

**ORIGINAL**

Decision No. 68394

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	)	Case No. 5436
carriers, highway carriers and city	)	(Petition for Modifica-
carriers relating to the transportation	)	tion No. 67)
of petroleum and petroleum products in	)	(Filed November 17, 1964)
bulk (commodities for which rates are	)	
provided in Minimum Rate Tariff No. 6-A).	)	

OPINION AND ORDER

Minimum Rate Tariff No. 6-A names minimum rates, rules and regulations for the transportation of petroleum and petroleum products in bulk in tank vehicles by petroleum contract carriers and city carriers between points in the State of California. By this petition California Trucking Association seeks to have the Group 6 description in the tariff amended by designating it in terms of certain new metropolitan zone descriptions established in the governing distance table. Petitioner asks that common carriers be authorized to establish in their respective tariffs all revisions prescribed by the Commission's order in this proceeding and be granted relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code.

Petitioner alleges that it is desirable for purposes of tariff simplification and uniformity to establish a single method for the description and designation of the various zones in all minimum rate tariffs and the metropolitan zones set forth in Distance Table No. 5 represent the most logical method for zone description and designation in related tariffs.

Petitioner avers that the boundary changes required for such conversion are minor and are generally desired by both shippers and carriers. It is asserted that the proposed changes will substantially simplify tariff usage by interested parties. Ex parte action is requested.

Copies of the verified petition were mailed to various petroleum shippers and carrier representatives on or about November 17, 1964. No objection to the granting of the petition has been received.

In the circumstances, it appears, and the Commission finds, that petitioner's proposal is reasonable and the resulting minimum rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation involved. A public hearing is not necessary. The petition will be granted.

Other minor changes not related to the subject matter of the petition will be made in a tariff page herein being revised.<sup>1</sup>

IT IS ORDERED that:

1. Minimum Rate Tariff No. 6-A (Appendix A of Decision No. 67154, as amended) is further amended by incorporating therein, to become effective January 23, 1965, First Revised Page 2, Second Revised Page 24, First Revised Page 29 and First Revised Page 33, which pages are attached hereto and by this reference made a part hereof.

2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than January 23, 1965; and the 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 not earlier than the tenth day after the effective date of this order, and may be made effective on

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Item No. 410 will be amended to make reference to the current distance table and certain metropolitan zones described therein.

not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

3. Common carriers, in establishing and maintaining the rates and charges authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing rates and charges published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

4. In all other respects said Decision No. 67154, as amended, shall remain in full force and effect.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 22nd day of December, 1964.

Fredrick B. Halbach  
President  
John E. Mitchell  
Loeell O. Ragg  
George G. Hoover  
William L. Bennett  
Commissioners

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MINIMUM RATE TARIFF NO. 6-A

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/ Change            )  
 \*\* Eliminated    )    Decision No. **68394**

