GROUP POINTS (Continued)

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

(c) Subject to paragraphs (d), (e), (f) and (g) of this item, the rates named in this appendix are subject to the shortest resulting mileage via any public highway route computed in accordance with the constructive mileage plan provided in Decision No. 31605 of December 27, 1938, as amended, in Case No. 4083, Part "N," Case No. 4145 and Case No. 4216.

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

| Group | Basing Point |
|-------|---------------|
| 1 | San Francisco |
| 2 | Pindole |
| 3 | Coalinga |
| 4 | Bakersfield |
| 5 | Taft |
| 6 | Compton |
| 7 | Carpinteria |
| 8 | Fillmore |
| 9 | Avenal |
| 10 | Lost Hills |
| 11 | Weedpatch |
| 12 | Poso Creek |
| 13 | Brea |

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

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

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

ITEM No. 60—DIVERTED SHIPMENTS AND RETURNED SHIPMENTS

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

IT IS HEREBY ORDERED:

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

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

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

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

(5) That all common carrier railroad corporations maintaining rates and charges lower in volume or effect than those set forth in Appendix "A", attached hereto and by this reference made a part hereof, be and they are hereby ordered and directed to cancel such rates and charges, rules and regulations on or before twenty (20) days after the effective date of this order on not less than five (5) days' notice to the Commission and to the public and establish in their stead rates, charges, rules and regulations no lower in volume

or effect than those set forth in said Appendix "A", provided, however, that where the minimum rates and charges for any transportation by highway common carriers, radial highway common carriers, contract carriers, or city "carriers" shown in Appendix "C" hereof are lower than those set forth in Appendix "A" hereof for the same transportation, then common carrier railroad corporations may publish and maintain for the said transportation rates, charges, rules and regulations no lower in volume and effect than those set forth in said Appendix "C".

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

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

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

ITEM No. 50—APPLICATION OF RATES—GROUP POINTS (Continued)

limits of Beverly Hills, northerly along the western city limits of Beverly Hills to the northern city limits of Beverly Hills, easterly along the northern city limits of Beverly Hills to the eastern city limits of Beverly Hills, southerly along the eastern city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, south on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, southeasterly on the northeasterly line of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.

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

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

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

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

Group 11. Weedpatch, Edison, Arvin, Mountain View (Kern County), Giffen, Vaccaro and Harperton.

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

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

ITEM No. 10—APPLICATION OF RATES

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

ITEM No. 20—APPLICATION OF RATES—COMMODITIES

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

ITEM No. 30—COMPUTATION OF CHARGES

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

ITEM No. 40—MINIMUM WEIGHT

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

ITEM No. 50—APPLICATION OF RATES—GROUP POINTS

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

- Group 1. San Francisco.
- Group 2. Pinole, Oakland, Richmond, Rodeo, Oleum, Port Costa, Martinez, Avon and Port Chicago.
- Group 3. Coalinga, LeRoy, Ora and Crump.
- Group 4. Bakersfield, Seguro, Maltha, Oil City, Mopeco, Oildale and Oil Center.
- Group 5. Taft, Maricopa, McKittrick, Conner, Fellows, Hazelton, Midoil, Kerte, Millux, Pentland, Shale, Lokern, Button-willow, Bowerbank and Rio Bravo and Olig.
- Group 6. Compton, Signal Hill, Watson, Wilmington, El Segundo, East Long Beach, Los Angeles (subject to Note 1), Machado, Huntington Beach, Naples, Rioco, Hynes, Bixby, St. Helena Spur, Thenard, Los Nietos, Santa Fe Springs, Vinvale, Vernon, Burnett, Lawn, Wingfoot, Mamitos Heights, Alla, Torrance, Downey, Dominguez Junction, Inglewood, Sherman Junction, Playa del Rey, Hyde Park, Long Beach, San Pedro, Wildasin, Venice, Crutcher, Montebello, Pico and Whittier.

Note 1: Group 6 does not include points situated within that portion of the city of Los Angeles lying north of the following boundary line: Starting at the junction of the Pacific Ocean and Sunset Boulevard, east on Sunset Boulevard to the western city

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

Dated at San Francisco, California, this 5th day of December, 1939.

RAY C. WAKEFIELD,
FRANK R. DEVLIN,
RAY L. RILEY,
C. C. BAKER,
JUSTUS F. CRAEMER,
Commissioners.

