

ORIGINAL

Decision No. 28625.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the establishment of minimum rates, rules and regulations of all Radial Highway Common Carriers, Highway Contract Carriers and/or City Carriers operating dump trucks over the public highways of the State of California, pursuant to Chapters 223 and 312, Statutes 1935, for the transportation, for compensation or hire, of sand, rock, gravel, excavated material and building material.

Case No. 4037.

H. W. Buckley, for the City of Oakland,
Fred T. Hutchinson, for the City of Berkeley.
Thos. S. Louttit and J. Richard Townsend, by
H. R. Bolander, Jr., for Stockton Port District,
Stockton Traffic Bureau, and Stockton Chamber of
Commerce.
J. R. Gearhart, for Building Material Drivers'
Union.
Albert L. Poe, for the City of San Leandro.
T. G. Rogers, for Pacific Rock & Gravel Company.
L. P. Riordan, for Sibley Grading & Teaming
Company.
Frank L. Moore, for Harrison Nichols, independent
truckers.
Arnold Runwell, for the City of Palo Alto.
T. A. L. Loretz, for Rock, Sand & Gravel Producers
Association of Southern California.
Wm. E. Swain, Jr., for Automotive Council of Orange
County.
J. C. Bowden, for Dump Truck Association of Southern
California.
Harold W. Dill, for Truck & Warehouse Association of
San Diego County.
Frank B. Durkee, for Department of Public Works,
State of California.
T. J. Connolly, for Associated General Contractors
of Los Angeles.
G. K. Withers and C. W. Ferguson, for District
Engineer of Los Angeles District, U. S. District
Engineers.
A. H. Miller, for Azusa Rock and Sand Company.

A. E. Rogers, for certain truck operators and
producers of rock.
George Tremmell, City Attorney of Long Beach.
Charles A. Bland, Board of Harbor Commissioners,
Long Beach.

BY THE COMMISSION:

O P I N I O N

The above entitled proceeding deals with the regulation of all radial highway common carriers, highway contract carriers and/or city carriers operating dump trucks,⁽¹⁾ for compensation, over the public highways of the State of California, pursuant to Chapters 223 and 312, Statutes of 1935. For the sake of brevity, such carriers or operations hereinafter will sometimes be referred to as "dump truck operators" or "dump truck operations."

Public hearings were conducted in this proceeding by Examiner Hunter at San Francisco and Los Angeles. At the last hearing, held at Los Angeles on January 3, 1936, the matter was taken under submission, with the understanding that the parties would be afforded fifteen (15) days within which to file concurrent briefs. The file shows that a number of such briefs have been received.

(1) The term "dump truck," when used in this decision, means any motor vehicle (as defined in Chapters 223 and 312, Statutes 1935, of the State of California), which is equipped to discharge its load by tilting the body of the truck or opening portions of the bottom, end or sides and discharging the load by gravity or by mechanical means; but does not include a motor vehicle engaged in the transportation of brick or concrete mechanically mixed in transit..

On October 9, 1935, the Commission issued its Order in Decision No. 28274, Case No. 4076, setting forth a schedule of minimum rates, rules and regulations governing dump truck operations, to remain in effect until further order of the Commission. This schedule is based upon hourly rates and applies to the transportation, for compensation or hire, of sand, rock, gravel, excavated material and road building material, over the public highways of the State of California, including those within any and all cities and any city and county within said state, by any and all persons, firms or corporations engaged in the operation of motor vehicle, or vehicles, as highway contract carriers, radial highway common carriers, and/or city carriers, as defined in Chapters 223 and 312, respectively, Statutes of 1935, of the State of California.

Subsequent to the issuance of this Order, request was made upon the Commission to expand the schedule of rates, rules and regulations for dump truck operators. It was pointed out that in the southern part of the state charges for a portion of the dump truck operations are upon an hourly basis, while others are upon a ton-mile rate, with no provision in the order for the latter basis. Generally speaking, rates covering transportation of sand, rock, gravel, decomposed granite and asphaltic concrete products in this district, from the points of production to the points of delivery, usually are based upon a ton-mile rate, while other dump truck operations, such as excavation and highway maintenance work, are upon an hourly rate. In the northern portion of the state, however, the records show that practically all of the dump truck operation is on an hourly rate; furthermore, no request has been received for any other or additional

form of rate structure.

In this proceeding a number of exhibits were introduced showing the cost of dump truck operation on both an hourly and a ton-mile basis. It was also shown that prevailing conditions are somewhat different in various localities, particularly with respect to labor costs, load factor and the number of days that equipment is in service throughout the year. The record shows that there is some difference in operating costs between the northern and southern portions of the state. This difference was recognized in said Decision No. 28274, wherein an hourly rate is established for the northern part of the state somewhat higher than that for the southern portion. (2)

OPERATION ON A TON-MILE BASIS

Turning now to the question of establishing rates on a ton-mile basis, the record shows that it has been a long established practice in the southern part of the state to base such rates upon the length of the haul, measured from the "point of production" to the "point of delivery," plus an allowance to cover cost of loading and unloading. With respect to the "point of production," a number of plants, located within an area having a radius of about two miles, have been considered collectively as one "originating" point, the geographic center of such a group being considered as the "point of production." As for the "point

(2) When the term "southern part of the state" is used herein, it will embrace the following counties: San Diego, Imperial, Riverside, Orange, San Bernardino, Los Angeles, Ventura, Santa Barbara and Inyo. The "northern portion of the state" will embrace the remainder of the counties.

of delivery," the area within which the products are delivered has been divided into a number of zones. These zones vary considerably in size and, in most cases, have been established for long periods of time - in fact, the zoning of the district is an important element in the marketing of the rock products and has been the subject of negotiations between the producers and the dump truck operators.

ZONING:

Los Angeles Area:

With respect to the zoning of the Los Angeles area for delivery, the dump truck associations urged that the existing zones be reduced in size, contending that it was the practice of some of the rock producers to favor their own trucks in making deliveries into certain large areas, particularly where there is considerable traffic interference. On the other hand, evidence was developed through certain producers, opposing any changes in the established zones of this district, taking the position that it would materially disturb the present marketing situation which, during the past few years, has been subject to severe competition, with little profit to the producer or dump truck operator.

Exhibits Nos. 5, 22, 36 and 40 set forth both the present and proposed re-zoning plans of the Los Angeles area. While it is evident that a comprehensive re-zoning of this district would require a special study, the evidence clearly justifies the conclusion that there is need for a division

of the zones designated as Nos. 21, 60, 61, 62 and 85⁽³⁾ on the above numbered exhibits. This Order will prescribe such re-zoning, for these particular zones, with no changes in the other zones for the present. Under this plan, there will be some sixty-five (65) zones in the district, all of which will be described in the Order.

It is suggested, however, that the Southern California Rock Producers Association, the Dump Truck Association and the Associated General Contractors give further consideration to subdividing some of the other larger zones in the Los Angeles area and, in the event an agreement can be reached by all the interested parties, the Commission will, upon further request, give consideration to the establishment of appropriate rates covering such a re-zoning plan.

