

Decision No. 59636

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
into the rates, rules, regulations, )  
charges, allowances and practices of )  
all common carriers, highway carriers )  
and city carriers relating to the )  
transportation of petroleum and petro- )  
leum products in bulk (commodities for )  
which rates are provided in Minimum )  
Rate Tariff No. 6).

Case No. 5436  
Petition for Modi-  
fication No. 29

SUPPLEMENTAL OPINION AND ORDER

Minimum Rate Tariff No. 6 contains minimum rates, rules and regulations for the transportation of petroleum and petroleum products in bulk between points in California. Item No. 250 of said tariff provides vehicle unit rates for transportation of automotive gasoline within the Los Angeles - Orange County Tank Truck Territory.<sup>1</sup> By this petition, filed December 15, 1959, the California Trucking Associations, Inc., seeks an extension of the Los Angeles - Orange County Tank Truck Territory to include a small portion of the San Fernando Valley lying west of Sepulveda Boulevard. It also seeks authority for common carriers 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 carry into effect the proposed modification.

The petition alleges that the recent development of the area in question, its present level of development, and future prospects of continued growth require that it be included in the territorial description covering the remainder of the adjacent valley. It also alleges that if the proposed amendment is granted it will satisfy a growing need and demand for carriers to provide service

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<sup>1</sup> The territory is defined by metes and bounds in Item No. 35 of Minimum Rate Tariff No. 6.

within an important area immediately adjacent to the presently described territory; will afford to this new area transportation services not presently available; and will permit maximum utilization of the incentive features of the vehicle unit rates by enlargement of the area and consequent increase of potential volume.

On or about December 14, 1959, copies of the petition were mailed to interested parties. No objection to its being granted has been received.

In the circumstances, it appears, and the Commission finds, that the proposed revision will result in just, reasonable and nondiscriminatory minimum rates and charges. A public hearing is not necessary. The petition will be granted.

Therefore, good cause appearing,

IT IS ORDERED:

(1) That Minimum Rate Tariff No. 6 (Appendix "C" of Decision No. 32608, as amended) is hereby further amended by incorporating therein, to become effective March 30, 1960, First Revised Page 7-A attached hereto, which page by this reference, is made a part hereof.

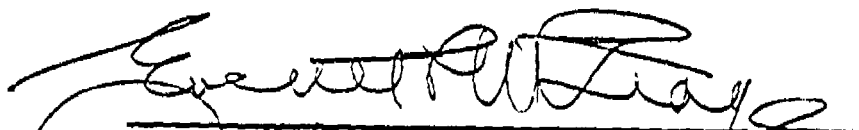
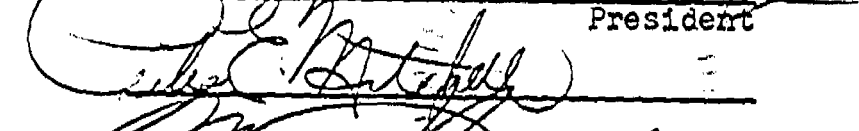

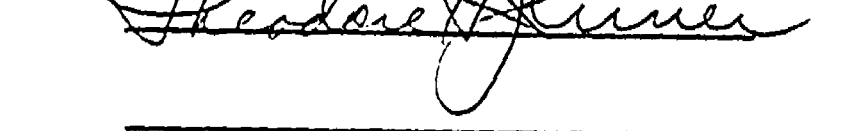
(2) That tariff publications authorized to be made by common carriers as a result of the order herein may be filed on or after the effective date of this order, and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the changes herein made in the minimum rate tariff.

(3) That common carriers, in establishing the modification authorized hereinabove, are hereby authorized to depart from the provisions of Article XII, Section 21, of the Constitution, 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 are hereby modified only to the extent necessary to comply with this order.

(4) That in all other respects said Decision No. 32608, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 7<sup>th</sup> day of February, 1960.

  
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President  
  
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Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*35-A Cancels 35	APPLICATION OF TARIFF - TERRITORIAL DESCRIPTIONS
	<p>The following territorial descriptions apply in connection with rates named in Item No. 250 only. (See Note 1.)</p> <p>1. LOS ANGELES - ORANGE COUNTY TANK TRUCK TERRITORY includes that area embraced by the following boundary: Beginning at the Pacific Ocean and the projected line of Sunset Boulevard; easterly and northerly along said projected line and Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to Mulholland Drive; westerly on Mulholland Drive to a point two miles west of Topanga Canyon Road (State Highway 27); thence an imaginary straight line north and parallel with Topanga Canyon Road (State Highway 27) to the Los Angeles City Limits; easterly and northerly along the Los Angeles City Limits to its intersection with the Golden State Freeway; southerly on the Golden State Freeway to Foothill Boulevard; easterly and southeasterly along Foothill Boulevard and State Highway No. 118 to Crown Avenue; northerly along Crown Avenue to the boundary of the Angeles National Forest; easterly along the boundary of the Angeles National Forest to the city limits of the City of Sierra Madre; southerly along the city limits of the City of Sierra Madre and the City of Pasadena to Foothill Boulevard; easterly along Foothill Boulevard to Mountain Avenue; southerly along Mountain Avenue to Huntington Drive (U. S. Highway No. 66); easterly along Huntington Drive, Foothill Boulevard, Alosta Avenue, and Foothill Boulevard (U. S. Highway No. 66) to the Los Angeles - San Bernardino County Line; southerly along the Los Angeles - San Bernardino County Line to the Temescal Freeway; northerly along the Temescal Freeway to Fifth Avenue; westerly and southwesterly along Fifth Avenue, Brea Canyon Road, Brea Boulevard and Pomona Avenue to the Pacific Electric Railway right of way; easterly along the Pacific Electric Railway right of way to Brea - Olinda Boulevard; westerly along Brea - Olinda Boulevard to Associated Road; southerly along Associated Road to Pioneer Avenue; easterly along Pioneer Avenue to Placentia Avenue; southerly along Placentia Avenue to Riverside Freeway (U. S. Highway No. 91); easterly along the Riverside Freeway (U. S. Highway No. 91) to Tustin Avenue (State Highway No. 55); southerly along Tustin Avenue (State Highway No. 55) to Newport Avenue (State Highway No. 55); southwesterly along Newport Avenue (State Highway No. 55) to MacArthur Boulevard; southerly along MacArthur Boulevard to Pacific Coast Highway (U. S. Highway Alt. No. 101); southeasterly along Pacific Coast Highway (U. S. Highway Alt. No. 101) to Cameo Shores Road; southwesterly along Cameo Shores Road and its prolongation to the shore line of the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to the point of beginning</p> <p>(Continued)</p>
* Change, Decision No. 59636	
EFFECTIVE MARCH 30, 1960	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 204	