

Decision No. 33922

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4246

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

Case No. 4434

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

In Decision No. 32965 of April 2, 1940, the Commission found justified a proposal of Seaside Oil Company that rates for the transportation of so-called "black oils" from Chrisman to points within a specified territory in Ventura County be based upon the mileage from and to the specific points of origin and destination rather than from and to the mileage basing points listed in Item No. 40 series of City Carriers' Tariff No. 5 and Highway Carriers' Tariff No. 6.<sup>1</sup> However, the tariff pages issued for the purpose of making effective the afore-said finding do not indicate clearly that the mileage basing points are

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



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CITY CARRIERS' TARIFF NO. 5

HIGHWAY CARRIERS' TARIFF NO. 6

Item No.	SECTION NO. 1	RULES AND REGULATIONS (Continued)
		APPLICATION OF TARIFF - TERRITORIAL GROUPS
		<p>▲ Rates from or to (but not between) all points in the groups described in this item shall be the rates in Section 2 of this tariff applicable from or to the mileage basing points designated in connection with the groups. (Subject to exception provided in Note 1, Item No. 45 series.) (See Item No. 60 series.)</p> <p>Groups 2 to 13, inclusive, include unnamed points situated on the shortest highway route or shortest rail route between any two named points in the same group, except that if either the highway or the rail route exceeds the other by more than 100 per cent, points on such circuitous route shall not be included.</p> <p>Rates in this tariff applying from or to Sacramento will also apply from or to West Sacramento.</p>
	GROUP NO.	MILEAGE BASING POINT
		GROUP POINTS
	1	San Francisco
	2	Pinole
	3	Coalinga
	4	Bakersfield
	5	Taft
40-C Cancela 40-A and 40-B	6	Compton
	7	Carpinteria
	8	Fillmore
	9	Avenal
	10	Lost Hills

11	Weed Patch	Arvin, Edison, Giffen, Harperton, Mountain View (Kern County), Vaccaro, Weed Patch.
12	Poso Creek	Kern Front, Mount Poso, Poso Creek.
13	Brea	Atwood, Brea, East Coyote, Fullerton, La Habra, Loftus, OLeo, Olinda, Peralta, Placentia, Richfield, West Coyote, Yorba, Yorba Linda.
*14	◆ Orcutt	All territory located within the boundaries described in Note 2, Item No. 45 series. (See Note.) NOTE.-Group 14 territory includes the following points: Betteravia, Bicknell, Casmalia, Cat Canyon, Divide, Garey, Gates, Gato Ridge, Guadalupe, Harriston, Los Alamos, Orcutt, Palmer, Point Sal, Port Petrol, Roadmite, Santa Maria, Sisquoc.
▲ Change, neither increase nor reduction, Decision No. *Change, Decision No. 32965.      ◆ Reduction      ◆ Increase		
EFFECTIVE MAY 16, 1940		
Issued by The Railroad Commission of the State of California, San Francisco, California.		
Correction No. 11		

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

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