

ORIGINAL

Decision No. 58401

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into  
the rates, rules and regulations, charges,  
allowances and practices of all common  
carriers, highway carriers and city car-  
riers relating to the transportation of  
any and all commodities between and within  
all points and places in the State of  
California (including but not limited to,  
transportation for which rates are pro-  
vided in Minimum Rate Tariff No. 2).

Case No. 5432  
(Order Setting Hearing  
dated July 22, 1957)

John MacDonald Smith, Robert A. Thompson, and  
Marshall W. Vorkink, for various respondent  
carriers.

Arlo D. Poe, James Quintrall and J. C. Kaspar,  
for California Trucking Associations, Inc.,  
interested party.

Eugene A. Read, W. J. Haener, M. S. Housner,  
W. H. Adams, James A. Gayle, John Ennis,  
Paul A. Buck, B. F. Bolling, H. M. Long,  
J. M. Connors by T. Grace, A. E. Patton  
by W. Y. Bell, A. D. Carleton by Brian  
Pierce, for various shippers and shipper  
organizations, interested parties.

C. Ray Bryant and G. L. Malquist, for the staff  
of the Public Utilities Commission of the  
State of California.

### OPINION

This phase of Case No. 5432 deals with the minimum rates, rules and regulations in Minimum Rate Tariff No. 2 that apply for the transportation of petroleum and petroleum products in packages in quantities of 20,000 pounds or more. More specifically, it deals with revisions of said minimum rates,

rules and regulations which have been submitted by the Commission's staff in conformity with a program heretofore indicated in Decision No. 55249, dated July 9, 1957, in this case, Case No. 5432. Pursuant to this decision, and Decision No. 55704, dated October 15, 1957, the class rates, rules and regulations in Minimum Rate Tariff No. 2 were revised. With reference to the commodity rates, Decision No. 55249 states that no changes would be made in said commodity rates pending completion of studies then being made by the Commission's staff and that "upon receipt of these studies and such other evidence as then may be offered, determination will be made to what extent, if at all, the various commodity rates should be adjusted."

On August 6, 1958, after notice to persons and organizations believed to be interested, public hearing on the proposals was held before Examiner C. S. Abernathy at Los Angeles. Evidence was presented by an engineer and by a rate expert of the Commission's staff. Representatives of various carriers and shippers participated in the development of the record. The record was closed with the filing of a brief by the California Manufacturers Association on August 26, 1958. Subsequently, an examiner's report on the matter was issued. Exceptions thereto were filed by the California Trucking Associations, Inc., by the Shell Oil Company, and by the Commission's staff. The matter is ready for decision.

The Commission engineer submitted and explained a report on a study which he had made to arrive at the costs of transporting

petroleum products in packages by for-hire highway carriers. His study was developed on the basis of data obtained from field observations of the transportation involved; from analyses of the records of carriers engaged in providing the service; from interviews with carriers and shippers; and from records of the Commission. His report sets forth separate cost figures for shipments falling within three weight groups - - 20,000 to 30,000 pounds, 30,000 to 40,000 pounds, and more than 40,000 pounds - - moving between the Los Angeles area and the San Francisco Bay area and between points throughout the State generally.

The rate expert submitted and explained an exhibit setting forth a basis of rates which he recommended be adopted in lieu of the commodity rates, rules and regulations that apply at the present time. This exhibit was developed in part upon the cost determinations of the engineer and in part upon field investigations, conferences with carriers and shippers, and other investigations which the rate witness had made. Under the rate expert's proposals the present rates would be increased in some instances and reduced in others. Generally speaking, the greatest increases (30 to 50 percent) would apply in the rates for transportation over distances of less than 100 miles. The greatest decreases (15 to 20 percent) would apply in the rates for transportation of shipments of more than 40,000 pounds over distances in excess of 150 miles. Other principal changes in the present tariff provisions which the rate expert proposed be made are the addition of certain items to the listing of petroleum products subject to the commodity rates; the clarification of the tariff

description of two areas (designated in the tariff as Groups "A" and "B") from which numerous shipments of petroleum products originate;<sup>1</sup> revision of the present basis of computing rates for transportation within said areas; and revision of the present form of setting forth commodity rates in the tariff.

