

Decision No. 44340

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 regu- )  
lations of all common carriers as )  
defined in the Public Utilities )  
Act of the State of California, as )  
amended, and all highway carriers )  
as defined in Chapter 223, Statutes )  
of 1935, as amended, for the trans- )  
portation, for compensation or )  
hire, of any and all commodities. )

ORIGINAL

Case No. 4246

In the Matter of the Establishment )  
of maximum or minimum, or maximum )  
and minimum rates, rules and regu- )  
lations of all carriers as defined )  
in the City Carriers' Act of the )  
State of California (Statutes 1935, )  
Chapter 312, as amended) for the )  
transportation over the public )  
highways within any city or city )  
and county in the State of Cali- )  
fornia, 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 Bryant in Los Angeles on March 10, 1941, 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 have heretofore been established by Decision No.

32608, as amended.<sup>1</sup> The carriers for whom this hearing was held include those who first obtained permits as radial highway common carriers, highway contract carriers, or city carriers, between August 29, 1940, and February 21, 1941, inclusive; certain other radial highway common carriers, highway contract carriers and city carriers named in Appendix "A" hereof; and those highway common carriers named in Appendix "B" hereof. 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 supplemented, amended, and modified, 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

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<sup>1</sup> 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 highway common carriers, 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 and new and revised pages incorporating such changes in the tariff have been issued.

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 carrier for whom this hearing was provided and 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 (Appendix "D" hereof) should be established for and made applicable by all highway carriers and all city carriers.

#### FINDINGS

Upon consideration of all the evidence of record, the Commission is of the opinion and finds:

1. That the rates, charges, accessorial charges, rules and regulations set forth in City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6, designated as Appendix "D" of the order herein, are and will be for the future the just, reasonable, and nondiscriminatory minimum rates, charges, and accessorial charges to be assessed, charged and collected and the just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges by all radial highway common carriers, highway contract carriers, and city carriers who first obtained permits between the dates of August 29, 1940, and February 21, 1941, inclusive, and by all radial high-

way common carriers, highway contract carriers and city carriers named in Appendix "A" hereof.

2. That existing ratings, rates, charges, rules, regulations and accessorial charges maintained by highway common carriers named in Appendix "B" hereof 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, in so far as they are lower in volume or effect than those set forth in the tariff designated as Appendix "D" of the order herein for the performance of the same transportation and the same accessorial services by radial highway common carriers and highway contract carriers.

3. That rates, charges, rules, regulations or accessorial charges no lower in volume or effect than those set forth in said tariff designated as Appendix "D" of the order herein will be "just, reasonable and sufficient" for said highway common carriers.

4. That each and all of said highway common carriers, radial highway common carriers, highway contract carriers and city carriers should be required to issue for each shipment received for transportation a freight bill in substantially the form set forth in Appendix "C" of the order herein but should be permitted to 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 should be required to retain and preserve, subject to Commission inspection, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

O R D E R

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

IT IS HEREBY ORDERED:

1. That the rates, charges, accessorial charges, rules and regulations set forth in City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6, designated as Appendix "D" attached hereto and by this reference made a part hereof, be and they are hereby established and approved as the just, reasonable and non-discriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the rules and regulations to be observed, by any and all radial highway common carriers, highway contract carriers, and city carriers who first obtained permits between the dates of August 29, 1940, and February 21, 1941, inclusive, and by all radial highway common carriers, highway contract carriers and city carriers named in Appendix "A" hereof, for the transportation of the property and between the points for which rates and charges are provided in said tariff and for the accessorial services rendered incident thereto.

2. That on and after the effective date of this order all of said radial highway common carriers, highway contract carriers, and city carriers be and they are hereby ordered and directed to cease and desist and thereafter to abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth or referred to in said tariff, and from observing rates, rules or regulations lower

in volume or effect than those set forth or referred to therein.

3. That all highway common carriers named in Appendix "B" hereof maintaining ratings, rates, charges, rules or regulations lower in volume or effect than those set forth in said Appendix "D", be and they are hereby ordered and directed to cancel said ratings, rates, charges, rules and regulations on or before April 1, 1941, on not less than three (3) 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 "D".