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APPENDIX "A"

NAMING

REASONABLE AND SUFFICIENT RATES

for

COMMON CARRIERS BY RAILROAD

For the Transportation of

LIQUID PETROLEUM PRODUCTS

in

TANK CARS

Between

POINTS IN THE STATE OF CALIFORNIA

Appendix "C"
of
Decision No. 32608
In Cases Nos. 4246 and 4434
Issued by
The Railroad Commission
of the
State of California

**Consisting of a Tariff naming minimum rates,
rules and regulations for the transportation
of Petroleum and Petroleum Products (as
described herein) over the Public
Highways within the State of
California**

by
Radial Highway Common Carriers
Highway Contract Carriers
and
City Carriers

**City Carriers' Tariff No. 5
Highway Carriers' Tariff No. 6**

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF

PETROLEUM AND PETROLEUM PRODUCTS

(AS DESCRIBED HEREIN)

WHEN TRANSPORTED IN BULK IN TANK TRUCKS,

TANK TRAILERS OR TANK SEMI-TRAILERS

OVER THE PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

CITY CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 32608 in Case No. 4246 and Case No. 4434. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

EFFECTIVE JANUARY 14, 1940

Issued by the
RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center,
San Francisco, California.

CORRECTION NUMBER CHECKING SHEET

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

CORRECTION NUMBERS

| | | | | | | |
|----|----|----|-----|-----|-----|-----|
| 1 | 31 | 61 | 91 | 121 | 151 | 181 |
| 2 | 32 | 62 | 92 | 122 | 152 | 182 |
| 3 | 33 | 63 | 93 | 123 | 153 | 183 |
| 4 | 34 | 64 | 94 | 124 | 154 | 184 |
| 5 | 35 | 65 | 95 | 125 | 155 | 185 |
| 6 | 36 | 66 | 96 | 126 | 156 | 186 |
| 7 | 37 | 67 | 97 | 127 | 157 | 187 |
| 8 | 38 | 68 | 98 | 128 | 158 | 188 |
| 9 | 39 | 69 | 99 | 129 | 159 | 189 |
| 10 | 40 | 70 | 100 | 130 | 160 | 190 |
| 11 | 41 | 71 | 101 | 131 | 161 | 191 |
| 12 | 42 | 72 | 102 | 132 | 162 | 192 |
| 13 | 43 | 73 | 103 | 133 | 163 | 193 |
| 14 | 44 | 74 | 104 | 134 | 164 | 194 |
| 15 | 45 | 75 | 105 | 135 | 165 | 195 |
| 16 | 46 | 76 | 106 | 136 | 166 | 196 |
| 17 | 47 | 77 | 107 | 137 | 167 | 197 |
| 18 | 48 | 78 | 108 | 138 | 168 | 198 |
| 19 | 49 | 79 | 109 | 139 | 169 | 199 |
| 20 | 50 | 80 | 110 | 140 | 170 | 200 |
| 21 | 51 | 81 | 111 | 141 | 171 | 201 |
| 22 | 52 | 82 | 112 | 142 | 172 | 202 |
| 23 | 53 | 83 | 113 | 143 | 173 | 203 |
| 24 | 54 | 84 | 114 | 144 | 174 | 204 |
| 25 | 55 | 85 | 115 | 145 | 175 | 205 |
| 26 | 56 | 86 | 116 | 146 | 176 | 206 |
| 27 | 57 | 87 | 117 | 147 | 177 | 207 |
| 28 | 58 | 88 | 118 | 148 | 178 | 208 |
| 29 | 59 | 89 | 119 | 149 | 179 | 209 |
| 30 | 60 | 90 | 120 | 150 | 180 | 210 |

EFFECTIVE AS SHOWN ON TITLE PAGE

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

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| Alamitos Heights | 6 | | Fellows | 5 | |
| Alla | 6 | | Fillmore | 8 | |
| Alturas | -- | 300, 310 | Fuller | -- | 300, 310 |
| Arvin | 11 | | Fullerton | 13 | |
| Atwood | 13 | | Giffen | 11 | |
| Avenal | 9 | | Goleta | 7 | |
| Avon | 2 | | Harperton | 4 | |
| Bakersfield | 4 | | Hazelton | 5 | |
| Bardsdale | 8 | | Holtville | -- | 300, 310 |
| Belridge | 10 | | Huntington Beach | 6 | |
| Bixby | 6 | | Hyde Park | 6 | |
| Blackwells Corner | 10 | | Hynes | 6 | |
| Bowerbank | 5 | | Inglewood | 6 | |
| Brea | 13 | | Jacumba Hot Springs | -- | 310 |
| Buckhorn | 8 | | Kern Front | 12 | |
| Burnett | 6 | | Kerto | 5 | |
| Buttonwillow | 5 | | Kettleman Hills | 9 | |
| Calexico | -- | 300, 310 | Kettleman City | 9 | |
| Calipatria | -- | 300, 310 | La Habra | 13 | |
| Camarillo | 8 | | Lawn | 6 | |
| Canoga Park | -- | 240 | LeRoy | 3 | |
| Carpinteria | 7 | | Loftus | 13 | |
| Chrisman | 7 | | Lokern | 5 | |
| Coalinga | 3 | | Long Beach | 6 | |
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| Compton | 6 | | Los Nietos (L. A. Co.) | 6 | |
| Conner | 5 | | Los Nietos (Kings Co.) | 9 | |
| Crump | 3 | | Lost Hills | 10 | |
| Crutcher | 6 | | Lyoth | -- | 310 |
| Dominguez Junction | 6 | | Machado | 6 | |
| Downey | 6 | | Madeline | -- | 310 |
| Dulah | 7 | | Maltha | 4 | |
| East Coyote | 13 | | Maricopa | 5 | |
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| Edison | 11 | | McKittrick | 5 | |
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| El Segundo | 6 | | | | |