As for points of production in the Los Angeles area, Exhibits Nos. 22 and 36 show the following: Sand, rock and gravel are produced in nine different areas; decomposed granite in two, and only sand in one.

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- (3) Zone No. 21 includes the major portion of Hollywood north of Melrose Avenue, east of Laurel Canyon, also including Griffith Park.

Zone No. 60 extends from the western edge of Sierra Madre to the Arroyo Seco, including San Marino, Pasadena, Lamanda Park and Altadena.

Zone No. 61 extends from the western edge of South Pasadena to Hollywood, including South Pasadena, Highland Park, Eagle Rock and the Silver Lake area.

Zone No. 62 extends from South Pasadena south to Maywood, including Alhambra, County Hospital area and Belvedere.

Zone No. 85 is a narrow area (approximately 8 miles long) extending from the eastern edge of Puente to the western edge of Pomona.

Ventura District:

Exhibit No. 4 shows the present zoning plan in the Ventura district, consisting of some eighty (80) zones of varying sizes. The producing areas in this district consist of five plants located along the Santa Clara River and one on the Ventura River. There is nothing in the record suggesting any change in this plan of zoning.

Orange County District:

The zoning plan for the Orange County district is shown on Exhibits Nos. 8 and 43, consisting of about 26 zones, with only two producing areas, one located near San Juan Capistrano and the other east of the City of Orange. No opposition developed to the establishment of the zones as they presently exist in this district.

San Diego District:

Exhibit No. 9 shows that in the San Diego district there are four large delivery zones and three producing areas, with three plants along the San Diego River, one in Mission Valley and two near Otay.

Miscellaneous Zoning:

The zoning referred to above is all the specific information on the subject in this record. It may well be, however, that other sections of the state have established zones. Obviously, the Commission would necessarily have to have definite information before it could prescribe or approve zoning of any other section of the state. Doubtless further information on the subject of zoning will be presented to the Commission in future proceedings. With respect to zoning in the San Francisco Bay area, the record shows that there is no definite plan es-

tablished. Charges for the transportation of the commodities involved herein for this district are based upon hourly rates. In view of the fact that requests for zoning in this proceeding are limited to the areas shown above, the Order will be confined to the establishment of zones in the particular districts wherein we have definite information and requests for this form of rate structure.

In the accompanying Order, where zones are shown, they will be described by highways, where possible, and by such other means as appear most practical. Where a highway is employed in describing a zone boundary, the center line of the highway will be the line referred to.

PROPOSED RATE STRUCTURES AND OPERATING COSTS:

With respect to rates to be applied on a mileage basis, considerable testimony was introduced by dump truck operators and producers in the southern portion of the state, as well as an exhibit by the Commission's engineers, showing costs of operation under various plans. There was also presented a number of proposed rate structures to apply on a ton-mile basis. While there is some variation in the cost estimates, in cases where the studies are complete, they are more or less in agreement. The various districts urged rates somewhat at variance with each other.

The following tabulations are taken from a number of exhibits presented in this case and show by comparison proposed rates with estimated total minimum costs of operation. The proposed rates are based upon a plan to return to the operator full cost of providing the service with some profit; likewise, the cost estimates are designed to return revenue sufficient to pay reasonable minimum costs of operation in addition to an allowance of 8% on the depreciated investment in equipment; therefore, these two general summaries should be more or less comparable.

EXTRACTS FROM EXHIBITS DEALING WITH PROPOSED RATES
AND TOTAL COSTS OF OPERATION ON A MINIMUM BASIS
FOR THE TRANSPORTATION OF
SAND, ROCK, GRAVEL AND DECOMPOSED GRANITE
BY DUMP TRUCKS
TO APPLY TO SOUTHERN CALIFORNIA, EXCEPT WHERE NOTED

	Proposed Rates per Ton								Estimated Cost per Ton					
	7 Cu. Yds.		7 Cu. Yds.		3½-4½ Cu. Yds.		Ex.#39		Ex.#39		Ex.#39		Ex.#39	
	Ex.#5	Ex.#5	Ex.#5	Ex.#5	Ex.#45	Ex.#45	Jacobsen	Jacobsen	Jacobsen	Jacobsen	Jacobsen	Jacobsen	Jacobsen	Jacobsen
	Bowden	Bowden	Bowden	Ex.#3	Ex.#3	Orange	Orange	4½-5½ Cu. Yd.	5½-7 Cu. Yd.	Over 7 Cu. Yd.	Capacity	Capacity	Capacity	Capacity
	Light	Medium	Heavy	Ventura	Ventura	County	County	So. Cal.	No. Cal.	So. Cal.	No. Cal.	So. Cal.	No. Cal.	So. Cal.
	Traffic	Traffic	Traffic	Level	Hilly	Basis I	Basis II	So. Cal.	No. Cal.	So. Cal.	No. Cal.	So. Cal.	No. Cal.	So. Cal.
Loading and Unloading Length of Haul (Miles)	\$.150	\$.150	\$.150	\$	\$	\$.200	\$	\$	\$	\$	\$	\$	\$	\$
1	.180	.182	.184	.200	.200	.240	.150	.192	.247	.140	.181	.126	.162	
2	.210	.214	.218	.225	.230	.280	.250	.247	.312	.184	.233	.159	.203	
3	.240	.246	.252	.250	.260	.320	.290	.302	.383	.225	.287	.191	.242	
4	.270	.278	.286	.275	.290	.360	.330	.353	.442	.264	.336	.221	.278	
5	.300	.310	.320	.300	.320	.400	.370	.408	.504	.304	.380	.251	.315	
6	.330	.342	.354	.325	.350	.440	.410	.457	.566	.340	.425	.280	.347	
7	.360	.374	.388	.350	.380	.480	.450	-	-	-	-	-	-	
8	.390	.406	.422	.375	.410	.520	.490	.559	.690	.421	.518	.339	.419	
9	.420	.438	.456	.400	.440	.560	.530	-	-	-	-	-	-	
10	.450	.470	.490	.425	.470	.600	.570	.661	.809	.498	.606	.397	.488	
11	.480	.502	.524	.450	.500	.630	.600	-	-	-	-	-	-	
12	.510	.534	.558	.475	.530	.660	.630	.755	.924	.572	.696	.454	.554	
13	.540	.566	.592	.500	.560	.690	.660	-	-	-	-	-	-	
14	.570	.598	.626	.525	.590	.720	.690	.850	1.037	.641	.781	.510	.619	
15	.600	.630	.660	.550	.620	.750	.720	-	-	-	-	-	-	
16	.630	.662	.694	.575	.650	.780	.750	.944	1.146	.722	.874	.563	.682	
20	.750	.790	.830	.675	.770	.900	.870	1.150	1.392	.880	1.068	.682	.824	
30	1.050	1.110	1.170	.925	1.070	1.200	1.170	1.662	2.010	1.278	1.539	.981	1.182	
40	1.350	1.430	1.510	1.175	1.370	1.500	1.470	2.172	2.620	1.668	2.016	1.280	1.544	
50	1.650	1.750	1.850	1.425	1.670	1.800	1.770	2.680	3.230	2.065	2.495	1.580	1.895	

Note: Above rates do not apply to Mountainous Operations.