Adoption of the last-described proposal was opposed by a representative of the California Manufacturers' Association on behalf of various shippers of asphalt and by a representative of the Union Oil Company for the reason that the proposed change in the form of publishing the rates for petroleum and petroleum products would result in an unjustified increase in the rates for transporting asphalt. The proposed revision in the basis of computing rates for transportation within Groups "A" and "B" was opposed by a representative of the California Trucking Associations, Inc., on the grounds that it would result in undue discrimination in charges as between various hauls within the groups and that where for-hire carriers must operate in competition with proprietary transportation facilities, adoption of the proposal would result in said carriers being deprived of remunerative hauls.<sup>2</sup>

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<sup>1</sup> Group "A" is generally that territory lying along San Francisco, San Pablo and Suisun Bays between Oakland and Port Chicago. Group "B" is generally that territory in and about Los Angeles lying to the south of the Santa Monica Mountains and the Puente Hills between Santa Monica and Huntington Beach.

<sup>2</sup> The representative of the California Trucking Associations, Inc., also entered a motion that the Commission engage in studies leading to the establishment of minimum rates for the transportation of petroleum products by railroad. This motion was rescinded by a subsequent letter to the Commission.

The commodity rates for the transportation of petroleum and petroleum products in packages were first established in November, 1939. They have been increased from time to time to reflect increases in the costs of service which have since occurred. However, no general revisions thereof have been made in response to such changes as may have taken place in other of the factors upon which the rates rest.

It is clear from the record in this matter that changes of such import have occurred in certain of the underlying factors that corresponding adjustments should now be made in the tariff provisions. For example, in the initial establishment of the rates two rate scales were provided, one for shipments subject to a minimum weight of 20,000 pounds and the other for shipments subject to a minimum weight of 30,000 pounds. These two rate scales were established in order to give recognition to then-existing trade and distribution practices and to the types of truck equipment in use at the time. The record herein shows that substantial quantities of petroleum products now move in lots of 40,000 pounds or more and that such volume movements are transported at lesser unit costs than those applicable to shipments of lesser quantities. The tariff should be modified to provide an appropriate rate scale for these larger movements.

Three issues are raised by the examiner's report and by the exceptions. These issues involve

- a. The level of the rates to be prescribed as minimum commodity rates for the transportation of petroleum and petroleum products in packages state-wide and between designated territories;
- b. The form of publication of the rates, and
- c. The rates to be applied for transportation within defined Group "A" and Group "B".

### Level of the Rates

In his report the examiner compared individual rates as proposed by the staff rate witness with corresponding cost estimates as developed by the staff engineer, and concluded from his comparisons that the proposed rates for shipments of 40,000 pounds or more, and for shipments moving between the Los Angeles and the San Francisco Bay Territories, "are not reasonable or justified." Exceptions to the examiner's conclusion were filed by California Trucking Associations, Inc., and by the Commission staff. No party replied to the exceptions.

None of the parties indicated any disagreement with the recommendations of the rate expert so far as the general rate levels are concerned. The examiner's conclusion concerning the reasonableness of the recommended rates appears to rest upon a premise that each rate should approximate some fixed relationship to the estimated cost of performing each service. Operating ratios are of value in measuring carrier revenue needs, but cost-rate ratios for particular movements cannot control the general development of reasonable minimum rates for various weight groups and distances. Many elements of rate making must be recognized and considered in developing reasonable and non-discriminatory minimum rates.

Except as hereinafter discussed, it is concluded that the rates proposed by the staff rate witness are reasonable. They will be adopted.