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

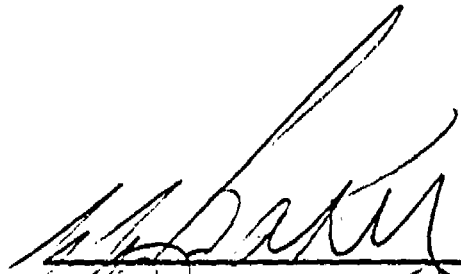
5. That each and all of said highway common carriers, radial highway common carriers, highway contract carriers and city carriers shall issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "C" hereof, but may include in said 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.

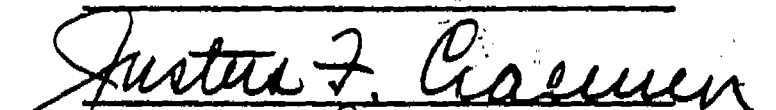

6. That any and all supplements to or modifications and amendments of said City Carriers' Tariff No. 5 and Highway Car-

riers' Tariff No. 6, being Appendix "C" to Decision No. 32608 and Appendix "D" to this decision, hereinafter made in these proceedings shall be and shall be deemed to constitute supplement, modification or amendment of this decision also, without express reference to this decision therein.

This order shall become effective April 1, 1941.

Dated at San Francisco, California, this 25<sup>th</sup> day of March, 1941.

  
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C. H. Riley  
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Justus F. Caseman  
  
\_\_\_\_\_  
Frank R. Havens  
Commissioners

APPENDIX "A"

Manuel Alves  
Joe Baeta  
C. F. Bailiff, dba Bailiff Feed Co.  
J. M. Atthowe, dba Berkeley Port Terminals  
Irsle H. Cupps  
William Dinelli  
Barbara Newman, dba Golden State Motors  
Walter Green, as copartner of, dba Green & Green  
Ernest L. Clements, as President of, dba Hayward Building  
Materials Co.  
G. F. Knudsen  
Merlyn Lausten, as copartner of, dba Fred Lausten & Son  
Lawrence Lausten, as copartner of, dba Lawrence & Ellery  
Lausten  
Edna M. Lefevre  
E. A. Meldowny, dba M. & A. Express  
Frank J. Balduc, dba Modern Refrigeration Service  
C. C. Selig, as copartner of, dba Neighborhood Buyers  
Service  
B. Ransome, as President of, dba Ransome Company  
George J. Fraties, dba Rock & Gravel Trucking Co.  
L. A. Warren, as President of, dba Safeway Stores, Inc.  
Tom McGuire, dba Shamrock Motor Transport  
George Adelson, dba The Travelers Express Van and  
Storage Co.  
Frank Viada, Jr.  
Alfred Blazier, dba Miles W. Walsh  
George W. Carder  
Sam Gridley, Jr.  
Glenn A. Capps  
Joe Ronchetto  
Harry B. Day, Jr., as copartner of, dba Day & Company  
John F. Johnson, as copartner of, dba Richmond Transfer  
& Storage Co.  
Robert Dornan, dba Richmond Supply Co.  
E. Benson  
Waldo J. Fortier, as copartner of, dba Fortier  
Transportation Co.  
E. O. Hurlbert, as copartner of, dba General Transfer Co.  
George Heinrich, as copartner of, dba George &  
Pete Heinrich  
E. O. Meyers  
W. G. Moore, as copartner of, dba W. G. Moore & Son  
Ted V. Schmidt, as copartner of, dba Paine & Schmidt  
H. E. Langdon, dba Red Line Transportation Co., Ltd.  
H. Tatosian, as copartner of, dba H. Tatosian & Co.  
Henry Thiel  
Walter C. Thomas, as copartner of, dba Walter C. & George D. Thomas  
M. S. Victorino  
Joe Volpa, as copartner of, dba Volpa Bros.  
Lawrence Carrillo  
John J. Elmore, as copartner of, dba Elmore Company  
A. T. Gallardo, as copartner of, dba A. T. & Domingo  
Gallardo  
Sam Maggio, as copartner of, dba Maggio Bros.  
Percie C. Thacker, dba Pioneer Truck & Transfer Co.  
A. G. Miller