Where no allowance is shown for loading and unloading, this item is included in the rates per ton on a mileage basis.

EXTRACTS FROM EXHIBITS DEALING WITH PROPOSED
RATES FOR THE TRANSPORTATION OF HOT ASPHALTIC CONCRETE
BY DUMP TRUCK

TO APPLY TO SOUTHERN CALIFORNIA

		Proposed Rates - Per Ton			
		7 Cubic Yards			
		3 $\frac{1}{2}$ -4 $\frac{1}{2}$	Testimony	Testimony	Testimony
		Ex. #9: Cu. Yds.	Bowden	Bowden	Bowden
		San Ex. #3	Smith, Moore	Smith, Moore	Smith, Moore
		Diego: Orange	Light	Medium	Heavy
		County: County	Traffic	Traffic	Traffic
Loading and Unloading		- .350	.215	.215	.215
Length of Haul (Miles)					
1		.150 .390	.245	.247	.249
2		.200 .430	.275	.279	.283
3		.250 .470	.305	.311	.317
4		.275 .510	.335	.343	.351
5		.300 .550	.365	.375	.385
6		.325 .590	.395	.407	.419
7		.350 .630	.425	.439	.453
8		.375 .670	.455	.471	.487
9		.400 .710	.485	.503	.521
10		.425 .750	.515	.535	.555
11		.469 .780	.545	.567	.589
12		.513 .810	.575	.599	.623
13		.557 .840	.605	.631	.657
14		.601 .870	.635	.663	.691
15		.645 .900	.665	.695	.725
16		.689 .930	.695	.727	.759
20		.865 1.050	.815	.855	.895
30		1.305 1.350	1.115	1.175	1.235
40		1.745 1.650	1.415	1.495	1.575
50		2.185 1.950	1.715	1.815	1.915

Note: Above rates do not apply to Mountainous Operations.

Los Angeles Area:

A study of this record shows that where the materials for delivery are in sufficient quantity, the most economical type of vehicle now engaged in this business is the six-wheel dump truck, carrying seven cubic yards (water level measure), or approximately ten tons. With this type of equipment and operating under favorable conditions, i.e., level roads, paved highways and little traffic interference, it is possible to conduct dump truck operations in this district at a rate of 15 cents per ton for loading and unloading and 3 cents per ton mile for transportation. A review of this record, however, shows that a large percentage of the operations involved do not conform to the ideal conditions, both with respect to equipment and operating conditions. While it is the objective of this investigation to set minimum rates, it would be unfair to base such rates entirely upon the most favorable operating conditions and with equipment that shows the greatest efficiency and economy, without due consideration of a general cross-section of the industry. It is evident that rates based upon ideal operations would result in an injustice to the operators who do not work under such conditions and although the rates prescribed herein are minimum rates, competition may, for the present at least, force a substantial portion of such operators to accept rates which will return less than the actual cost of performing the service. The record shows that the actual and estimated operating line-haul costs for a number of different operators range from 3 cents to 3.4 cents per ton mile.

Following in this Opinion is some discussion on the

question of the equity of providing in the minimum rate structure allowances to compensate for added costs of operation resulting from highway grades and curves, as well as traffic interferences. In view of the fact that this record does not provide the necessary information to classify all the important highways over which dump truck operations are conducted, with respect to evaluating the various elements which affect line-haul operating costs, it appears proper that the rates in this Order should not be based upon what might be termed the "most favorable operating conditions," such as level straight roads, without traffic interference, and employing the largest and most efficient type of equipment, but, rather, should reflect average minimum operating conditions as nearly as they can be ascertained at this time. If at a later date the necessary detailed information is available to classify the highways with respect to operating conditions, a graduated scale of rates will be prescribed which should show a lower rate structure for the most favorable operations than is prescribed herein without such a highway classification.

With the thought in mind of arriving at what might be termed a "reasonable minimum," rather than an absolute minimum, it is concluded that such a rate would obtain by calculating costs on the following basis to apply to this district; for loading and unloading, 15 cents per ton and 3.2 cents per ton-mile for transportation.

Ventura District:

Exhibit No. 3, presented by a representative group, shows proposed rates to apply in Ventura district. These proposed rates are based upon a charge of 20 cents per ton-mile

for the first mile, with varying charges for each additional mile of delivery thereafter. Under the most favorable operating conditions, the rate is $2\frac{1}{2}$ cents per ton after the first mile, with increasing rates per ton-mile up to 12 cents, depending upon the grades of the highway and other adverse operating conditions. In general, it would seem that the ton-mile rates for Ventura County should be comparable to those for the Los Angeles area.

Orange County District:

Representative trucking interests from Orange County district presented estimates of costs of a number of operators, as well as proposed schedules of rates. Exhibits Nos. 32 and 45 outline the proposed schedule of rates which, in general, are on a somewhat higher level than those for the Los Angeles area, particularly with hauls up to ten miles. Beyond the 10-mile distance, the rates are based upon 3 cents per ton-mile. In support of their contention that the rates should be higher in Orange County district than in the Los Angeles area, it was pointed out that the deliveries are in smaller quantities, which has resulted in employing smaller equipment; also, that the number of days of employment throughout the year is less in this district than in the Los Angeles area.

From this record, it is clear that dump truck operators in the Orange County district are entitled to a somewhat higher minimum than in the Los Angeles area, under prevailing conditions, and it is concluded that such an increased rate would be obtained through allowing a charge of 20 cents per ton for loading and unloading and a charge of 3.2 cents per ton-mile for line-haul. It should be pointed out, however, that if, as a result of this increased rate over the Los Angeles rate, there is a tendency

toward plant facility operations, the dump truck operators in this district may desire the establishment of the same rates for this section as the Los Angeles area. If this should develop, the Commission will, upon request and proper showing, give consideration to such a modification of this Order.

San Diego District:

Exhibit No. 9 shows proposed tariffs to apply to the San Diego district. In general, the district is zoned into four areas, three of which radiate from the downtown business section of the city. The inner zone has a radius of about ten miles; the second zone, 15 miles; and the outer zone 20 miles from the common center. North Island is established as a fourth zone.

Charges for deliveries to the inner zone are based on 75 cents per ton; for the second zone, \$1.00 per ton; and for the outer zone, \$1.25 per ton. The rate for North Island is 80 cents per ton. To the above rates, certain charges are added when deliveries are made from the more remote plants. The rate structure in this exhibit also provides for charges for the delivery of brick and outlines cost of dump truck operations on an hourly basis, as well as charges for the delivery of mixed materials for paving jobs. With respect to charges for dump truck operation on an hourly basis, the rates prescribed in this Order will apply to the San Diego district, rather than the rates set forth in said Exhibit No. 9. Referring to the matter of rates covering deliveries for paving jobs, it appears reasonable to apply the same rate structure in the San Diego district as is outlined for the Los Angeles area. As indicated below, the Order will not prescribe rates covering the delivery of

brick by dump trucks.