### Form of Rate

Under the proposal of the rate witness relating to the form that the rates should take, the present commodity rates as such would be canceled and classification exception ratings would be established on a basis that would result in the application of class ratings corresponding in volume to

those which the rate expert developed on the costs of record and as a result of his investigations. This basis of publication was advocated by the rate witness as a means of tariff simplification. In his report the examiner agreed as to the desirability of tariff simplification. He pointed out, however, that the evidence shows that the exception ratings which the rate witness proposed are based largely on considerations pertaining to the level of the rates to be assessed. He stated that because of the basis upon which the proposed exception ratings were developed, their superseding of the classification ratings which now apply would be unjustified on the record and incorrect in principle. He said that it is a well-established rule that ratings are to be determined on the basis of the transportation characteristics of the commodity involved without regard to rate level. He said furthermore that adoption of the proposed ratings would result in certain unjustified increases in rates.<sup>3</sup> As an alternative the examiner recommended that the exception ratings which the rate witness proposed be incorporated in the commodity rate section of Minimum Rate Tariff No. 2 as designation of rate scales that reasonably might be applied as minimum rates. Such form of publication, he said, would result in the same advantages of tariff simplification as those sought by the rate witness and that such advantages would be attained without unjustified increases in classification ratings.

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Under the proposals of the rate witness a classification rating of Class "D" would be superseded by an exception rating of Class "C" for asphalt, thus resulting in the application of higher rates to this commodity. The California Manufacturers Association and the Union Oil Company both opposed the increase as unjustified.

The California Trucking Associations, Inc., and the Commission's staff both excepted to the alternative basis of publication recommended by the examiner. The C.T.A. asserted that "the concept that classification rating and rates are separable has no application in a situation of the kind involved here. Placing exception ratings in Minimum Rate Tariff No. 2 has no effect whatsoever except to provide a simple method of naming rates. The practice has been used by this Commission in connection with other commodities. It is a step towards tariff simplification which should be followed here."

The Commission's staff, in its exceptions to the examiner's recommended alternative, asserts that the rule referred to by the examiner (that ratings are to be determined on the basis of the transportation characteristics of the commodity involved without regard to rate level) was developed by the Interstate Commerce Commission in connection with the establishment of ratings in the basic classification. The staff asserts that in his recommendations the examiner "overlooked or ignored the fact that the function of an exception is 'to remove articles from the classification and establish class rates thereon different from the normal class rates' (See Norwich Wire Works, Inc. v. Boston and Maine Railroad, 232 I.C.C. 593)." The staff states, furthermore, that in his recommendations the examiner has overlooked a precedent decision of this Commission which has approved the substitution of exception ratings and class rates for commodity rates for the transportation of hay (Decision No. 56725, 56 Cal. P.U.C. 334). The staff stresses that adoption of the basis of rates which the rate witness proposed is important to the accomplishment "of substantial benefits in tariff simplification and economies in the time and expense of future rate proceedings."



The record is clear that the form of tariff publication recommended by the staff rate witness would provide the most convenient and simple form of tariff publication. The examiner's concept that classification rating and rates are separable has no necessary application in the instant situation. The Commission is not concerned here with the development of classification ratings in a freight classification, but with the establishment of exception ratings in a single tariff. In establishing reasonable minimum rates, the Commission is free to put them into any form which it may find to be most suitable and convenient.

Exception ratings will be established as proposed by the staff, except that the rating for the minimum weight of 40,000 pounds will not be made applicable to straight shipments of asphalt. The exclusion of straight shipments of asphalt from the proposed exception rating will permit the application of lower classification ratings as urged by California Manufacturers Association and certain of the refiners.

Rates for Transportation within Groups "A" and "B"

Groups "A" and "B" both consist of a number of designated cities or communities from which petroleum and petroleum products are shipped in volume. Group "A" is located in Alameda and Contra Costa Counties and Group "B" is located in Los Angeles and Orange Counties. Both groups are approximately 30 miles in width. The present tariff provisions specify that the applicable minimum rate for transportation within the groups shall be that for a distance of 3 miles.