Joe Morosa  
 S. C. Lum, dba Pacific Produce Company  
 H. H. Ratzlaff  
 I. H. Rimer  
 Phil Ohanneson, as copartner of, dba Shafter Farms Co.  
 William H. Neill, dba Special Service Transportation  
 Corp., Ltd.  
 Clarence Brown  
 Frank Kimbler  
 J. A. Lemos  
 Joe Leonardo  
 Edward A. Silva  
 Jacob Vorboon  
 B. C. Wilson  
 Guido De Ghetaldi, dba Clear Lake Motor Drayage  
 A. A. Alexander  
 L. F. Bandston, dba Angelus Transportation Co.  
 G. Barrese  
 Jim Sollee, as copartner of, dba Bay Cities Dump  
 Truck Service  
 Albert Berglund, Jr.  
 C. K. Brodie, dba Brodie Bros.  
 Virgil N. Broadstone, dba Brody's Express  
 Curtis C. Colyear, as copartner of, dba Colyear's Van &  
 Storage Co.  
 Earl William Davis  
 Chas. C. Polk, dba Durt Eucker & Chas. C. Polk  
 Cecil R. Garrett, as copartner of, dba Garrett & Bowlin  
 Robert Hardy  
 Solomon Hasekian, as copartner of, dba Solomon  
 & Katherine Hasekian  
 Raymond L. Laliarr, as copartner of, dba Laliarr Dump  
 Truck Service  
 H. L. Mallory  
 Jas. R. Mathews, as President of, dba Jas. R. Mathews  
 Excavating Co.  
 Noel Mathews  
 Mary A. Maxson, as copartner of, dba May A. &  
 Duayne Maxson  
 Virgil McCall  
 R. R. McCutchen, as copartner of, dba McCutchen  
 Tank Line  
 E. T. Menard, as President of, dba Menard Truck Co.  
 Wayne Mills  
 Lewis William Moore  
 Cosmo Nardoni  
 Paul C. Odom  
 K. Fermanian, as copartner of, dba Pacific Coast  
 Truck Lines  
 Robert F. Perry  
 W. H. Pettus  
 R. W. Piatt  
 G. E. Scott, as copartner of, dba Scott & Cihak  
 A. J. Seymour  
 Chas. W. Shepard, as copartner of, dba Shepard Bros.  
 A. L. Gleason, dba Sun Moving & Storage Co.  
 O. L. Trulove, as copartner of, dba Trulove Transfer Co.  
 G. W. Trusedoll, dba Trusedoll's Transfer

W. E. Teague, as President of, dba Union Terminal  
 Warehouse  
 Charley Van Dusen, as copartner of, dba Charley H.  
 & Myrtle B. Van Dusen  
 W. C. Jack Watson, as copartner of, dba Watson  
 Trucking Co.  
 Pete H. Vernand, as copartner of, dba West Coast  
 Drayage  
 Robert Younglove  
 John Mogliotti  
 L. C. Hurt  
 F. H. Baker  
 W. E. De Busk  
 Pedro Marquez  
 A. Michelotti  
 James Cahoon  
 G. R. Young, dba Carmel Transfer  
 Frances A. Elkins  
 M. Fabretti, as copartner of, dba M. Fabretti &  
 L. Dedini  
 Joe Oliveira, as copartner of, dba Joe's Taxi Service  
 J. W. Silva, dba Jack Silva Truck Line  
 H. W. Hollomon, as copartner of, dba Santa Ana  
 Transfer & Storage Co.  
 T. Garvin Mitchell  
 R. M. Lason, as copartner of, dba Mason & Hager  
 Gus Prevolos, as copartner of, dba Prevolos Fruit &  
 Produce Co.  
 A. E. Travis, as President of, dba Western Van &  
 Storage Company  
 Geo. C. Wiedman, as copartner of, dba Broomcrist  
 & Wiedeman  
 Arthur P. Crim, Jr.  
 Lina Ariaz Hernandez  
 R. A. Baldrige, as copartner of, dba R. A. & M.  
 Baldrige  
 George Allen, as copartner of, dba Allen's Van  
 & Storage Co.  
 Warren Ballinger, dba Warren Ballinger Drayage Co.  
 H. T. Butler, as copartner of, dba H. T. Butler,  
 Ernest S. Porter & Russell M. Porter  
 Lawrence Morgan, dba Diamond R. Express  
 Milton Renner, dba Golden Gate Box, Wood & Coal Co.  
 Wilfred S. Dunn, dba H. & D. Co-operative Delivery  
 Pete Passetti  
 Jm. Pimentel, dba Pimentel Trucking Co.  
 Eva L. Graham, as copartner of, dba R. B. & S. Special  
 Delivery & Drayage Co.  
 Jas. C. & Melvin Coughlin, as administrators of Red  
 Line Transfer Co.  
 Jos. Robertson, Pres., dba Robertson Drayage Co., Inc.  
 H. A. Mitchell, as President of, dba Sacramento  
 Northern Railway  
 Walter H. Schulken, as President of, dba Schulken  
 Bros., Inc.  
 Fred Bargiachi  
 Joe George, as copartner of, dba Joe George & Frank  
 George Jr.  
 Louis Joaquin

