

ORIGINAL

Decision No. 35050

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 ) Case No. 4246  
 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. )

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 Cali- ) Case No. 4434  
 fornia (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. )

BY THE COMMISSION:

SUPPLEMENTAL OPINION

An adjourned hearing was held in these proceedings before Examiner Bryant in Los Angeles on February 10, 1942, 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. The carriers for whom this hearing was held include

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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.

those who first obtained permits as radial highway common carriers, highway contract carriers, or city carriers, between June 15, 1941, and January 23, 1942, inclusive, and certain other radial highway common carriers, highway contract carriers and city carriers named in Appendix "A" hereof. The record shows that the order instituting investigation herein was duly served on and notice of said hearing 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 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 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 "C" hereof) should be established for and made applicable by all highway carriers and all city carriers.

F I N D I N G S

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 "C" 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 June 15, 1941, and January 23, 1942, inclusive, and by all radial highway common carriers, highway contract carriers and city carriers named in Appendix "A" hereof.

2. That each and all of said 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 "E" 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 hold 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 "C" attached hereto and by this reference made a part hereof, be and they are hereby established and approved as the just, reasonable and nondiscriminatory 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 June 15, 1941, and January 23, 1942, 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 each and all of said 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 "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.

4. That any and all supplements to or modifications and amendments of said City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6, being Appendix "C" to Decision No. 32608 and Appendix "C" to this decision, hereinafter made in these proceedings, shall supplement, modify, or amend this decision also, without express reference to this decision therein.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 24<sup>th</sup> day of February, 1942.

Justin J. Gaumer  
Carl H. Riey  
A. H. Baker  
Frank D. Havenner  
Arthur J. Schaefer  
Commissioners

APPENDIX "A"

R. J. Stadler, President of Associated Franchise Carrier Agency  
Simon Arellanes, as copartner of Simon & Jose Arellanes  
E. H. Ball  
T. C. Barbarick  
Albert Berglund, Jr.  
John K. Berokoff  
Chas. Biesemeyer  
Samuel E. Bonsangue  
Carl E. Bradley  
D. Brunson  
Frank M. Castanos  
D. M. Chambers  
Earl Collins  
Fred Wise, dba Comet Delivery Service  
Miguel Contreras  
E. H. Cox  
Nick De Sanctis  
Robert W. Fenton  
Frank Fletcher  
Cokerzee Hardy  
Paul Hinamon, dba Hinamon Truck Co. & Acme Freight Lines  
Sam Karagozian  
F. W. Keiser  
Michael J. Lamers  
Frank R. Lopez  
James M. Marriott  
Jack Martin  
George M. Menard  
Joe Morey, dba Morey Trucking Co.  
E. B. Parkinson  
W. R. Price  
George A. Rennison  
J. Reyes  
Margarito Rodriguez  
Harry Maslan, dba Scheduled Delivery Service  
Sam C. Sharp  
Willie Sharp  
Willis Sharp  
A. A. Shirey  
Mitchell Sikoff  
Russell Simpson  
Lynn Souder  
Orin Thorkildsen, dba Southern Express

G. R. Starckenburg  
I. J. Starckenburg  
Roy H. Tull  
Chas. F. Koors, as copartner of United Transportation Company  
D. F. Wagenhauser  
Caroline D. White  
Vernon Wilburg  
Randall Witz  
W. W. Sellards  
Harry Kerns  
H. Hernandez  
Cleve Johnson  
Ray McConnell  
E. Franklin Salvesson  
Paul M. Thornton  
Chris Henny  
C. J. Hickey  
James Ewing Sampson  
Douglass F. Nance  
John Rodriguez  
Zacarias Esparza  
Spero Negas, as copartner of Turlock Produce Company  
Joe Virga  
A. S. Weaver Jr., as President of Weaver Tractor Co.  
Steve Zelanick  
Joe Bullard  
W. O. Evans  
Harry Leest  
Alfred C. Sewell  
G. F. Arterburn, dba G. F. Arterburn Co.  
Thomas Oliver Morgan, dba Hillcrest Transfer Co.  
F. E. Mellien  
Ed. B. Moore  
Warren T. Chadwick, as copartner of San Diego Truck Co.  
Jack Routlinger, Bonded Parcel & Draying Service  
Joseph Calavano  
Bill Cunningham  
Fred Kutznetzoff  
Robert G. Anderson, dba Marin Sonoma Fast Freight  
Mark Lorenzo, dba Mark Transfer Co.  
S. Morris, dba S. Morris & Company  
C. H. Pappas  
Paul Reade, Reade's Express  
Patrick S. Mahoney, as copartner of Square Deal Delivery  
Fred J. Renner, as President of Stetson Renner Drayage Company  
Ruth Thomas, dba Thomas Transfer