The rate expert proposed that these provisions be modified so that carriers might be more fully compensated for services involving hauls over distances substantially in excess of 3 miles. However, this proposal was objected to by the C.T.A.

on the grounds that the resulting rates would preclude the carriers from participating in hauls over short distances and would, moreover, result in charges which would violate the long-and-short-haul prohibitions of the State Constitution and of the Public Utilities Code. The examiner recommended a tariff rule which would meet the objections of the C.T.A. and which, at the same time, would provide a more compensatory basis of charges.<sup>4</sup> The C.T.A. excepted to this rule, alleging that it is too complicated. The C.T.A. recommends that the present tariff provisions be revised to require that for the intragroup transportation charges be computed according to the distance from point of origin to point of destination. The Shell Oil Company likewise excepted to the examiner's recommendations because of the asserted complexity of the proposed rule. The Shell Oil Company urges that the present basis of charges (in effect, a flat rate for all intragroup transportation) be retained and that an increase be affected in the present rate if necessary to provide greater revenues from the traffic.

The establishment of reasonable minimum rates for the intragroup transportation is complicated by the large size of the groups and by the fact the rates must be related to the rates which apply for transportation to points outside the groups. The basis of rates which the C.T.A. recommended would be subject in part to the same objections which were raised with respect to the proposals of the rate witness, namely, charges under said rates would violate the long-and-short-haul prohibitions of the Constitution and of the Public Utilities Code. To establish a flat

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<sup>4</sup> Under the rule which the examiner recommended, transportation charges would be computed on the basis of the length of haul involved except in instances where the length of haul is greater than the distance from point of origin of the shipment to the group basing point. In such instances the charges would be computed on the distance from the basing point to point of destination, subject to a specified minimum.

rate, as the Shell Oil Company suggests, that would reasonably compensate the carriers for their intragroup services, would result in a rate which for transportation over short distances would be of such volume as to bring about unnecessary diversion of traffic to proprietary carriage.

It appears that although the examiner's recommended rule for computing charges for intragroup transportation is complex, as alleged, it is not unduly so in the light of the applicable transportation circumstances. Its adoption appears preferable to continuation of the present level of rates or to the adoption of a scale of rates which would result in unlawful charges. The order which follows will so provide.

Discussion of other aspects of the rate expert's proposals does not appear necessary. Generally speaking, they were advanced as measures to bring the tariff provisions into conformity with present transportation conditions. They appear reasonable and will be adopted subject to a minor correction in boundary description of Group "B".

Upon careful consideration of all of the facts and circumstances of record, it is concluded that the existing commodity rates, rules and regulations in Minimum Rate Tariff No. 2 which apply for the transportation of petroleum and petroleum products in packages should be revised to the extent hereinafter provided, and it is found and concluded that the revised rates, rules and regulations which are hereinafter provided are, and will be, just, reasonable and nondiscriminatory minimum rates, rules and regulations for said transportation.

O R D E R

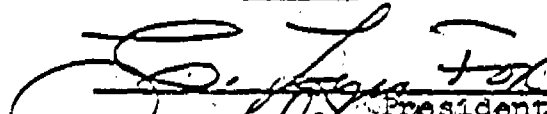
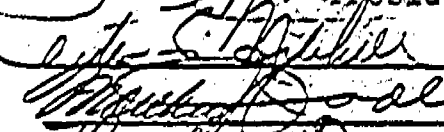
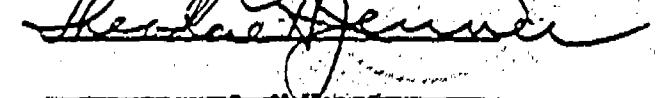
An adjourned public hearing having been held in the above-entitled proceeding and based upon the evidence received therein and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective June 26, 1959, the revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix by this reference are made a part hereof.
2. That tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than June 26, 1959, and that tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff changes herein involved.
3. That common carriers, in establishing and maintaining the rates and charges authorized hereinabove, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to adjust long-and-short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are hereby modified only to extent necessary to comply with this order; and that common carriers, in publishing rates under the authority conferred in this ordering paragraph, shall make reference in their schedules to the prior orders authorizing the long- and-short-haul departures and to this order.

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

Dated at San Francisco, California, this 12th day of May, 1959.