J. Lepkey  
 Joe Nunes, as compartner of, dba Nunes Bros.  
 John Ratto, Jr.  
 Cornelius Westerink  
 Paul Bettinelli  
 R. K. Inao  
 T. Federighi  
 I. E. Matteson, dba Matteson Moving & Storage  
 Ernest Del Cielo, as copartner of, dba Pescadero  
 Farms Association Drayage  
 Ernest Perry  
 Joe J. Silveira  
 M. T. Azevedo  
 Charles Meek, as copartner of, dba C & M Trucking Co.  
 Harvey J. Rice, as copartner of, dba Davison Transfer  
 S. W. Eldridge, as copartner of, dba Eldridge & Son  
 Ralph Ross, as copartner of, dba Ralph & Norman Ross  
 J. Z. Patton, as President of, dba Security Whse.  
 & Cold Storage Co.  
 Otto Von Dorsten  
 Vernon O. Wills  
 R. C. Gregory, dba Gregory Trucks  
 Jens Hansen  
 V. C. Richardson  
 H. J. Crowe, as President of, dba Santa Cruz Motor  
 Express Inc.  
 Fred V. Forbes  
 Lloyd Church  
 Mrs. Margaret Silva  
 Henry Rinehart  
 E. I. Brandt  
 L. O. Stevenson, as copartner of, dba L. O. Stevenson  
 & Sons  
 Willard Culver  
 M. Hanada, dba M. Hanada Trucking  
 John Oreglia  
 W. M. Pattee, dba Pattee Transfer  
 George T. Rockholt  
 A. E. Roseman  
 Rolland Taber  
 R. W. Tomlinson, as copartner of, dba R. W.  
 Tomlinson & Sons  
 H. C. Wirht, as copartner of, dba H. C. & L. G. Wirht  
 Edgar M. James  
 E. F. Aldrich, as copartner of, dba Jones & Dodds, Inc.  
 L. R. Howard, President of, dba Montalvo Rock Co.  
 C. R. Mosbarger, as copartner of, dba Mosbarger Transfer  
 N. R. McElhaney, dba Rex Trucking Company  
 Clarence C. Cartwright  
 Robt. C. Martin, as copartner of, dba Martin Bros.  
 Transportation  
 J. Herbert Underhill, as copartner of, dba Underhill  
 Transfer  
 Geo. A. Paldi  
 James J. Murray, dba Super Parcel Service  
 Harry Bachtell, dba A-1 Transfer & Storage Co.