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INDEX OF GROUP POINTS AND POINTS FROM AND TO WHICH RATES APPLY
(Concluded)

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|----------------------------|-----------|----------|---|-----------|----------|
| Midoll | 5 | | San Francisco | 1 | |
| Millux | 5 | | San Pedro | 6 | |
| Montalvo | 8 | | Santa Barbara | 7 | |
| Montebello | 6 | | Santa Fe Springs | 6 | |
| Moorpark | 8 | | Santa Paula | 8 | |
| Mopoco | 4 | | Saticoy | 8 | |
| Mountain View (Kern Co.) | 11 | | Sea Cliff | 7 | |
| Mount Poso | 12 | | Seguro | 4 | |
| Naples (Orange Co.) | 6 | | Sespe | 8 | |
| Naples (Santa Barbara Co.) | 7 | | Shale | 5 | |
| Niland | -- | 300, 310 | Sherman Junction | 6 | |
| North Belridge | 10 | | Signal Hill | 6 | |
| | | | South North Belridge | 10 | |
| Oakland | 2 | | Stockton | -- | 300, 310 |
| Oil Center | 4 | | Summerland | 7 | |
| Oil City | 4 | | Superior Oil Company's Kettleman Hills Plant | 9 | |
| Oildale | 4 | | Susanville | -- | 300, 310 |
| Oleo | 13 | | | | |
| Oleum | 2 | | Taft | 5 | |
| Olinda | 13 | | Thenard | 6 | |
| Ora | 3 | | Torrance | 6 | |
| Ortonville | 7 | | Tracy | -- | 310 |
| | | | | | |
| Pentland | 5 | | Vaccaro | 11 | |
| Peralta | 13 | | Venice | 6 | |
| Pico | 6 | | Ventura | 7 | |
| Pinole | 2 | | Ventura Avenue | 7 | |
| Piru | 8 | | Vernon | 6 | |
| Placentia | 13 | | Viewland | -- | 310 |
| Playa del Rey | 6 | | Vinvale | 6 | |
| Port Chicago | 2 | | | | |
| Port Costa | 2 | | Wadstrom | 7 | |
| Poso Creek | 12 | | Watson | 6 | |
| | | | Weed Patch | 11 | |
| Ravendale | -- | 310 | West Coyote | 13 | |
| Richfield | 13 | | Westmoreland | -- | 300, 310 |
| Richmond | 2 | | West Sacramento | -- | 300, 310 |
| Rincon Oil Fields | 7 | | Whittier | 6 | |
| Río Bravo | 5 | | Wildasin | 6 | |
| Rioco | 6 | | Wilmington | 6 | |
| Rodeo | 2 | | Wingfoot | 6 | |
| | | | | | |
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SECTION No. 1
RULES AND REGULATIONS