EFFECTIVE JANUARY 23, 1965

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

Correction No. 8

SECTION NO. 2 - DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS	Item No.
<p style="text-align: center;">GROUP NO. 2 - MILEAGE BASING POINT - PINOLE</p> <p>Beginning at the point where the Contra Costa-Alameda County boundary line meets San Francisco Bay, easterly along said boundary line to Eastshore Freeway (U.S. Highway 40 - Interstate Highway 80), northerly and easterly on Eastshore Freeway and U.S. Highway 40 - Interstate Highway 80 to State Highway No. 4, easterly on State Highway No. 4 to Solano Way, northwesterly on Solano Way and its prolongation to Suisun Bay, westerly, northerly, southerly and easterly along the shore lines of Suisun Bay, Carquinez Strait, San Pablo Bay and San Francisco Bay to point of beginning.</p> <p style="text-align: center;">GROUP NO. 4 - MILEAGE BASING POINT - BAKERSFIELD</p> <p>Beginning at the intersection of Brimhall Road and Calloway Road, northerly on Calloway Road to the prolongation of Olive Drive, easterly along the prolongation of Olive Drive and Olive Drive to Airport Drive, northerly on Airport Drive to Norris Road, easterly on Norris Road to Manor Street, northerly on Manor Street to China Grade Loop, easterly on China Grade Loop to the northerly prolongation of River Boulevard (southwest corner of Section 4, T.24S., R.28E.), northerly along the prolongation of River Boulevard to the easterly prolongation of Seventh Standard Road (northwest corner of Section 4, T.29S., R.28E.), easterly along the prolongation of Seventh Standard Road to the northerly prolongation of Mount Vernon Avenue (northeast corner of Section 4, T.29S., R.28E.), southerly along the prolongation of Mount Vernon Avenue and China Grade Loop to the Kern River, southwesterly along the Kern River to its intersection with the prolongation of Oak Street, southerly along the prolongation of Oak Street and Oak Street to the right-of-way of The Atchison, Topeka and Santa Fe Railway Company, westerly along The Atchison, Topeka and Santa Fe Railway Company right-of-way to the Kern River, southwesterly along the Kern River to its intersection with the prolongation of California Avenue-Brimhall Road (south boundary line of Section 27, T.29S., R.27E.), westerly along the prolongation of Brimhall Road and Brimhall Road to the point of beginning.</p> <p style="text-align: center;"><del>GROUP NO. 6 - MILEAGE BASING POINT - MZ 247</del></p> <p>Group No. 6 will consist of that area included within the following Metropolitan Zones as described in Section No. 2-A of Distance Table No. 5: 232, 240, 241, 242, 243, 247, 248, 249, 250, 251, 252; and the plants of the American Bituminis and Asphalt Company, located at 8707 Aviation Boulevard, Inglewood (MZ 233); the Powerline Oil Company, located at 12354 Lakeland Road, Santa Fe Springs, (MZ 237); and the Wilshire Oil Company, located at 13539 East Foster Road, Santa Fe Springs (MZ 244).</p>	300

ϕ Change )  
◇ Increase ) Decision No. 68394  
♣ Reduction )

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Correction No. 9

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MINIMUM RATE TARIFF NO. 6-A

SECTION NO. 2 - DESCRIPTIONS OF TERRITORIAL GROUPS  
AND CRUDE OIL GROUPS (Continued)

Ø Item No. 350

\*\*Map eliminated. Maps are set  
forth in Distance Table No. 5.

Ø Change )  
\*\* Eliminated ) Decision No. 68394

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Correction No. 10

SECTION NO. 3-SPECIAL COMMODITY RATES In cents per 100 pounds		Item No.
ASPHALT, NATURAL, BY-PRODUCT OR PETROLEUM. (See Note 1.)		
From	To (See Note 2.)	Rates (Minimum Weight, 100,000 Pounds)
Group 6 (as described in Item No. 300)	Oceanside	16½
	Escondido	19½
	San Diego	19½
	Mission Gorge	22
	Otay	22
	Lakeside	23
<p>NOTE 1.-Rates in this item apply only to shipments:</p> <p>(a) tendered on one bill of lading, which are picked up at a single point of origin and delivered to a single point of destination, at carrier's convenience, within a single 24-hour period; and</p> <p>(b) having point of destination at permanent storage facilities within the described areas; and</p> <p>(c) subject to the provision that, when through no fault of the carrier, delivery of the total quantity tendered is not made within the period specified in paragraph (a), mileage rates under Item No. 400 will apply.</p> <p>NOTE 2:</p> <p>OCEANSIDE--Includes all points and places located within the city limits of Oceanside, and the plant of Southcoast Asphalt Company located approximately 3 miles east of the intersection of California Highway 78 and U.S. Highway 101.</p> <p>ESCONDIDO--Includes all points and places located within the city limits of Escondido.</p> <p>SAN DIEGO--Includes all points and places located within Metropolitan Zones 307, 308, 309 and 310 as described in Section No. 2-A of Distance Table No. 5 and includes points and places within two miles of the intersection of Miramar Road and U.S. Highway 395.</p> <p>MISSION GORGE--Includes all points and places located within a 2 mile radius of the junction of Mission Gorge Road and Bell Road.</p>		

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OTAY--Includes all points and places located within a 2 mile radius of Main Street and Beyer Way in Otay.

LAKESIDE--Includes all points and places located within a 2 mile radius of the junction of Slaughterhouse Canyon and State Route 67.

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