APPENDIX "B"

Charles L. Adley, dba Adley Truck Company  
Paul Alley  
Letha B. Shaw, as Administratrix of American Stage  
Line  
Joseph J. Gosling, as Secretary of American Van  
Lines, Inc. and Beverly Wilshire Mov. & Stor. Co.  
C. E. Park, as copartner of Antelope Transportation Co.  
W. L. Carpenter; dba Argonne Van Lines  
Manuel Artozqui, as copartner of Artozqui Bros.  
F. H. Asbury, as President of Asbury Rapid Transit  
System  
E. R. Ketchum, as copartner of Atlas Transfer  
Bessie I. Baker, as copartner of Baker Transfer &  
Storage Co.  
George A. Baker, dba Baker & Stanton Transfer and  
Storage Co.  
Alfred James Batteatte, dba Batteatte Livestock  
Transportation  
Chew Chick, dba Bay City Hauling Co.  
Guy S. Alexander, dba Beacon Transport Company  
Garrett Beckley, dba Beckley Bros.  
Sam Bedwell  
Loren W. Smith, dba Citrus Belt Lines  
L. M. Rae, as copartner of Bisher Truck Line  
D. B. Jorgenson, dba Blythe-Palo Verde Truck Line  
Pete Bordenave  
Geo. S. Butler; dba Butler Freight Service  
Joseph Tanzola, as President of Cantlay & Tanzola, Inc.  
Frank W. Dun, dba Canton Express Co.  
Albert Cavagnaro, as copartner of Geo. Cavagnaro & Son  
J. E. Walstrom, dba Central Transfer Co.  
Gertrude Meldrim, as Pres. of City Transfer & Storage  
Company  
Edward E. Dunne  
Marshall T. Eibe  
Joseph F. Head, dba El Monte Truck Line  
Katie Ernst, dba Ernst Trucking Co.  
Elmer L. Webb, as copartner of Escondido Truck Line  
Harold M. Hays, as copartner of Eureka-Garberville  
Truck Line  
Dee Dodge, dba Feather Falls Stage  
Melvin Roy, dba Flo 'Del Co.  
Melvin A. Pixley, dba Furniture Fast Freight  
D. Garibaldi, Jr.  
Victor & James Garibaldi, dba Garibaldi Bros.  
Louis M. Goodman, dba Goodman Delivery Service  
C. M. Gordon  
Herman Krayne, as Executor of Estate of George Harm,  
deceased, dba George Harm Truck Lines  
F. H. Eichberg, as Secretary of Hendrix Truck  
Corporation  
Edward S. Heyen  
Dick Merrill, dba Hornbrook-Happy Camp Stage Line  
Clarence J. Fortier, as copartner of Huntington  
Stage Lines  
R. J. Walsh, as President of Interstate Transit Lines  
G. W. Judd, dba Judd Bros.

William Dinelli, dba-Kerner Motor Co.  
 R. G. Knoll, President of Knoll Transportation  
 Geo. B. Shore, as Asst. Secty. of Lathrop Hay  
 & Grain Co.  
 Charles H. Loveland  
 Salvatore Lucchesi, dba Sal Lucchesi Trucking  
 C. H. McCarty  
 Joe Mangini, as President of Joe Mangini Draying Company  
 Robert G. Anderson, dba Marin-Sonoma Fast Freight  
 Glen Scholl, dba Mariposa Express  
 David C. Hall & A. McDonald, dba Marysville-LaPorte Stage  
 Max H. Green, dba Mountain Auto Line  
 Pat Taylor, as President of Mt. Lassen Motor Transit Inc.  
 A. Nystrom, as copartner of Napa Transportation Co.  
 F. M. Hodges, as President of Nevada Consolidated  
 Fast Freight  
 J. J. Leonardini, dba O. K. Trucking Company  
 J. A. Gritsch, as President of Oregon-Nevada-California  
 Fast Freight Inc.  
 Scott Lawton, dba Oroville Truck & Storage Co.  
 Robin C. Jolliffe, dba Palomar Mountain Stages  
 Elmer C. Gardner, dba Petrolia Stage  
 E. A. & B. H. Tucker, dba Pioneer Transfer  
 Percie C. Thacker, dba Pioneer Truck & Transfer Co.  
 Vernon Leard, dba Potter Valley-Ukiah Auto Stage  
 A. R. Reader, as copartner of Reader Truck Lines  
 T. B. Riley, dba Redding-Alturas & Lakeview Stages  
 C. T. Roberts  
 Rodney M. Addcox, dba Santa Barbara Special Delivery  
 F. M. Snell, dba San Bernardino-Highland-Patton Motor  
 Coach Line  
 George J. Saul, dba Saul's Livestock Transportation  
 J. W. Anderson, as President of Sausalito-Mill Valley-  
 San Francisco Express Co.  
 L. T. Alward, dba Shasta Dam Transit Company  
 Ralph Speer, dba Speer Truck Line  
 Teddy Pappas, as copartner of Teddy's Taxi Co.  
 Vincent B. Cobb, as copartner of Triangle Transfer  
 Company  
 F. H. Knickerbocker, as President of Union Pacific  
 Stage Co.  
 G. M. Hunton, dba Valencia Truck Co.  
 Webb Richards, as President of Vallejo, Napa &  
 Calistoga Transport Co.  
 Dale C. Ramsey, dba Valley Truck Co.  
 Othal P. Wells, as President of Wells Transportation Inc.  
 Louis Erickson, dba West Berkeley Express & Draying  
 Company  
 A. E. Travis, as President of Western Van & Storage Co.  
 Dave Willis  
 Fred A. Russell, dba Young Johnson Truck Co.