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| Item No. | SECTION NO. 1 | RULES AND REGULATIONS |
|---|---------------|--|
| 10 | | <p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>(a) CARRIER means a radial highway common carrier, highway contract carrier, or city carrier, as defined in Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) and in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended).</p> <p>(b) CARRIER'S EQUIPMENT means any tank motor truck, tank trailer or tank semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, on file with the Commission and in effect at time of shipment.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(f) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(g) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(h) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(i) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>(j) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one destination. (See Item No. 90 for exception.)</p> <p>(k) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> |
| 20 | | <p style="text-align: center;">APPLICATION OF TARIFF—GENERAL</p> <p>Rates provided in this tariff apply for the transportation of petroleum and petroleum products as described in Item No. 30 series, in bulk in tank trucks, tank trailers or tank semi-trailers, or a combination of such highway vehicles, between points in the State of California by radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, and by carriers as defined in the City Carriers' Act. Rates include connecting and disconnecting piping and other services incidental to loading and unloading (subject to Note).</p> <p>For rates for the transportation of petroleum and petroleum products, other than as provided in this tariff, see Highway Carriers' Tariff No. 2, supplements thereto and reissues thereof.</p> <p>NOTE.—When pumping is performed with carrier's equipment, or shipments are stopped in transit to partially unload, additional charges shall be assessed as provided in Items Nos. 90 and 100 series.</p> |
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| Item No. | SECTION NO. 1 RULES AND REGULATIONS—Continued | | | | | |
|--|---|--|---|---|--|---|
| 30 | <p style="text-align: center;">APPLICATION OF TARIFF—COMMODITIES</p> <p>Rates in this tariff apply on Petroleum or Petroleum Products, including Compounded Oils or Greases having a Petroleum Base (See Note 1), viz.:</p> <p>Rates making specific reference to "Refined Petroleum Products" as described in this item apply on:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;">Absorption Oil, Belt Oil, Benzine, Blended Gasolines (See Note 3), Compression Oil, Cordage Oil, Floor Oil, Gasoline, Casinghead, Gasoline, Natural, Gasoline, not otherwise specified, Grease, Axle, Grease, Lubricating, Grease, not otherwise specified,</td> <td style="vertical-align: top;">Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Naphtha, Naphtha Distillate, Neatsfoot Oil, Oil, not otherwise specified (See Note 2), Paraffine Wax, Pentane, Petrolatum or Petrolatum preparations, including Cos- moline, Densoline, Litholine,</td> <td style="vertical-align: top;">Petroleum Jelly, Petrolina or Vaseline (See Note 2), Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Refined Oil, illuminating or burning, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, not otherwise specified, Wax Tailings, Wool Oil.</td> </tr> </table> <p>Rates making specific reference to "Black Oils" as described in this item apply on:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;">Asphalt, Crude Oil in its natural state, or Crude Oil which has been subjected only to natural weathering, settling or treatment for the removal of water and bottom sediment, and not blended with other products,</td> <td style="vertical-align: top;">Fuel Oil, residual and/or distillate, not suit- able for illuminating purposes (See Note 4), Gas Oil, Road Oil.</td> </tr> </table> <p>NOTE 1.—The term "having a Petroleum Base" as used in this item, means the principal ingredient of such compounded oils or greases must be Petroleum.</p> <p>NOTE 2.—Rates in this tariff will not apply on Petroleum Oil, not otherwise specified, Petrolatum or Petrolatum Preparations, prepared and represented as a remedy, medicine or lubricant for the human body.</p> <p>NOTE 3.—The term "Blended Gasolines" as used in this item covers motor fuel containing 50 per cent or more of gasoline.</p> <p>NOTE 4.—The term "Fuel Oil" as used in this item does not include petroleum products having a flash point below 110 degrees Fahrenheit (Tagliabue closed cup) or which have 95 per cent distillation points below 464 degrees Fahrenheit.</p> | Absorption Oil, Belt Oil, Benzine, Blended Gasolines (See Note 3), Compression Oil, Cordage Oil, Floor Oil, Gasoline, Casinghead, Gasoline, Natural, Gasoline, not otherwise specified, Grease, Axle, Grease, Lubricating, Grease, not otherwise specified, | Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Naphtha, Naphtha Distillate, Neatsfoot Oil, Oil, not otherwise specified (See Note 2), Paraffine Wax, Pentane, Petrolatum or Petrolatum preparations, including Cos- moline, Densoline, Litholine, | Petroleum Jelly, Petrolina or Vaseline (See Note 2), Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Refined Oil, illuminating or burning, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, not otherwise specified, Wax Tailings, Wool Oil. | Asphalt, Crude Oil in its natural state, or Crude Oil which has been subjected only to natural weathering, settling or treatment for the removal of water and bottom sediment, and not blended with other products, | Fuel Oil, residual and/or distillate, not suit- able for illuminating purposes (See Note 4), Gas Oil, Road Oil. |
| Absorption Oil, Belt Oil, Benzine, Blended Gasolines (See Note 3), Compression Oil, Cordage Oil, Floor Oil, Gasoline, Casinghead, Gasoline, Natural, Gasoline, not otherwise specified, Grease, Axle, Grease, Lubricating, Grease, not otherwise specified, | Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Naphtha, Naphtha Distillate, Neatsfoot Oil, Oil, not otherwise specified (See Note 2), Paraffine Wax, Pentane, Petrolatum or Petrolatum preparations, including Cos- moline, Densoline, Litholine, | Petroleum Jelly, Petrolina or Vaseline (See Note 2), Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Refined Oil, illuminating or burning, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, not otherwise specified, Wax Tailings, Wool Oil. | | | | |
| Asphalt, Crude Oil in its natural state, or Crude Oil which has been subjected only to natural weathering, settling or treatment for the removal of water and bottom sediment, and not blended with other products, | Fuel Oil, residual and/or distillate, not suit- able for illuminating purposes (See Note 4), Gas Oil, Road Oil. | | | | | |
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| Item No. | SECTION NO. 1 | | RULES AND REGULATIONS (Continued) |
