Decision No. _____22

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. However, the tariff pages issued for the purpose of making effective the aforesaid finding do not indicate clearly that the mileage basing points are

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. 32508, of December 5, 1939, in the above entitled proceeding.

to be disregarded in connection with destination points as well as with origin points. New pages will be adopted by the order herein for the purpose of clarifying the tariff in this respect.

Therefore, good cause appearing,

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

Third Revised Page 8 cancels Second Revised Page 8 and First Revised Page 8.
First Revised Page 8-A cancels Original Page 8-A.

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

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 2320 day of April, 1940.

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

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

Item	KOVI.8	ed Page8			
No.	S	ECTION NO. 1	RULES AND REGULATIONS (Continued)		
	A .		TION OF TARIFF - TERRITORIAL GROUPS		
	ARates from or to (but not between) all points in the groups decribed 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, It No. 45 series.) (See Item No. 60 series.) Groups 2 to 13, inclusive, include unnamed points situated on shortest highway route or shortest rail route between any two names points in the same group, except that if either the highway or the route exceeds the other by more than 100 per cent, points on such countous route shall not be included. Rates in this tariff applying from or to Sacramente will also apply from or to West Sacramente.				
	GROUP NO.	LTLEAGE BASING POINT	GROUP POINTS		
	l	San Francisco	San Francisco		
	2	Pinole	Avon, Martinez, Oakland, Oleum, Pinole, Port Chicago, Port Costa, Richmond, Rodeo.		
	3	Coalinga	Coalinga, Crump, LeRoy, Ora.		
40-C Cancels 40-A and 40-B	4	Bakersfield	Bakersfield, Maltha, Mopeco, Oil Center, Oil City, Oildale, Seguro.		
	5	Taft	Boworbank, Buttonwillow, Conner, Fellows, Hazelton, Kerto, Lokern, Maricopa, McKittrick, Midoil, Millux, Olig, Pentland, Rio Bravo, Shalo, Taft.		
	6	Compton	Alamitos Heights, Alla, Bixby, Burnett, Compton, Crutcher, Dominguez Junction, Downey, East Long Beach, El Segundo, Huntington Beach, Hyde Park, Hynos, Inglewood, Lawn, Long Beach, Los Angeles (except as provided in Item No. 50 series), Los Nietos (Los Angeles County), Machado, Montebello, Naples, Playa del Rey, Pico, Rioco, San Pedro, Santa Fe Springs, Sherman Junction, St. Helens Spur, Signal Hill, Thenard, Torrance, Venice, Vernon, Vinvale, Watson, Whittier, Wildasin, Wilmington, Wingfoot.		
	7	Carpinteria	Carpinteria, Chrismen, Dulah, Ellwood, Goleta, Naples, Ortonville, Rincon Oil Fields, Santa Barbara, Sea Cliff, Summerland, Ventura, Ventura Avenue, Wadstrom.		
	8	Fillmore	Bardadalo, Buckhorn, Camarillo, Fillmore, Montalvo, Moorpark, Piru, Santa Paula, Saticoy, Sespe.		
	9	Avenal	Avenal, Kettleman City, Kettleman Hills, Kettleman Hills Plant of Superior Oil Co., Los Nietos (Kings County).		
	10	Lost Hills	Belridge, Blackwell's Corner, Lost Hills, North Belridge, South North Belridge.		

	n	Wood Patch	Arvin, Edison, Giffen, Harperton, Mountain View (Kern County), Vaccaro, Weed Patch.
	12	Poso Creek	Kern Front, Mount Poso, Poso Creek.
	13	Brea	Atwood, Erea, 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.) NOTEGroup 14 territory includes the follow- ing points: Betteravia, Bicknell, Casmelia, Cat Canyon, Divide, Garey, Gates, Gato Ridge, Guadalupe, Harriston, Los Alamos, Orcutt, Pelmor, Point Sal, Port Petrol, Roadamite, Sante Maria, Sisquoc.
	Chang *Chang	ge, neither incr	rease nor reduction, Decision No

EFFECTIVE MAY 16, 1940

Issued by The Railroad Commission of the State of California, Correction No. 11 San Francisco, California.

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

Correction No. 12

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

Item No.	SECTION NO. 1 RULES AND REGULATIONS (Continued)				
	APPLICATION OF TARIFF - TERRITORIAL GROUPS (Continued)				
	♦NOTE 1In 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.				
45-A Cancels 45	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 Medners Oaks, southeasterly along the county road extending from Meiners Oaks to Ojai, southeasterly along State Highway No. 126 to Piru, returning 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 Camard 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 Camard, northerly along Camard Boulevard and Vinoyard Rvenue to El Rio, northwesterly along Camard Boulevard and Vinoyard Rvenue to El Rio, northwesterly along U.S. Highway No. 101 to point of beginning; and including also a strip of territory 12 miles wide immediately adjoining and circumscribing the above described boundary.				
	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 Sisquec River, southeasterly along the Sisquec River to a bridge approximately 2 miles southeast of Sisquec, southerly along the Foxen Canyon Road to Canada de Los Alisos Road, southwesterly along Canada de Los Alisos Road to U.S. Highway No. 101, westerly along U.S. Highway No. 101 to Los Alamos, westerly along State Highway toward Harriston to a point where said highway crosses Los Alamos Creek, westerly along the north bank of Los Alamos Creek to its junction with San Antonio Creek, westerly along the north bank of San Antonio Creek to the Pacific Ocean, northerly along the coast line to point of beginning.				
♣Reduction, Decision No. 32965.					
♣ Change, neither increase nor reduction, Decision No.					
	EFFECTIVE MAY 16, 1940				

Issued by The Reilroad Commission of the State of California,

San Francisco, California.