It will be observed that the zones in the San Diego district are comparatively large and, under the rate structure proposed in Exhibit No. 9, each producing plant or group of plants will have a decided advantage in serving the territory tributary thereto. In view of the fact that there is nothing in this record to oppose the plan of rate structure outlined in Exhibit No. 9, for the delivery of sand, rock, gravel and decomposed granite on a ton-mile basis (which appears to be acceptable to all parties concerned and has been in existence for some time), the Commission will accept this program of charges for the present, with the view that at some later date further study will be given this area in the way of re-zoning and prescribing rates more in conformity with the plan followed in establishing the rate structure in the other sections of the southern part of the state, as outlined herein.

Miscellaneous:

The record shows that in the delivery of hot asphaltic concrete materials used in paving work and batch loads used in paving and other construction work, additional expenses are incurred as a result of delays, particularly at the points of delivery. It appears reasonable that the dump truck operator should bear the expense incurred as a result of delays at the plant or point of delivery up to thirty minutes for any one load. For all time in excess of this amount, however, he should be paid on an hourly basis and in accordance with the rate prescribed in this Order for such standby time. In this class of dump truck operation, some provision should be made to cover costs as a result of a longer time required to load and unload

these materials than is the case in the delivery of sand, rock, gravel and decomposed granite, and it therefore appears reasonable to add 5 cents per ton for loading and unloading hot asphaltic concrete materials and batch loads, over and above the charges allowed for loading and unloading sand, rock, gravel and decomposed granite.

With respect to rates for the northern part of the state on a ton-mile basis, as is indicated above, there is no request in this record for the establishment of such a rate structure and nothing has been offered which tends to indicate any need for the same at this time; therefore, the matter of fixing rates for the northern part of the state on a ton-mile basis will be left open for further consideration if and when such necessity arises.

OPERATION ON AN HOURLY BASIS

The record shows that in the northern portion of the state it is the prevailing practice to base rates for dump truck operation on an hourly basis, whereas, in the southern part of the state, the hourly basis charge is restricted primarily to such operations as transportation of excavated materials, and street and highway maintenance work. The Order in said Decision No. 28274 provided only for hourly rates. That Order, however, was intended to prescribe rates, rules and regulations governing dump truck operation on a temporary basis until further investigation could be made. The rates prescribed in that Order are identical with those established under the N.R.A. Code of fair competition for that portion of the trucking industry engaged in dump truck operation.

In the instant proceeding, a number of cost studies were presented, taken from operations under varying conditions.

Included were estimates presented by the Commission's engineers after a comprehensive study.

As was indicated in the Order in said Decision No. 28274, the record in this proceeding shows that there is a substantial difference in the cost of dump truck operation for the northern portion of the state, as compared with the southern. This arises largely from different operating conditions; for example, dump truck operators in the southern part of the state average approximately 30 per cent more hours of service throughout the year than those in the north. There is also a distinct difference between the two operations, in that in the north, particularly in the San Francisco area, building materials are hauled from the waterfront to points of delivery on higher levels, whereas in the southern part of the state, particularly in the Los Angeles area, the building materials originate at higher levels and are delivered to points at lower elevations. Also, labor costs are substantially lower in the southern district than is the case in the northern section of the state.

Following is a tabulation taken from Exhibit No. 39, presented by the Commission's engineers. This tabulation shows the estimated cost for dump truck operation on an hourly basis for varying sizes of equipment, for both the northern and southern portions of the state. The cost for smaller equipment is, in general, slightly greater in the following tabulation than rates for comparable sizes in said Decision No. 28274, whereas, for the larger equipment, the costs in this tabulation are somewhat less.

AVERAGE COST PER HOUR, EXCLUSIVE OF DRIVER
FOR DUMP TRUCK OPERATION
TAKEN FROM EXHIBIT NO. 39 (JACOBSEN)

	Capacity of Dump Truck - Cubic Yards Water Level Measure											
	Less 2½		2½ less 3½		3½ less 4½		4½ less 5½		5½ incl. 7		Over 7	
	So. Cal.	No. Cal.	So. Cal.	No. Cal.	So. Cal.	No. Cal.	So. Cal.	No. Cal.	So. Cal.	No. Cal.	So. Cal.	No. Cal.
1. Total Fixed Costs per yr.	\$702.60	\$691.00	\$813.70	\$802.10	\$976.80	\$965.20	\$1,052.95	\$1,036.50	\$1,202.45	\$1,196.00	\$1,281.10	\$1,274.65
2. Days Service per year.	237.25	182.50	237.25	182.50	237.25	182.50	219.00	164.25	219.00	164.25	219.00	164.25
3. Fixed Costs per day.	2.962	3.786	3.431	4.395	4.117	5.289	4.808	6.311	5.492	7.282	5.850	7.760
4. Fixed Costs per hour. (8 hrs. per day)	.370	.473	.429	.549	.515	.661	.601	.789	.687	.910	.731	.970
5. Mileage Costs per hour.	.676	.651	.917	1.000	1.158	1.250	1.190	1.335	1.426	1.590	1.684	1.880
6. Total Costs per hour. (a)	1.046	1.124	1.346	1.549	1.673	1.911	1.791	2.124	2.113	2.500	2.415	2.850
7. Total Costs per hour. (b)	1.172	1.259	1.508	1.735	1.957	2.235	2.095	2.485	2.472	2.925	2.826	3.335

Note (a) - Hauling of sand, gravel, crushed rock products, asphaltic concrete, pre-mixed road material, decomposed granite and other stabilizing material, however loaded.

Note (b) - Hauling excavated material under power shovel or power loading devices.

The record clearly indicates that there is a need for a third classification of rates to apply to dump truck operators engaged in the transportation of materials in connection with street and highway maintenance work and other light work for dump trucks where trucks are loaded by hand and the average mileage does not exceed eight miles per hour during the hours the truck is employed throughout the day. It is clear that any adjustment in the costs or rates to provide for this less expensive class of operation would be applicable to those charges which are directly affected by miles of operation, as the fixed charges remain constant whether the truck is moving or standing. From a review of the record we conclude that on the average, where the loading is performed by hand and the mileage does not exceed eight miles per hour during the hours the truck is employed throughout the day, the operating costs should be reduced 25 per cent; accordingly, a third classification for hourly rates will be prescribed in the following Order.

In the Order a rate should be prescribed to compensate the dump truck operator where his vehicle is held by his employer but not used, i.e., where dump truck operations have ceased, due to a breakdown of equipment other than his own, or for other causes beyond his control, and he is required to hold himself in readiness on the job for future service. It is reasonable to base such a charge upon what might be termed the "fixed costs" of the operation, as there will be no direct operating or mileage expense involved. This fixed cost should also include the cost of the driver. The Order will prescribe a rule governing the maximum time a dump truck operator will be

required to assume the expense incurred due to such delay at the point of loading or unloading.

In Decision No. 28274 there are two divisions of rates for equipment less than 3¹/₂ cubic yards. The record shows there is a desire and need for a third division to cover the operation of this smaller equipment and the following Order will so provide.