|---|---|----------------------|--|
| | APPLICATION OF TARIFF—TERRITORIAL GROUPS | | |
| | Rates from or to (but not between) all points in the groups described in this item shall be the rates in Section 2 of this tariff applicable from or to the mileage basing points designated in connection with the groups. (See Item No. 70 series.) | | |
| | Groups 2 to 13, inclusive, include unnamed points situated on the shortest highway route or shortest rail route between any two named points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 per cent, points on such circuitous route shall not be included. | | |
| | GROUP NO. | MILEAGE BASING POINT | GROUP POINTS |
| | 1 | San Francisco | San Francisco. |
| | 2 | Pinole | Avon, Martinez, Oakland, Oleum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo. |
| | 3 | Coalinga | Coalinga, Crump, LeRoy, Ora. |
| | 4 | Bakersfield | Bakersfield, Maltha, Mopoco, Oil Center, Oil City, Oildale, Seguro. |
| | 5 | Taft | Bowerbank, Buttonwillow, Conner, Fellows, Hazelton, Kerto, Lokern, Maricopa, McKittrick, Midoil, Millux, Olig, Pentland, Rio Bravo, Shale, Taft. |
| 40 | 6 | Compton | Alamitos Heights, Alla, Bixby, Burnett, Compton, Crutcher, Dominguez Junction, Downey, East Long Beach, El Segundo, Huntington Beach, Hyde Park, Hynes, Inglewood, Lawn, Long Beach, Los Angeles (except as provided in Item No. 50 series), Los Nietos, Machado, Montebello, Naples, Playa del Rey, Pico, Rioco, San Pedro, Santa Fe Springs, Sherman Junction, St. Helens Spur, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot. |
| | 7 | Carpinteria | Carpinteria, Chrisman, Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom. |
| | 8 | Fillmore | Eardsdale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe. |
| | 9 | Avenal | Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County). |
| | 10 | Lost Hills | Belridge, Blackwell's Corner, Lost Hills, North Belridge, South North Belridge. |
| | 11 | Weed Patch | Arvin, Edison, Giffen, Harperton, Mountain View (Kern County), Vaccaro, Weed Patch. |
| | 12 | Poso Creek | Kern Front, Mount Poso, Poso Creek. |
| | 13 | Brea | Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, Oleo, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda. |
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| Item No. | SECTION NO. 1 RULES AND REGULATIONS (Continued) |
|---|---|
| 50 | <p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL GROUPS (Concluded)</p> <p>Group 6 as described in Item No. 40 series does not include points situated within that portion of the city of Los Angeles lying north of the following boundary line: Starting at the Pacific Ocean and the projected line of Sunset Boulevard, easterly along said projected line and Sunset Boulevard to the western city limits of Beverly Hills, northerly, easterly and southerly along the city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, south on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, southeasterly on the northeasterly line of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.</p> |
| 60 | <p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in Decision No. 31605, dated December 27, 1938, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246, as amended, or as may be amended, subject to the following exception:</p> <p>EXCEPTION.—Distances between points situated within that portion of the City of Los Angeles lying north of the boundary line described in Item No. 50 series shall be the constructive distance from point of origin to point of destination.</p> |
| 70 | <p style="text-align: center;">COMPUTATION OF CHARGES—ESTIMATED WEIGHTS</p> <p>(a) The weight of commodities described under heading "Refined Petroleum Products" in Item No. 30 series shall be computed upon the basis of 6.6 pounds per gallon.</p> <p>(b) The weight of commodities described under heading "Black Oils" in Item No. 30 series shall be computed upon the basis of 7.75 pounds per gallon.</p> |
| 80 | <p style="text-align: center;">MINIMUM WEIGHT</p> <p>The minimum weight for shipments in tank trucks, tank trailers, tank semi-trailers, or in any combination of such vehicles, shall be the full legal carrying capacity of the tank or tanks but in no event shall the transportation charges for quantities less than 3,000 gallons be less than those applicable on shipments of 3,000 gallons.</p> |
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| Item No. | SECTION NO. 1 RULES AND REGULATIONS (Continued) |
|---|--|
| 90 | <p style="text-align: center;">STOPPING IN TRANSIT</p> <p>Shipments shall be subject to an additional charge of \$4.50 for each stop in transit to partially unload. Charges will be collected on the weight of the entire shipment from point of origin to the highest rated point of delivery.</p> |
| 100 | <p style="text-align: center;">PUMPING</p> <p>Rates provided in this tariff do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier, a charge of $\frac{3}{4}$ of one cent per 100 pounds will be made. (See Exception.)</p> <p>EXCEPTION.—When pumping is performed in connection with the transportation of petroleum crude oil under Column B rates provided in Item No. 240 series, or under rate provided in Item No. 260 series, a charge of $\frac{1}{2}$ of one cent per 100 pounds will be made.</p> |
| 110 | <p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided.</p> |
| 120 | <p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies. (See Note 1.)</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Note 1.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Note 1.)</p> <p>NOTE 1.—If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 5 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be.</p> |
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| Item No. | SECTION NO. 1 | RULES AND REGULATIONS (Concluded) |
|---|---------------|---|
| 130 | | <p style="text-align: center;">DIVERTED SHIPMENTS AND RETURNED SHIPMENTS</p> <p>(a) Charges upon shipments diverted at request of consignor or consignee shall be assessed upon the basis of the charge established for the mileage applicable via the point or points where diversion occurs. (See Exception.)</p> <p>EXCEPTION.—If point of diversion is situated on direct rail route between point of origin and point of destination, charges shall be assessed upon the basis of the charge established for direct movement from point of origin to point of destination.</p> <p>(b) Charges upon shipments returned to point of origin, or to a point situated on the shortest resulting highway route or on a direct rail route between point of origin and original destination (or point of diversion) shall be assessed for the entire trip upon the basis of 150 per cent of the charge established for the outbound movement, or upon the basis established in paragraph (a) of this item, whichever is lower.</p> |
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SECTION No. 2