G. M. Anderson, dba Anderson Wood Yard  
Sebastian Inosanto, as copartner of Sebastian Inosanto & Nick Juario  
Mrs. Hamano Morimoto  
C. W. Stephens  
M. P. Brazil  
C. S. Kuiper  
Fred Marsh, dba Palace Market  
E. T. Carter  
S. K. McMurray  
Al Fantozzi  
Larry La Mantia, as copartner of Larry & John La Mantia  
R. G. Bradley  
J. G. Ogburn  
Edward L. Turner  
Frank Cheatham  
Henry George  
M. L. Moniz  
Russell Prouty  
J.S. Ransdell  
Woodrow Richardson  
Tony Salsi  
George E. Lambert  
L. L. Hudson  
Fidel Ramirez  
C. F. Schleicher  
J. P. Immel  
Raymond Adan  
Gilbert Koebel  
W. H. O'Hair, as copartner of W. H. O'Hair & Company  
M. M. Deskin  
P. A. Taylor, as copartner of Lassen Motor Lines  
T. C. Bell  
Lloyd Clark  
William Charles Fiamengo  
C. G. Green  
Edward Hart  
Chas. E. Turner, dba Turner's Express Service  
J. D. Kessler, as copartner of Kessler Brothers  
Helen Thompson  
E. J. Ballard  
Ray Segarini  
Harold L. Pace  
Mike Bettencourt  
E. M. Tharp, as copartner of E. M. & H. L. Tharp  
Roy Delay, dba Roy Delay General Trucking  
Joseph M. Devere, as President of Petroleum Transportation Co.

Wm. A. Wheeler, dba Martinez Parcel Delivery  
Joe Arriola  
Wallace T. Derr, dba Urban Trucking Company  
Ben McFarlane  
Paul A. Ricklick, dba Pointer Transfer Co.  
B. H. Patterson, dba, Pat Patterson  
Mrs. Jack A. Baker  
R. Stanley Dollar, President, Globe Wireless, Ltd.  
Ernest J. Rogers, as copartner of Ernest J. Rogers & Sons  
Harold R. Minors, dba Union Cab Co.

APPENDIX "B"

SHIPPING ORDER AND FREIGHT BILL					
Name of Carrier _____ (Name of Carrier must be same as shown on Permit)					Bill No. _____
					Permit No. _____
Point of Origin _____		Date _____, 19__			
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. Fee	
By _____ Driver (Show name in full)				*Advances	
Received by Consignee in good condition except as noted				*Other Charges	
By _____ (Show name in full)				Prepaid	
*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 "C"

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
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**

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San Francisco, California.

TABLE OF CONTENTS	Page Number
Application of Rates to Unnamed Points.....	19
Correction Number Checking Sheet.....	1
Description of Group 6 Sub-Groups.....	15
Index of Group Points and Points from and to Which Rates Apply.....	3-4
Rates—Section 2 .....	13-14-15
Section 3 .....	17-18-19
Rules and Regulations:	
Alternative Application of Combination with Common Carrier Rates.....	10
Alternative Application of Common Carrier Rates.....	10
Application of Tariff—Commodities .....	7
Application of Tariff—General .....	6
Application of Tariff—Territorial Groups .....	8-9
Computation of Charges—Estimated Weights .....	9
Computation of Distances .....	9
Definition of Technical Terms.....	6
Diverted Shipments and Returned Shipments.....	11
Minimum Weight .....	9
Pumping .....	10
Stopping in Transit.....	10
Technical Terms, Definition of.....	6
<b>EFFECTIVE AS SHOWN ON TITLE PAGE .</b>	
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**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		* Garcy	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	
Rixby	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
Calxico	--	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**

Correction No. 7

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  
 (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
O'co	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

Correction No. 8

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 San Francisco, California.