TRANSPORTATION OF BRICK

This general investigation embraces dump truck operation, with respect to the transportation of brick. The record shows, however, that this class of business is comparatively small and the dump truck operators engaged in this work have urged, in this proceeding, that they be permitted to continue operations with their respective prevailing rates,⁽⁴⁾ rules and regulations, with the plan that the situation can be reviewed further in the future if conditions appear to warrant. Furthermore, there is no request in this record from any other interested party, affected by the rates for transportation of brick by dump trucks, to establish rates for this class of transportation. The Order, therefore, will not set up a specific rate for the delivery of brick by dump truck operators, with the understanding that the Commission will not, in this Order, disturb the prevailing contractual arrangements for brick deliveries by dump trucks.

GENERAL OBSERVATIONS

The ton-mile rates prescribed in this Order are designed to apply to dump truck operation under favorable condi-

(4)

It is the usual practice, unless an hourly rate is applied, to base transportation rates on a mileage per thousand of brick.

tions and do not apply to operations over steep and unpaved highways. It would be desirable to prescribe rates applicable to all classes of highways. This, however, would require a comprehensive study to properly evaluate added cost due to adverse road conditions where costs of operation are above normal. In view of the fact that the rates prescribed in this Order are reasonable minimum rates, the dump truck operator is not prevented from charging and collecting greater rates than those outlined in the following order, to compensate for operations over highways where added operating costs are experienced.

In the dump truck operations, plant facilities have already entered the field in a substantial way; many of the large producers of rock products deliver a considerable portion of their products with their own trucks. It is apparent that, if minimum rates are placed on a high level, plant facility operations will materially increase, at least to a point where the privately-owned trucks will handle a substantial portion of the normal flow of traffic and look to "for hire" dump trucks to care for what might be termed only peak business. Plant facility operators have the advantage, at the outset, of reduced operating costs, due to the fact that they are not required to pay certain taxes, which are imposed upon the "for hire" operator, and, furthermore, the plant facility operator can arrange to keep his trucks operating more or less continuously throughout the entire year.

It is apparent that it would be to the disadvantage of all parties to set minimum rates at such a high level that it would have the effect of diverting dump truck operations from the "for hire" operators involved herein to plant facility operations. To estimate this precise level involves a number

of uncertain elements. It is a common practice of the producers to pay a slightly greater rate to private operators rather than purchase their own equipment, particularly when satisfactory service can be performed by an outside party. In this Order it will be the objective to keep the minimum rates within the limits which will retain for the private operators substantially the same dump truck business as they now enjoy.

By the terms of Section 10, Chapter 223, of the Statutes of 1935, State of California, the minimum rates governing dump truck operations involved herein shall not exceed the rates of common carriers where the transportation involves the same service.

O R D E R

Public hearings having been held in the above entitled proceeding, and the matter being now ready for decision;

IT IS HEREBY ORDERED that, in accordance with the conclusions stated in the preceding Opinion, the rates, rules, and regulations set forth in the exhibits attached hereto, marked Exhibits "A," "B," "C," "D," "E," and "F," respectively, and made a part hereof, be and they are hereby established as the just, reasonable, and non-discriminatory minimum rates to be charged and collected, and the rules and regulations to control and be observed in the application of said minimum rates, for the transportation, in dump trucks, of sand, rock, gravel, decomposed granite, road building materials, excavated material, and/or building materials, over the public highways

of the State of California, including those within any and all cities, and any city and county within said state, by all radial highway common carriers, highway contract carriers, and city carriers, as defined in Chapters 223 and 312, Statutes of 1935 of the State of California; and all said radial highway common carriers, highway contract carriers, and city carriers are hereby ordered, from and after the effective date of this Order, to refrain from charging, collecting, demanding or receiving for said transportation, in dump trucks, any lesser rates than said minimum rates herein established, and to comply with all rules and regulations prescribed herein.

The term "dump truck," as used herein, shall be deemed to mean any motor vehicle (as defined in Chapters 223 and 312, Statutes of 1935 of the State of California), which is equipped to discharge its load by tilting the body of the truck or opening portions of the bottom, end or sides and discharging the load by gravity or by mechanical means; but does not include a motor vehicle engaged in the transportation of brick or concrete mechanically mixed in transit.

The minimum rates herein established supersede all other minimum rates heretofore established by this Commission for the transportation in dump trucks of said commodities by radial highway common carriers, highway contract carriers, and city carriers.

The effective date of this Order shall be twenty

(20) days from the date hereof.

Dated at San Francisco, California, this 9TH
day of March, 1936.

M B Green
Leon White
W J Green
William H. Green
Frank R. Green
COMMISSIONERS.

EXHIBIT "A"

MINIMUM RATES, RULES AND REGULATIONS APPLICABLE TO THE TRANSPORTATION, FOR COMPENSATION OR HIRE, OF SAND, ROCK, GRAVEL, ROAD BUILDING MATERIAL, EXCAVATED MATERIAL AND/OR BUILDING MATERIAL BY DUMP TRUCKS OVER PUBLIC HIGHWAYS OF THE STATE OF THE STATE OF CALIFORNIA.

RATES PER HOUR,
EXCLUSIVE OF WAGES OF DRIVER AND/OR HELPER.

Capacity of Dump Truck Water Level Measurement	Column A		Column B		Column C		Column D	
	No.:	So.:	No.:	So.:	No.:	So.:	No.:	So.:
	Cal.:	Cal.:	Cal.:	Cal.:	Cal.:	Cal.:	Cal.:	Cal.:
2 Cu.Yds. or less	\$.90	\$.80	\$ 1.00	\$.90	\$.80	\$.70	\$.45	\$.35
Over 2 Cu.Yds. to and including 2½ Cu.Yds.	1.15	1.05	1.25	1.15	1.00	.90	.50	.40
Over 2½ Cu.Yds. and less than 3½ Cu.Yds.	1.55	1.30	1.75	1.50	1.35	1.10	.55	.45
3½ Cu.Yds. or over but less than 4½ Cu.Yds.	1.90	1.60	2.15	1.85	1.65	1.35	.65	.50
4½ Cu.Yds. or over but less than 5½ Cu.Yds.	2.20	1.85	2.45	2.10	1.95	1.60	.80	.60
5½ Cu.Yds. to and including 7 Cu.Yds.	2.65	2.20	2.90	2.45	2.35	1.90	.90	.70

In computing rates for equipment in excess of 7 cubic yards capacity, add 25¢ per cubic yard per hour to the rates shown for 7 cubic yard equipment.

NOTE - Southern California operation shall include the following counties - Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino and Inyo.

Northern California includes all the other counties in the State.

RULES AND REGULATIONS

RULE 1 - APPLICATION OF RATES

(A) The minimum rates shown in Column "A" for both Northern and Southern California apply to transportation by dump trucks of sand, gravel, crushed rock products, asphaltic concrete, pre-mixed road materials and decomposed granite, as well as other stabilizing materials, however loaded, except when loaded under conditions described in Section (B) of this rule, and provided the mileage operated exceeds, on the average, eight (8) miles per hour during the hours the trucks are employed throughout the day.