APPENDIX "C"

SHIPPING ORDER AND FREIGHT BILL						Bill No. _____
Name of Carrier _____ (Name of Carrier must be same as shown on Permit)					Permit No. _____	
Point of Origin _____			Date _____, 194__			
Shipper _____			Consignee _____			
Street Address _____			Street Address _____			
City _____			City _____			
Packages	Kind	Description of Commodities	**Weight	Rate	Charges	
Shipper _____		Check here				
By _____ (Show name in full)		Origin		Destination		
		Terminal	Store Door	Terminal	Store Door	
Received by Carrier in good condition except as noted				C.O.D.		
				C.O.D. Fee		
By _____ Driver (Show name in full)				*Advances		
Received by Consignee in good condition except as noted				*Other Charges		
By _____ (Show name in full)				Freepaid		
*Show each charge separately and what it represents. **If other unit of charges, show per box, crate, bundle, bag, head, etc.				Total to Collect		

APPENDIX "D"

is

City Carriers' Tariff No. 5

and

Highway Carriers' Tariff No. 6

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
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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	
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Carpinteria	7		La Habra	13	
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Crump	3		Los Nietos (L. A. Co.)	6	
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* 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				
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\*Change, Decision No. 32965.

**EFFECTIVE MAY 16, 1940**

Correction No. 7

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\*Change, Decision No. 32965.

**EFFECTIVE MAY 16, 1940**

Correction No. 8

Issued by The Railroad Commission of the State of California,  
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**SECTION No. 1**  
**RULES AND REGULATIONS**