**SECTION No. 1**  
**RULES AND REGULATIONS**

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**EFFECTIVE AS SHOWN ON TITLE PAGE**

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

Item No.	SECTION NO. 1	RULES AND REGULATIONS
	<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>	
10	<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>	
20	<p style="text-align: center;"><b>EFFECTIVE AS SHOWN ON TITLE PAGE</b></p> <p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

Item No.	SECTION NO. 1	RULES AND REGULATIONS—Continued				
30	<b>APPLICATION OF TARIFF—COMMODITIES</b>					
	<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; width: 33%;">           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; width: 33%;">           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; width: 33%;">           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; width: 50%;">           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; width: 50%;">           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,
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.					
<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>						
Issued by The Railroad Commission of the State of California, San Francisco, California.						

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
	1	San Francisco
	2	Pinole
	3	Coalinga
	4	Bakersfield
	5	Taft
40-C Cancels 40-A and 40-B	6	Compton
	7	Carpinteria
	8	Fillmore
	9	Avenal
	10	Lost Hills
	11	Weed Patch
	12	Poso Creek
	13	Brea
	*14	♦♦Orcutt
		<p>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. Helena Spur, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot.</p> <p>Carpinteria, Chrisman, Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom.</p> <p>Bardsdale, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe.</p> <p>Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County).</p> <p>Belridge, Blackwell's Corner, Lost Hills, North Belridge, South North Belridge.</p> <p>Arvin, Edison, Giffen, Harperton, Mountain View (Kern County), Vaccaro, Weed Patch.</p> <p>Kern Front, Mount Poso, Poso Creek.</p> <p>Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, Oleo, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda.</p> <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, Casmalia, Cat Canyon, Divide, Carey, 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, southwestly 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)
90	<p style="text-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 style="text-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{1}{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 style="text-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 style="text-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 style="text-align: right;"><b>EFFECTIVE FEBRUARY 12, 1940</b></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>	

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>
<p><b>EFFECTIVE AS SHOWN ON TITLE PAGE</b></p>	
<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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**EFFECTIVE AS SHOWN ON TITLE PAGE**

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

Item No.	SECTION NO. 2				RATES			
	In cents per 100 pounds							
	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
200	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.							
<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>								
Issued by The Railroad Commission of the State of California, San Francisco, California.								

Item No.	SECTION NO. 2	<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														
	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	1½		(1)	-	-	-	-	-	-	-	-	-	-
	6-C	3½	3	3½	3		(1)	-	-	-	-	-	-	-	-
	6-D	3½	3	3½	3	3	2		(1)	-	-	-	-	-	-
6-E	3½	3	3½	3	3½	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.															
<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>															
Issued by The Railroad Commission of the State of California, San Francisco, California															

Item No.	SECTION NO. 2	RATES (Concluded) In cents per 100 pounds		
<b>DESCRIPTION OF GROUP 6 SUB-GROUPS</b> (Applies only in connection with rates making specific reference hereto)				
	SUB-GROUP NUMBER	BOUNDARIES		
220	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.		
	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
240	Refined Petroleum Products as described in Item No. 30 series	BETWEEN		3
	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>				
<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>				
Issued by The Railroad Commission of the State of California, San Francisco, California.				

**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.

**EFFECTIVE AS SHOWN ON TITLE PAGE**

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

Item No.	<b>SECTION NO. 3</b>	<b>RATES</b> 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>			
	<b>COMMODITY</b>	<b>FROM</b>	<b>TO</b>	<b>RATE</b>
*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
		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	Alturas	30	30
		San Diego		Calexico Calipatria El Centro Fuller Holtville Niland Westmoreland	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	Madeljine	--	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

\*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.

♦ 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.

Item No.	<b>SECTION NO. 3</b>		<b>RATES (Concluded)</b>	
*320-A Cancels 320	<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.			
	NAME OF RAILROAD	ROUTES		
		BETWEEN	AND	
	Southern Pacific Company	Stacy	Westwood Alturas	
		Calxico	Colorado	
San Diego and Arizona Eastern Ry. Co.	Calipatria	Westmoreland Holtville		
Holton Inter-Urban Railway Company	Campo	El Centro		
<p>* Change, Decision No. 32965.            ▲ Change, neither increase nor reduction.</p> <p style="text-align: center;">END OF TARIFF</p>				
<b>EFFECTIVE APRIL 2, 1940</b>				
Issued by The Railroad Commission of the State of California, San Francisco, California.				

Correction No. 5