(B) The minimum rates shown in Column "B" apply to the transportation by dump trucks of excavated materials, under power shovel or power loading device, not loaded at a permanent commercial producing plant, regardless of the class of work.

(C) The minimum rates shown in Column "C" apply to the transportation by dump trucks of materials in connection with street and highway maintenance work and/or other work where the trucks are loaded by hand and the average mileage does not exceed eight (8) miles per hour during the hours the trucks are employed throughout the day.

(D) The minimum rates shown in Column "D" are charges for "Standby Time" to apply when the trucks are held but not used for a period in excess of 30 minutes at the point of loading or unloading for any one load, the standby time to apply after the 30-minute period.

RULE 2

Where the service of a driver, either owner or employee is included, there shall be added to the rates specified under Columns "A," "B," "C," and "D" an amount equal to the actual or computed wages paid for a driver, but in no case less than the general prevailing rate per hour for work of a

similar character in the locality in which the work is performed. The term "general prevailing rate per hour" shall be understood to mean that rate which has last been found to be the general prevailing rate in the particular locality by the Department of Public Works of the Division of Highways, State of California, as established under the provisions of Chapter 397, Statutes of 1931, as amended.

Exception. Whenever the Federal Government, the State of California, any county, city and county, city, town, district or other political subdivision of said State, shall have fixed and determined the rate of wages to be paid drivers, such rate shall apply on all work done by or on behalf of said Federal Government, State or Political Subdivision thereof.

RULE 3

In each case the hourly rates shall be computed from the time the dump truck and operator is requested to report, or thereafter actually does report, at the point of origin for his first load and shall continue until the last load has been delivered and the truck has returned to the point of origin of the last load. In case the truck does not actually return, a reasonable time for said return must be charged, provided, however, that no charge shall be made for delays occasioned by an act of the dump truck operator, or as a result of a failure in his equipment.

RULE 4

The minimum rates prescribed herein do not include ferry or bridge tolls. Where such expenses are incurred the actual charges shall be added to the rates set forth above.

EXHIBIT "B"

MINIMUM RATES, RULES AND REGULATIONS APPLICABLE TO THE TRANSPORTATION, FOR COMPENSATION OR HIRE, OF SAND, ROCK, GRAVEL, ROAD BUILDING MATERIAL AND/OR BUILDING MATERIALS BY DUMP TRUCKS OVER THE PUBLIC HIGHWAYS OF THE STATE OF CALIFORNIA.

RATES ON TON-MILE BASIS, INCLUDING DRIVER'S WAGES
(To apply only in Southern California)

Except where otherwise provided, minimum rates to be charged and collected shall be computed on the following basis:

RATE PER TON

	<u>Column "A"</u>	<u>Column "B"</u>
For Loading and Unloading	0.15	0.20
Per Mile	0.032	0.032

RULE 1

The minimum rates shown in Column "A" apply to dump truck motor vehicles engaged in the transportation of sand, crushed rock, gravel, cold road mixture, commonly termed "Plant Mix," and/or decomposed granite or other stabilizing material.

The minimum rates shown in Column "B" apply on dump truck vehicles engaged in the transportation of hot asphaltic concretes and/or dry batched mixtures of sand, rock and/or gravel.

RULE 2

The minimum standby rate, as shown in Column "D," Exhibit "A," shall be charged when truck is held but not used in excess of thirty minutes at the point of loading or unloading for any one load, the standby time to apply after the thirty-minute period.

Rule 3

Where deliveries are made from points of production served by rail and delivered to rail head points, the minimum dump truck rates shall not exceed the rail rates, or those of other common carriers for similar or comparable service.

NOTE: "Southern California" operation shall include the following counties: Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, and Inyo.

EXHIBIT "C"

MINIMUM RATES, RULES AND REGULATIONS APPLICABLE TO THE TRANSPORTATION, FOR COMPENSATION OR HIRE, OF SAND, ROCK, GRAVEL, ROAD BUILDING MATERIAL AND/OR BUILDING MATERIALS BY DUMP TRUCKS OVER THE PUBLIC HIGHWAYS OF THE STATE OF CALIFORNIA.

RATES ON A DELIVERED-TON BASIS
(To apply in Los Angeles Area)

POINTS OF PRODUCTION

<u>Reference Code and Base</u>	<u>Present Devel- oped Plants</u>	<u>Boundary</u>
<u>Rock-Sand-Gravel</u>		
<u>A - Roscoe</u>		
1 Big T, Con. Rock		Commencing at the intersection of Stone- hurst Ave. and Wentworth Ave., thence S.E. on Stonehurst to the intersection of Stone- hurst and Claybourn, thence S.E. along Claybourn to the intersection of Claybourn and Sunland Blvd., thence S.E. on Sunland Blvd. to the intersection of Sunland and Strathern St., thence W. to the intersec- tion of Strathern & Vineland, thence S. on Vineland Ave. to the intersection of Vine- land Ave. and Sherman Way, thence W. on Sherman Way to the intersection of Sherman Way and Woodman Ave., thence N. on Woodman Ave. to the intersection of Woodman Ave. & Wentworth Ave., thence N.E. on Went- worth Ave. to the intersection of Stone- hurst and Wentworth, the point of be- ginning.
2 Blvd., Con. Rock		
3 Roscoe, Con. Rock		
4 Western Rock		
5 Rancho, Con. Rock		
6 Nat'l., Grah. Bros.		
7 Oro Grande, J.D.Gregg		
8 Hewitt, Con. Rock		
9 Granite Mtls.		
10 Concrete Mtls., Con.Rk.		
10-A Blue Diamond Mtls.Co.		
11 Pennrose, Con. Rock		
11-A Rio Rock Co.		
12 Arrow Rock Co.		
<hr/>		
<u>B - Sunset & City Rock</u>		
13 Sunset Plant, Con.Rock		Commencing at the intersection of Peoria St. and Claybourn Ave., thence E. to the intersection of Peoria St. and Wheatland Ave., thence S. to the intersection of Wheatland & Sunland Blvd., thence N.E. along Sunset to the intersection of Sun- set Blvd. & Foothill Blvd., thence N.W. along Foothill Blvd. to the intersection of Foothill Blvd. and Claybourn Ave., thence S. on Claybourn Ave. to the point of beginning.
14 City Rock Co.		

EXHIBIT "C" (Continued)ReferenceCode and
BasePresent Devel-
oped PlantsBoundaryRock-Sand-GravelC - Haines Canyon

15 Haines Canyon

Plant is located at the mouth of Haines Canyon, Tujunga, Section 18, R. 13 W. and T. 2 N.

D - Lankershim & Burbank

16 Lankershim Plant, Sunset Mtls.

17 Burbank Rock Plant, Co-op. Mtls.

Commencing at the intersection of Sherman Way and the Burbank city limits, thence S. along Burbank city limits to the intersection of Oxnard St. and Burbank city limits, thence W. along Oxnard St. to the intersection of Oxnard and Dias Ave., thence N. along Dias Ave. to the intersection of Sherman Way, thence E. along Sherman Way to the point of beginning.