**EFFECTIVE AS SHOWN ON TITLE PAGE**

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Item No.	SECTION NO. 1 RULES AND REGULATIONS
10	<p style="text-align: center;"><b>DEFINITION OF TECHNICAL TERMS</b></p> <p>(a) <b>CARRIER</b> 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) <b>CARRIER'S EQUIPMENT</b> 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) <b>COMMON CARRIER RATE</b> 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) <b>ESTABLISHED DEPOT</b> means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) <b>POINT OF DESTINATION</b> means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(f) <b>POINT OF ORIGIN</b> 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) <b>RAILHEAD</b> 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) <b>RATE</b> includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(i) <b>SAME TRANSPORTATION</b> 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) <b>SHIPMENT</b> 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) <b>TEAM TRACK</b> 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;"><b>APPLICATION OF TARIFF—GENERAL</b></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><b>NOTE.</b>—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;"><b>APPLICATION OF TARIFF—COMMODITIES</b></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)
	<b>APPLICATION OF TARIFF—TERRITORIAL GROUPS</b>	
	<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
	2	San Francisco.
	3	Avon, Martinez, Oakland, Oleum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo.
	4	Coalinga
	5	Coalinga, Crump, LeRoy, Ora.
	6	Bakersfield
	7	Bakersfield, Maltha, Mopeco, Oil Center, Oil City, Oildale, Seguro.
	8	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	9	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.
	10	Carpinteria
	11	Carpinteria, Chrisman, Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom.
	12	Bardsdale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe.
	13	Avenal
	14	Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County).
	15	Belridge, Blackwell's Corner, Lost Hills, North Belridge, South North Belridge.
	16	Arvin, Edison, Giffen, Harperton, Mountain View (Kern County), Vaccaro, Weed Patch.
	17	Poso Creek
	18	Kern Front, Mount Poso, Poso Creek.
	19	Brea
	20	Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, Olco, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda.
	*14	<p>All territory located within the boundaries described in Note 2, Item No. 45 series. (See Note.)</p> <p>NOTE.—Group 14 territory includes the following points: Betteravia, Bicknell, Carmalia, Cat Canyon, Divide, Garey, Gates, Gato Ridge, Guadalupe, Harriston, Los Alamos, Orcutt, Palmer, Point Sal, Port Petrol, Roadamite, Santa Maria, Sisquoc.</p>
<p>▲ Change, neither increase nor reduction, Decision No. 33022.          * Change, Decision No. 32965.      ↓ Reduction      ◆ Increase</p>		
<b>EFFECTIVE MAY 16, 1940</b>		
<p>Issued by The Railroad Commission of the State of California,          San Francisco, California.</p>		
Correction No. 11		



Item No.	SECTION NO. 1 RULES AND REGULATIONS (Continued)
45-A Cancels 45	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL GROUPS (Continued)</b></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>
<b>EFFECTIVE MAY 16, 1940</b>	
Correction No. 12 Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1 RULES AND REGULATIONS (Continued)
50	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL GROUPS (Concluded)</b></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, southwestwesterly 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;"><b>COMPUTATION OF DISTANCES</b></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><b>EXCEPTION.</b>—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 style="text-align: center;"><b>COMPUTATION OF CHARGES—ESTIMATED WEIGHTS</b></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 style="text-align: center;"><b>▲MINIMUM CHARGE</b></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><b>NOTE 1.</b>—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><b>NOTE 2.</b>—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. 32965.        †Reduction.   ♦Increase.        ▲Change, neither increase nor reduction.</p>	
<b>EFFECTIVE MAY 16, 1940</b>	
Correction No. 6	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 RULES AND REGULATIONS (Continued)
90	<p align="center"><b>STOPPING IN TRANSIT</b></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 align="center"><b>PUMPING</b></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 <math>\frac{3}{4}</math> of one cent per 100 pounds will be made. (See Exception.)</p> <p>▲ <b>EXCEPTION.</b>—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 <math>\frac{1}{3}</math> of one cent per 100 pounds will be made.</p>
110-A Cancels 110	<p align="center"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></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>* <b>NOTE 1.</b>—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 align="center"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</b></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><b>NOTE 1.</b>—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>* <b>NOTE 2.</b>—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 align="right"><b>EFFECTIVE FEBRUARY 12, 1940</b></p>	
<p align="center">Issued by The Railroad Commission of the State of California,        San Francisco, California.</p> <p>Correction No. 2.</p>	

Item No.	SECTION NO. 1                      RULES AND REGULATIONS (Concluded)
130	<p style="text-align: center;"><b>DIVERTED SHIPMENTS AND RETURNED SHIPMENTS</b></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><b>EXCEPTION.</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.</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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<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