RATES

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

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| Item No. | SECTION NO. 2 | | | | RATES | | | |
|---|---|--------------|----------|----------|-------|--------------|----------|----------|
| | In cents per 100 pounds | | | | | | | |
| 200 | Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section. | | | | | | | |
| | COLUMN 1—Rates apply on "Refined Petroleum Products" as described in Item No. 30 series. | | | | | | | |
| | COLUMN 2—Rates apply on "Black Oils" as described in Item No. 30 series. | | | | | | | |
| | See Item No. 40 series for application of rates from or to points in Territorial Groups. | | | | | | | |
| | MILES | | RATES | | MILES | | RATES | |
| | Over | But not over | Column 1 | Column 2 | Over | But not over | Column 1 | Column 2 |
| | 0 | 5 | 3 | 2½ | 220 | 225 | 28 | 24½ |
| | 5 | 10 | 3 | 2½ | 225 | 240 | 29 | 24½ |
| | 10 | 15 | 3 | 3 | 240 | 245 | 30½ | 26½ |
| | 15 | 20 | 3½ | 3½ | 245 | 260 | 31 | 26½ |
| | 20 | 25 | 4 | 4 | 260 | 280 | 33 | 28 |
| | 25 | 30 | 5 | 4½ | 280 | 285 | 35 | 30 |
| | 30 | 35 | 6 | 5 | 285 | 300 | 35½ | 30 |
| | 35 | 40 | 6½ | 5½ | 300 | 305 | 37 | 32½ |
| | 40 | 45 | 7 | 6 | 305 | 320 | 38 | 32½ |
| | 45 | 50 | 7½ | 6½ | 320 | 325 | 39½ | 34 |
| | 50 | 60 | 8½ | 7 | 325 | 340 | 40 | 34 |
| | 60 | 70 | 9½ | 8 | 340 | 360 | 42 | 35½ |
| | 70 | 80 | 10½ | 9 | 360 | 365 | 44 | 38 |
| | 80 | 90 | 12 | 10 | 365 | 380 | 44½ | 38 |
| 90 | 100 | 13 | 11 | 380 | 385 | 46 | 40 | |
| 100 | 105 | 14½ | 13 | 385 | 400 | 47 | 40 | |
| 105 | 120 | 15 | 13 | 400 | 405 | 48½ | 41½ | |
| 120 | 125 | 17 | 15 | 405 | 420 | 49 | 41½ | |
| 125 | 140 | 17½ | 15 | 420 | 440 | 51 | 43½ | |
| 140 | 145 | 19 | 17 | 440 | 445 | 53 | 45½ | |
| 145 | 160 | 20 | 17 | 445 | 460 | 53½ | 45½ | |
| 160 | 165 | 21½ | 18½ | 460 | 465 | 55 | 47½ | |
| 165 | 180 | 22 | 18½ | 465 | 480 | 56 | 47½ | |
| 180 | 200 | 24 | 20½ | 480 | 485 | 57½ | 49½ | |
| 200 | 205 | 26 | 22½ | 485 | 500 | 58 | 49½ | |
| 205 | 220 | 26½ | 22½ | 500 | --- | -- | (Note 1) | |
| NOTE 1.—For distances over 500 miles add to rate for 500 miles 2½ cents per 100 pounds for each 25 miles or fraction thereof. | | | | | | | | |
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| Item No. | SECTION NO. 2 | | RATES (Continued) In cents per 100 pounds | | | | | | | | | | | | |
|--|---|------------|---|------------|----|------------|----|------------|-----|------------|-----|------------|-----|------------|--|
| 210 | PETROLEUM CRUDE OIL as described in Item No. 30 series. Column "A" rates apply only for transportation where consignee's facilities do not permit delivery 24 hours per day. Column "B" rates apply only for transportation where consignee's facilities permit delivery 24 hours per day. See Item No. 220 series for description of Sub-Groups. | | | | | | | | | | | | | | |
| | BETWEEN | | | | | | | | | | | | | | |
| | Sub-Groups | | | | | | | | | | | | | | |
| | AND | 6-A | | 6-B | | 6-C | | 6-D | | 6-E | | 6-F | | 6-G | |
| | | Column A B | | Column A B | | Column A B | | Column A B | | Column A B | | Column A B | | Column A B | |
| | Sub-Group | | | | | | | | | | | | | | |
| | 6-A | (1) | | | | | | | | | | | | | |
| | 6-B | 2½ | 1¾ | (1) | | | | | | | | | | | |
| | 6-C | 3½ | 3 | 3½ | 3 | (1) | | | | | | | | | |
| | 6-D | 3½ | 3 | 3½ | 3 | 3 | 2 | (1) | | | | | | | |