  
President  
  
Commissioner  


Commissioner Everett C. McKee  
necessarily absent, did not participate  
in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO.  
Revised Pages to Minimum Rate Tariff No. 2  
Authorized by Said Decision

Fourteenth Revised Page 18

Twelfth Revised Page 39

Third Revised Page 58

Second Revised Page 59

Seventh Revised Page 60

Sixth Revised Page 61

End of Appendix "A"

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="662 429 1120 463" style="text-align: center;">COMPUTATION OF DISTANCES</p> <p data-bbox="365 494 1462 660">(a) 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 the Distance Table, subject to the following exceptions:</p> <ol style="list-style-type: none"> <li data-bbox="420 692 1385 889">1. Distances from or to points located within zones described in Item No. 260 shall be computed from or to the mileage basing points designated in connection with such descriptions. The provisions of this exception will not apply in computing mileages between points located within a single zone.</li> <li data-bbox="420 921 1424 1476">2. From points of origin or to points of destination more than 70 miles distant from both the San Francisco and the Oakland Pickup and Delivery Zones (computed in accordance with the method hereinabove provided), distances from points of origin or to points of destination located within the San Francisco Pickup and Delivery Zone or located within the Oakland Pickup and Delivery Zone shall be the average of the distances from or to the San Francisco pickup and delivery zone and the Oakland pickup and delivery zone (computed in accordance with the method hereinabove provided). In the event such average distance is less than the distance computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point. (See Note.)</li> <li data-bbox="420 1508 1390 1739">3. For transportation under rates in Items Nos. 654, 654<sup>1</sup>/<sub>2</sub> and 728, between points lying within the Imperial Valley Irrigation District on the one hand and points lying without such district on the other hand, distances shall be those computed in accordance with the Distance Table from or to the City of Imperial.</li> <li data-bbox="420 1771 1351 1871">#4. For transportation under rates in Item No. 725 from points in groups described in Item No. 724 distances shall be computed as follows: <ol style="list-style-type: none"> <li data-bbox="505 1902 1373 2100">(a) For transportation from a point of origin within a group to a point of destination outside of the same group, the applicable distance shall be the distance between the basing point of the group and the point of destination.</li> <li data-bbox="505 2131 1462 2363">(b) For transportation between points within the same group, the applicable distance shall be the distance between the basing point of the group and the point of destination, except that such distance shall not be less than the distance between the point of origin and the basing point. (See Exception)</li> </ol> </li> </ol>

\*100-G  
Cancels  
100-F

EXCEPTION: When the distance between point of origin and point of destination is less than the distance between point of origin and the basing point, the applicable distance shall be the distance between point of origin and point of destination.

NOTE.-In computing distances under the provisions of Item No. 160 in connection with split pickup shipments, or under the provisions of Item No. 170 in connection with split delivery shipments, the average of the distance from or to (or from and to) the San Francisco Pickup and Delivery Zone and the distance from or to (or from and to) the Oakland Pickup and Delivery Zone shall be used only when the distance computed under the provisions of those items from or to (or from and to) both zones is more than 70 constructive miles.

#### APPLICATION OF RATES - DEDUCTIONS

(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11(k), (l) and (m) from point of origin to point of destination, subject to Items Nos. 120, 140, 142 and 143.

(b) Subject to Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, rates shall be 5 cents per 100 pounds (or 5 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. When both point of origin and point of destination are carrier's established depots, rates shall be 10 cents per 100 pounds (or 10 cents per shipment when shipment weighs less than 100 pounds) less than those named herein. In no case shall the net transportation rate be less than 15 cents per 100 pounds when applying the provisions of this paragraph.

NOTE 1.-No deduction from rates specifically named herein shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, nor from minimum charges provided by Item No. 150.

NOTE 2.-No deduction from rates specifically named herein shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.

NOTE 3.-When the commodity upon which charges are to be computed is rated at a percentage or multiple of classes 1, 2, 3 or 4, deductions under this rule shall be made from the resulting rate.

NOTE 4.-Deductions under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots.