E - Eaton Canyon

18 Eaton Canyon Rock Co.

19 Ducey & Attwood

Commencing at the intersection of Foothill and Glenview, thence due E. on a straight line to the intersection of the bed of the Eaton Canyon wash, thence S.E. to the intersection of the Eaton Canyon wash and the Pacific Electric Ry., thence S.W. to the intersection of the Pacific Electric Ry. and Paloma St., thence W. to the intersection of Paloma St. and Foothill Blvd., thence N. on Foothill Blvd. to the point of beginning.

F - Sierra

20 Owl Truck & Mtls.

21 J. D. Gregg

22 Harvey Bros.

23 Arrow Rock Co.

24 Peck Rd. Plant,

Blue Diamond

25 Pacific Rock Co.

26 H. I. Weddel

27 Sierra Plant, Con. Rock

28 Livingston Plant,

Grah. Bros.

Commencing at the intersection of Peck Rd. and the Santa Fe Ry. right of way, thence E. to the intersection of Maine Ave. and the Santa Fe Ry., thence S. on Maine Ave. to the intersection of Maine Ave. and Olive St., thence W. on Olive St. to the intersection of Olive St. and Center St., thence W. following a straight line to the E. end of Michigan Ave., thence N.W. on Michigan Ave. to the intersection of Michigan Ave. and Peck Rd., thence N. on Peck Rd. to the point of beginning.

EXHIBIT "C" (Continued)

Reference

Code and
BasePresent Devel-
oped PlantsBoundaryRock-Sand-GravelG - Azusa

29 Largo Plant, Con.Rock
30 Azusa Rock Co.
31 Irwindale Plant, Con.Rock

Commencing at the intersection of Irwindale Ave. and the Pacific Electric Ry., thence E. on a straight line to the W. end of 11th St., thence E. on 11th St. to the intersection of 11th St. and Azusa Ave., thence S. on Azusa Ave. to the intersection of Cypress Ave. and Azusa Ave., thence W. on Cypress Ave. to the intersection of Cypress Ave. & Orange Ave., thence N. on Orange to the intersection of Bonita Ave. and Orange Ave., thence E. on Bonita Ave. to the intersection of Irwindale Ave. & Bonita Ave., thence N. on Irwindale Ave. to the point of beginning.

H - Claremont

32 Claremont Plant,
Con. Rock
33 Hanawalt Bros.

Commencing at the intersection of Alexander Ave. & 6th St. (Claremont), thence E. on 6th St. to the L.A. County & San Bernardino County line, at which point 6th St. becomes 10th St. in San Bernardino County, thence E. on 10th St. to the intersection of Central Ave. & 10th St., thence S. on Central to the intersection of Orchard Ave. & Central Ave., thence E. on Orchard Ave. to the intersection of Alexander Ave. & Orchard Ave., thence N. on Alexander to the point of beginning.

I - Santa Catalina Island

Bunker 13 - Graham Bros.
Long Beach Bunker

Graham Bros. dock, West 7th St., Long Beach Harbor.

NOTE: Rock products are produced at a quarry on Santa Catalina Island and barged to Bunker #13, at Wilmington. From this point deliveries are made by trucks.

EXHIBIT "C" (Continued)

Reference

Code and
BasePresent Devel-
oped PlantsBoundaryRock-Sand-GravelJ - La Habra

Lindauer Corp.

 $\frac{1}{2}$ mile North of Los Angeles-Orange County
line on Cypress Ave.Decomposed GraniteK - Reynolds34 Reynolds Crushed
GravelOne single plant located at the intersec-
tion of Blanchard St. and Eastern Ave.,
Belvedere.L - Montebello

35 L.A. Decomposed

Granite

37 Owl Truck & Mtls.

Commencing at the intersection of Mesa Dr.
& Hill Dr., thence S.E. along Hill Dr. to
the intersection of San Gabriel Blvd. &
Hill Dr., thence S.E. along San Gabriel
Blvd. to the intersection of Lincoln Ave.
& San Gabriel Blvd., thence S.W. along
Lincoln Ave. to the intersection of Gar-
field Blvd. & Lincoln Ave., thence N.E.
along a direct line drawn from the inter-
section of Garfield Blvd. and Lincoln Ave.
to the intersection of Mesa Dr. & Hill Dr.
to point of beginning.Sand PlantsM - WALTERIA38 Venable Sand Co.
39 Ball Sand Co.
40 Sidebotham & Sons
41 Graham Bros.Commencing at the intersection of Via Com-
pensina & Palos Verdes Dr., thence N. to
the intersection of Val Monte Dr. and
Palos Verdes Dr., thence E. to the inter-
section of Wilmington Blvd. & Val Monte
Dr., thence S.E. along Wilmington Blvd.
to the intersection of Wilmington Blvd.
and the Los Angeles city limits, thence
S. along the Los Angeles City limits to
the intersection of the Los Angeles City
limits and Fairview Ave., thence S.W.
along Fairview to the intersection of
Western Ave. and Fairview Ave., thence
along Western Ave. to the intersection of
Palos Verdes Dr. and Western Ave., thence
N.W. along Palos Verdes Dr. to the point
of beginning.

"EXHIBIT C"DISTRICT DELIVERY ZONESAssigned
NumberDescription

- 1

N. Commencing at the intersection of Conover St. and Foothill Blvd. following a straight line N.W. to city limits of Los Angeles at a point where these limits turn north, and continuing N.W. from that point along city boundary to its intersection with Vaughn Ave.

N.W. Thence S.W. to Laurel Canyon Blvd., thence N.W. to Chamberlain St., thence S.W. to Chatsworth St., thence W. to Sepulveda Blvd.

W. Thence S. to Van Owen.

S. Thence E. to W. City limits of Burbank.

E. Thence N. to Burlos St., thence E. along N. boundary of City of Burbank to a point where said boundary first turns S. at base of Verdugo Mts., thence in an irregular line following the base of Verdugo Mts. N.E. and N. and E. to intersection of Sunland Ave. and Foothill Blvd., thence N.W. to point of beginning.
- 2

N. Commencing at base of San Gabriel Mts. and Haines Canyon Road, thence N.W. along base of these mountains to intersection of Conover St. and Foothill Blvd.

W. Thence S.E. on Foothill Blvd. to Sunland Blvd., thence S. on New Home Ave. to base of Verdugo Mts.

S. Thence in an irregular line following the base of Verdugo Mts. to Haines Canyon Road.

E. Thence to point of beginning.
- 3

N. Commencing at intersection of Loma Alta and base of San Gabriel Mts., thence W. in a straight line to Orange Ave. and Oakwood, thence N. to Salisbury Road, thence W. to Haskell, thence N. to base of mountains, thence N.W. following base of mountains to Castle St. at a point 1/4 mile S. of Pendleton, thence N. to base of mountains, thence N. W. following the base of San Gabriel Mts. to Day St. and Haines Canyon Road.