**SECTION No. 2**

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**RATES**

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

**CITY CARRIERS' TARIFF NO. 8**  
**HIGHWAY CARRIERS' TARIFF NO. 6**

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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Items No.	<b>SECTION NO. 2</b>		<b>RATES (Continued)</b> In cents per 100 pounds												
210	<b>PETROLEUM CRUDE OIL</b> 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.														
	<b>BETWEEN</b>														
	Sub-Groups														
	<b>AND</b>	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	
	<b>Sub-Group</b>														
	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	
220	<b>DESCRIPTION OF GROUP 6 SUB-GROUPS</b> (Applies only in connection with rates making specific reference hereto)			
	<b>SUB-GROUP NUMBER</b>	<b>BOUNDARIES</b>		
	6-A	Bounded on the north by the northern boundary of Group 6 (see Item No. 50 series), on the east by La Brea Avenue, on the south by Imperial Highway and on the west by the Pacific Ocean.		
	6-B	Bounded on the north by Imperial Highway, on the east by Vermont Avenue, on the south by Compton Boulevard, Redondo Beach Boulevard, Hawthorne Avenue and Torrance Boulevard, and on the west by the Pacific Ocean.		
	6-C	Bounded on the north by Compton Boulevard, on the east by Los Alamitos Boulevard, on the south by the Pacific Ocean and on the west by the Los Angeles River.		
	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.			
230	<b>COMMODITY</b>	<b>FROM</b>	<b>TO</b>	<b>RATE</b>
	Petroleum Crude Oil as described in Item No. 30 series	Canoga Park (Los Angeles Zone 2, see Note 1)	Group 6	3½
240	<b>Refined Petroleum Products as described in Item No. 30 series</b>	<b>BETWEEN</b>		3
	<b>Black Oils as described in Item No. 30 series</b>	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.	<b>SECTION NO. 3</b>		<b>RATES</b> In cents per 100 pounds		
*300-A Cancels 300	<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		
	Refined Petroleum Products as described in Item No. 30 series.	Groups 1 and 2 Stockton	Susanville	39 39	
		Group 3		42	
		Group 4		45	
		Group 6		53	
		Group 11		46	
		Sacramento West Sacramento		26 1/2	
		◆ South Vallejo Stockton		33	
		Groups 1 and 2		Westwood	35
		Group 6		Calxico Calipatria El Centro Fuller Holtville	28
		San Diego		Niland Westmoreland	20
San Diego		Colorado		20	
<p>◆ Increase            ↓ Reduction            * Change, Decision No. 32965.</p>					
<b>EFFECTIVE APRIL 2, 1940</b>					
Correction No. 3	Issued by The Railroad Commission of the State of California, San Francisco, California.				

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

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	Alturas	30	30	
		Groups 3, 4, 5 and 11		35	35	
		Lyoth Sacramento Stockton Tracy		30	30	
		San Diego	Calxico Calipatria El Centro Fuller Holtville Niland Westmoreland	14½	14½	
		Group 6 San Diego	Colorado	20	--	
		Group 6 San Diego	Jacumba Hot Springs	19 10	19 --	
*310-A Cancels 310  RATES apply on: Crude Oil, Fuel Oil, Gas Oil, as described in Item No. 30 series.  RATES apply on: Asphalt.		Groups 1 and 2	Madeline	--	29	
		Groups 3, 4 and 11		--	34	
		Lyoth Sacramento Stockton Tracy			--	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	
			<b>EFFECTIVE APRIL 2, 1940</b>			
			Issued by The Railroad Commission of the State of California, San Francisco, California.			
Correction No. 4						

Item No.	<b>SECTION NO. 3</b>		<b>RATES (Concluded)</b>	
	<b>APPLICATION OF RATES TO UNNAMED POINTS</b>			
	▲ Table of routes governing the application of rates to unnamed rail points intermediate to destination points named in items making specific reference hereto.			
*320-A Cancels 320	NAME OF RAILROAD	ROUTES		
		BETWEEN	AND	
	Southern Pacific Company	Stacy	Westwood Alturas	
		Calexico	Colorado	
		Calipatria	Westmoreland Holtville	
	San Diego and Arizona Eastern Ry. Co. Holton Inter-Urban Railway Company	Campo El Centro	El Centro Holtville	
<p>* Change, Decision No. 32965.          ▲ Change, neither increase nor reduction.</p> <p style="text-align: center; margin-top: 100px;"><b>END OF TARIFF</b></p> <p style="text-align: right; margin-top: 20px;"><b>EFFECTIVE APRIL 2, 1940</b></p>				
Correction No. 5		Issued by The Railroad Commission of the State of California, San Francisco, California.		

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