110-J  
Cancels  
110-I  
And  
110-H

\* Change )  
# Addition )  
o Increase )

Decision No. 58461

EFFECTIVE JUNE 26, 1959

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 913

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	Class Rating
370	Ice cream, less carload .....	2
375-4 Cancels 375	Malt, milk and cocoa compound } Milk and cocoa compound } less carload Milk, malted } Milk Food, other than liquid, } other than malted milk }	4
377-4 Cancels 377	Paints or Varnishes, not otherwise indexed by name in the Western Classification, Bronzing Liquids, Lacquers or Shellacs, liquid or paste, less carload ..... Paint, Lacquer or Varnish Reducing, Removing or Thinning Compounds, not otherwise indexed by name in the Western Classification, less carload .....	4
#377.5	Petroleum and Petroleum Products, in packages, as described in and subject to the provisions of Item No. 723. (See Note 1.) Minimum weight, 20,000 pounds ..... Minimum weight, 30,000 pounds ..... Minimum weight, 40,000 pounds ..... NOTE 1.-(Exception to Item No. 100) Distances from points of origin within the groups described in Item No. 724 shall be computed from the mileage basing point designated in connection with the group. When the point of destination is the mileage basing point, the distance between the origin and destination shall be computed in accordance with Item No. 100. (1) Not applicable to straight shipments of asphalt (asphaltum) natural, by-product or petroleum, liquid (other than paint, stain or varnish) or solid.	90% of 4 B (1)C
378-4 Cancels 378	Pipe, cast iron pressure, not less than 12 feet and not more than 18½ feet in length, in straight shipments or in mixed shipments with cast iron pressure pipe fittings ..... Pipe, cast iron soil, not less than 5 feet and not more than 5½ feet in length, in straight shipments, or in mixed shipments with cast iron soil pipe fittings. Minimum weight, 36,000 pounds .....	5
379	Plastics, synthetic, liquid or other than liquid, not otherwise indexed by name in the Western Classification, weighing 30 pounds or more per cubic foot, in rubber bags, each bag containing not less than 9,000 pounds of plastics; consignor to load and consignee to unload by mechanical means. Minimum weight, 40,000 pounds .....	D



380	Salt, common, less carload .....	90% of 4
390-B Cancels 390-A	Sugar, in packages Loss carload ..... Carload: Minimum weight, 30,000 pounds ..... Minimum weight, 40,000 pounds . ....	90% of 4 B C
<div> <div> # Addition o Reduction o Increase </div> <div> } } } </div> <div> Decision No. 58401 </div> </div>		
EFFECTIVE JUNE 26, 1959		
<div> Issued by the Public Utilities Commission of the State of California, San Francisco, California. </div> <div> Correction No. 918 </div>		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto)	
	Petroleum or Petroleum Products, in Packages, viz.:	
	Petroleum or Petroleum Products, including compounded oils or greases having a petroleum base, as described under that heading in Western Classification.	
	Asphalt (Asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish) or solid.	
	Gas, Petroleum Liquefied, compressed.	
	Lubricant, Grease Binder (lubricating grease having a petroleum base, combined with cotton, jute or wool or other binder, not oiled waste).	
	In straight or mixed shipments or in mixed shipments containing not to exceed 50 percent by weight of articles named in Note 1.	
	Note 1.-	
*723-A Cancels 723	Candles,	Ether (Petroleum), not butyric,
	Cement (mineral), pipe fitting,	Exterminators, vermin,
	Compound, anti-freeze, liquid,	Insecticides,
	Compound, cement, concrete,	Liquid, cigar or cigarette
	stucco or masonry water-	lighter,
	proofing, liquid,	#6Metal cutting, drawing or
	Compound, electrical	drilling lubricant or com-
	insulating,	pound, other than petroleum,
	Compound, cleaning, liquid	liquid or paste, noibn,
	(shipping container may also	Oil (other than medicinal),
	contain one hand sprayer for	Oil, petroleum, medicinal,
	each inner container packed	Outfits, insect destroying
	therein),	(liquid insecticides with tin
	#6Compound, mounting,	hand sprayers in same
	pneumatic tire,	packages),
	Compound, paint thinning,	Paint, asphaltum,
	Compound, radiator cleaning,	Paint, liquid,
	dry,	Polish, floor,
	Compound, rust preventing or	Polish, furniture,
	removing,	Polish, metal, liquid,
	#6Compounds, carbon, gum or	Polish, vehicle,
	sludge removing, in barrels	Repellents, insect,
	or boxes,	Soap, liquid,
	#6Compounds, floor hardening,	Solvent,
	liquids,	Stain, wood, liquid,
	Compounds, type cleaning,	Wax, automobile, boat, floor or
	liquid,	furniture (shipping container
	Dressing, automobile top,	may also contain one cleaning
	liquid,	or polishing cloth for each
	Dressing, belt, liquid,	inner container packed therein),
	#6Dressing, rubber,	#6Wood Preservatives, noibn.
	#6Dressing, shoe,	
* Change ) # Addition ) Decision No. 58401 6 Reduction )		
EFFECTIVE JUNE 26, 1959		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 914		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	<p>(Applies in connection with rates making specific reference hereto)</p> <p>DESCRIPTION OF ORIGIN GROUPS</p> <p>GROUP "A" - MILEAGE BASING POINT - PINOLE</p> <p>Beginning at the San Francisco Bay and the prolongation of 98th Avenue (in Oakland), thence easterly and northerly along said prolongation and 98th Avenue to MacArthur Boulevard, northerly and westerly along MacArthur Boulevard and West MacArthur Boulevard to San Pablo Avenue; northerly, westerly and easterly along San Pablo Avenue and U. S. Highway No. 40 to its intersection with State Route No. 4; easterly along State Route No. 4 to Willow Pass Road; thence due north along an imaginary line to the shoreline of Suisun Bay; westerly, southerly and easterly along the shoreline of Suisun Bay, San Pablo Bay and San Francisco Bay to the point of beginning.</p> <p>GROUP "B" - MILEAGE BASING POINT - COMPTON</p> <p>Beginning 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, southerly 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, easterly along Rosslyn Street to the Union Pacific Railroad Company's right of way, southeasterly on the northeasterly line of the Union Pacific Railroad Company's right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edward Avenue, southwesterly on Edward Avenue to San Fernando Road, southeasterly on San Fernando Road to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to the Los Angeles city limits, easterly in a direct line to the intersection of Peck Road and the San Gabriel River, thence due southeast to the intersection of Scott Avenue and Whittier</p>	