| 6-E | 3½ | 3 | 3½ | 3 | 3½ | 2 | 3½ | 2½ | (1) | | | | | | |
| 6-F | 3½ | 2½ | 3½ | 2½ | 3½ | 2½ | 3½ | 3 | 3 | 2 | (1) | | | | |
| 6-G | 3½ | 2½ | 3½ | 2 | 2½ | 1¾ | 3½ | 2½ | 3 | 2½ | 3½ | 2½ | (1) | | |
| Group 13 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | 3 | 3 | 2 | 4 | 3 | 4 | 3½ | |
| (1) For transportation between points situated in the same sub-group the rate shall be 2 cents per 100 pounds for Column "A" service and 1½ cents per 100 pounds for Column "B" service. | | | | | | | | | | | | | | | |
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| Item No. | SECTION NO. 2 | RATES (Concluded) In cents per 100 pounds | | |
|--|--|---|-----------|-------------|
| DESCRIPTION OF GROUP 6 SUB-GROUPS | | | | |
| (Applies only in connection with rates making specific reference hereto) | | | | |
| | SUB-GROUP NUMBER | BOUNDARIES | | |
| | 6-A | Bounded on the north by the northern boundary of Group 6 (see Item No. 50 series), on the east by La Brea Avenue, on the south by Imperial Highway and on the west by the Pacific Ocean. | | |
| | 6-B | Bounded on the north by Imperial Highway, on the east by Vermont Avenue, on the south by Compton Boulevard, Redondo Beach Boulevard, Hawthorne Avenue and Torrance Boulevard, and on the west by the Pacific Ocean. | | |
| 220 | 6-C | Bounded on the north by Compton Boulevard, on the east by Los Alamitos Boulevard, on the south by the Pacific Ocean and on the west by the Los Angeles River. | | |
| | 6-D | Bounded on the north by Garden Grove Boulevard, on the east by Huntington Beach Boulevard, and on the south and west by the Pacific Ocean. | | |
| | 6-E | Bounded on the north by the northern boundary of Group 6 (see Item No. 50 series) and the Montebello Hills, on the east by the eastern city limits of Whittier due south to Artesia Boulevard, west to Los Alamitos Boulevard, north to Rosecrans Boulevard, west to the Los Angeles River, north to Slauson Avenue, thence on a line to the junction of Ninth Street and Downey Road, west on Ninth Street to the Los Angeles River, north to the junction of Mission Road and Macy Street, northeast on Mission Road to the northern boundary of Group 6. | | |
| | 6-F | Bounded by the northern boundary of Group 6 (see Item No. 50 series) and by Sub-Groups 6-A, 6-B, 6-E and 6-G. | | |
| | 6-G | Bounded on the north by Compton Boulevard and Group 6-B, on the east by the Los Angeles River, and on the south and west by the Pacific Ocean. | | |
| | COMMODITY | FROM | TO | RATE |
| 230 | Petroleum Crude Oil as described in Item No. 30 series | Canoga Park (Los Angeles Zone 2, see Note 1) | Group 6 | 3½ |
| | Refined Petroleum Products as described in Item No. 30 series | BETWEEN | | 3 |
| 240 | Black Oils as described in Item No. 30 series | Points within one Territorial Group or Points within incorporated cities (See Note 2) | | (1) 2½ |
| <p>(1) Will not apply to transportation for which rates are specifically provided in Item No. 210 series.</p> <p>NOTE 1.—For description of Los Angeles Zone 2 see Item No. 30 series of Distance Table No. 3 (Appendix "A" of Decision No. 31605 dated December 27, 1938, as amended or as may be amended, in Case No. 4246.)</p> <p>NOTE 2.—Will not apply between points within the City of Los Angeles. See Item No. 40 series for description of numbered Territorial Groups.</p> | | | | |
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SECTION No. 3