\*724-A  
 Cancels  
 724

Boulevard, southerly on Scott Avenue to Leffingwell Road, southwesterly on Leffingwell Road to Luitweiler Avenue, southerly along Luitweiler Avenue to Rosecrans Avenue, westerly along Rosecrans Avenue to Escalona Road, southerly along Escalona Road to Stage Road, southeasterly along Stage Road to La Habra Road and Grand Avenue, southerly along Grand Avenue to U. S. Highway 101 (Santa Ana Freeway), southeasterly along U. S. Highway 101 (Santa Ana Freeway), to West Anaheim Junction (Southern Pacific Company), southerly along Los Alamitos Branch of the Southern Pacific Company to Euclid Avenue, southerly along Euclid Avenue to Katella Avenue, westerly along Katella Avenue to Stanton Avenue (State Route 39), southerly along Stanton Avenue (State Route 39), Huntington Beach Boulevard (State Route 39) and its prolongation to the Pacific Ocean, westerly and northerly along the shoreline of the Pacific Ocean to the point of beginning.

\* Change, Decision No. 58401

EFFECTIVE JUNE 26, 1959

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MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds
* 6725-F Cancels 725-E	ITEM CANCELED - CLASS RATES APPLY	

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MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)	
	In Cents per 100 Pounds			
	COMMODITY	BETWEEN	AND	RATES
*00726-E Cancels 726-D	Petroleum and Petroleum Products in Packages as described in Item No. 723.	GROUP "A" POINTS as described in Item No. 724.	GROUP "B" POINTS as described in Item No. 724.	Apply rates shown in Item No. 510 (See Note 1).
		SAN FRANCISCO TERRITORY as described in Item No. 270.	LOS ANGELES TERRITORY as described in Item No. 270.	
		SACRAMENTO (See Item No. 260)		
Note 1 - Subject to Items Nos. 377.5 and 900.				

\* Change )  
 o Increase ) Decision No. 58401  
 o Reduction )

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