RATES

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

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| Item No. | SECTION NO. 3 | | RATES In cents per 100 pounds | | |
|---|---|-------------------------------------|----------------------------------|---|----|
| 300 | Rates in this item are subject to intermediate application provided in Item No. 320 series. See Item No. 40 series for description of numbered Territorial Groups. | | | | |
| | COMMODITY | FROM | TO | RATE | |
| | Refined Petroleum Products as described in Item No. 30 series. | Groups 1 and 2 Stockton | Alturas | 39 39 | |
| | | Group 3 | Susanville | 42 | |
| | | Group 4 | | 45 | |
| | | Group 6 | | 53 | |
| | | Group 11 | | 46 | |
| | | Sacramento | | 26½ | |
| | | West Sacramento | | 33 | |
| | | Stockton | | | |
| | | Groups 1 and 2 | | Westwood | 35 |
| | | Group 6 | | Calexico Calipatria El Centro Fuller | 28 |
| San Diego | | Holtville Niland Westmoreland | | 20 | |
| San Diego | | Colorado | 20 | | |
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| Item No. | SECTION NO. 3 | | RATES (Continued) In cents per 100 pounds | | | | |
|--|----------------------|-------------|---|--|-------------------|----------|-----|
| Rates in this item are subject to intermediate application provided in Item No. 320 series. See Item No. 40 series for description of numbered Territorial Groups. | | | | | | | |
| COMMODITY | | FROM | TO | RATES | | | |
| | | | | Column A | Column B | | |
| 310 Rates apply on: Crude Oil, Fuel Oil, Gas Oil, as described in Item No. 30 series. Rates apply on Asphalt. | COLUMN "A" | | Groups 1 and 2 | | 30 | 30 | |
| | | | Groups 3, 4, 5 and 11 | | | 35 | 35 |
| | | | Lyoth Sacramento Stockton Tracy | Alturas | 30 | 30 | |
| | | | San Diego | Calexico Calipatria El Centro Fuller Holtville Niland Westmoreland | 14½ | 14½ | |
| | | | | Colorado | 20 | -- | |
| | | | Group 6 San Diego | Jacumba Hot Springs | 19 10 | 19 -- | |
| | | | COLUMN "B" | | -- | 29 | |
| | | | Groups 1 and 2 | | -- | 34 | |
| | | | Groups 3, 4 and 11 | | | -- | 29 |
| | | | Lyoth Sacramento Stockton Tracy | Madeline | -- | 29 | |
| | | | COLUMN "B" | | -- | 28 | |
| | | | Groups 1 and 2 | | -- | 32 | |
| | | | Groups 3, 4 and 11 | | | -- | 28 |
| | | | Lyoth Sacramento Stockton Tracy | Ravendale | -- | 28 | |
| | | | Groups 1 and 2 | | 29 | 25 | |
| | | | Groups 3 and 4 | | 34 | 30 | |
| | | | Group 5 | | 34½ | 30 | |
| | | | Group 11 | | 34 | 30 | |
| | | | Lyoth | | Susanville | 29 | 25 |
| | | | Sacramento | | | 22½ | 22½ |
| | | | West Sacramento | | | 28 | 25 |
| | | | Stockton | | | 29 | 25 |
| | | | Tracy | Viewland | 29 | 25 | |
| | | | Groups 1 and 2 | | -- | 26 | |
| | | | Groups 3, 4 and 11 | | -- | 31 | |
| | | | Lyoth Sacramento Stockton Tracy | | -- | 26 | |

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| Item No. | SECTION NO. 3 | | RATES (Concluded). In cents per 100 pounds |
|---|---|------------|---|
| 320 | APPLICATION OF RATES TO UNNAMED POINTS Rates making reference to this item will apply to unnamed intermediate points in California on rail lines, viz.: | | |
| | NAME OF RAILROAD | BETWEEN | AND |
| | Southern Pacific Company | Stacy | Westwood Alturas |
| | | Calexico | Colorado |
| | | Calipatria | Westmoreland Holtville |
| | San Diego and Arizona Eastern Ry. Co. | Campo | El Centro |
| Holton Inter-Urban Railway Company | El Centro | Holtville | |
| END OF TARIFF | | | |
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