W. Thence S. to base of Verdugo Mts.

SW-S Thence S.E. and S. along base of Verdugo Mts. to Honolulu Blvd., thence S.E. to Pennsylvania Ave., thence S. to Oakendale, thence S.E. to N. City limits of City of Glendale at Rosemont St., thence S. on said city limits to La Crescenta Ave., thence S.E. to N. boundary of Oakmont Country Club and Canada Blvd., thence W. & S. around the N.W. boundary of said Country Club to San Gabriel Ave., thence S. around base of hills to Arillo Dr., thence E. and S. to S. intersection of Canada Blvd. and Verdugo Road, thence around base of hills to intersection of Chevy Chase and Richland Ave., thence on a line 200 yards N. of and paralleling Colorado Blvd. to intersection of Linda Vista Ave. and Colorado Blvd.

DISTRICT DELIVERY ZONES

Assigned
Number

Description

- 3 Cont'd E. Thence N. on Linda Vista Ave. to Devils Gate Dam, thence N. along E. bank of Devils Gate Reservoir to point of beginning.
- 4 N. Commencing at the intersection of Canada Blvd. and Verdugo Blvd., thence N.W. and W. around base of hills to Arillo Dr., thence W. and N. and N.W. around base of Verdugo Mts. to intersection of N. City limits of Glendale and Grand View Ave.
W-SW. Thence S. on Grand View Ave. to San Fernando Rd., thence S. to Aviation Dr., thence W. to L. A. River, thence S. to Fletcher Dr.
S-SE. Thence N.E. to intersection of Eagle Rock Blvd. thence N.E. to a point 200 yds. N. of Hill Dr.
E. Thence N.W., paralleling Hill Dr. to intersection of Chevy Chase Dr. and Richland Ave., thence N. around base of hills to point of beginning.
- 5 N. Commencing at intersection of Grand View Ave. and N. city limits of City of Glendale, thence N.W. around base of Verdugo Mts. to N. City limits of City of Burbank, thence W. along said boundary to W. city limits of Burbank..
W. Thence S. to L. A. River
S. Thence E. to Aviation Dr., thence E. to San Fernando Rd.
E. Thence N.W. to Grand View Ave., thence N. to point of beginning.
- 6 N. Commencing at intersection of Barham Blvd. and L.A. River, thence westerly along L. A. River and Lankershim Blvd., thence S. to one block S. of Ventura Blvd., thence W. paralleling Ventura Blvd. to Carpenter Ave.
W. Thence S. to Laurel Canyon Blvd., thence S.E. to Mulholland Dr.
S. Thence E. to Cahuenga Blvd.
E. Thence N.E. through hills to intersection of Lake Hollywood Dr. and Wonder View Dr., thence through hills to Barham Blvd., at a point 1/4 mile N. of Craig Dr., thence to point of beginning.
- 7 N. Commencing at intersection of W. city limits of Burbank and Van Owen St., thence W. on Van Owen St. to Sepulveda Blvd.
W. Thence S. to Valley Vista
S. Thence E. around base of hills to Laurel Terrace Dr., thence to Carpenter Ave., thence to Ventura Blvd. thence to Lankershim Blvd., thence N. to L.A. River, thence E. to W. City limits of Burbank.
E. Thence N. to point of beginning.

"EXHIBIT "C", Cont'dDISTRICT DELIVERY ZONES

<u>Assigned Number</u>	<u>Description</u>
8	<p><u>N.</u> Commencing intersection of Sepulveda Blvd. and Van Owen St., thence W. on Van Owen St. to White Oak.</p> <p><u>W.</u> Thence S. to Rancho St.</p> <p><u>S.</u> Thence E. to Ventura Blvd., thence E. to Pettit Ave., thence S. to Libbet Ave., thence E. to Valley Vista, thence E. to Sepulveda Blvd.</p>
9	<p><u>N.</u> Commencing at intersection of Strawwood St. and Rinaldi St., thence W. on Rinaldi St. to White Oak.</p> <p><u>W.</u> Thence S. to Van Owen St.</p> <p><u>S.</u> Thence E. to Sepulveda Blvd.</p> <p><u>E.</u> Thence N. to Strawwood St., thence N.W. to point of beginning.</p>
10	<p><u>N.</u> Commencing at intersection of White Oak Ave. and Van Owen St., thence W. on Van Owen St. to Mason Ave.</p> <p><u>W.</u> Thence S. on extended line of Mason Ave. to Ventura Blvd., thence W. to Serrania St., thence S. to Wells Dr.</p> <p><u>S.</u> Thence E. to Hacienda, thence S.E. around Country Club to Rosita, thence E. to White Oak Ave.</p> <p><u>E.</u> Thence N. to point of beginning.</p>
11	<p><u>N.</u> Commencing at intersection of White Oak and Rinaldi Ave., thence on Rinaldi Ave. to Hesperia Ave., thence S. to Chatsworth St., thence W. to Mason Ave.</p> <p><u>W.</u> Thence S. to Van Owen St.</p> <p><u>S.</u> Thence E. to White Oak Ave.</p> <p><u>E.</u> Thence N. to point of beginning.</p>
12	<p><u>N.</u> Commencing at intersection of Corbin Ave. and Wells Dr. thence W. on Wells Dr. to Villena, thence W. to Viscanio, thence W. to Macfarlane, thence W. to Ventura Blvd.</p> <p><u>N.W.</u> Thence to Mulholland Dr.</p> <p><u>SW-S</u> Thence S.E. and E. to Corbin Ave.</p> <p><u>E.</u> Thence N. to point of beginning.</p>
13	<p><u>N.</u> Commencing at intersection of Mason Ave. and Van Owen St., thence W. on Van Owen St. to W. limits of City of Los Angeles.</p> <p><u>W.</u> Thence S. by said city limits to Ventura Blvd.</p> <p><u>S.</u> Thence E. to Macfarlane, thence E. to Viscanio, thence E. to Villena, thence E. to Serrania, thence N. to Ventura Blvd., thence E. to intersection of S. extension of Mason Ave.</p> <p><u>E.</u> Thence N. on S. extension of Mason Ave. to point of beginning.</p>

EXHIBIT "C," Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

- 14 N. Commencing at intersection of Mason St. and Tulsa St., thence W. on Tulsa St., to Topanga Canyon Ave., thence N. to N. limits of City of L.A., thence W. to the W. limits of the City of L.A.
W. Thence southerly along the W.L.A. City limits to Van Owen St.
S. Thence E. to Mason Ave.
E. Thence N. to point of beginning.
- 15 N. Commencing at the corner of the N. city limits of Los Angeles, approximately 3/8 mile W. of its intersection with May Canyon, thence W. along said boundary to a line that would be the extension of Sepulveda extended northerly.
W. Thence S. to Rinaldi St., thence W. to Strawwood St., thence S.E. and S. to Chatsworth St.
S-SE. Thence E. to Chamberlain, thence N.E. to Laurel Canyon Blvd., thence S.E. to S.E. extension of Vaughn Ave., thence N.E. to the N. city limits of Los Angeles.
E. Thence N. and N.W. along city limits of Los Angeles to point of beginning.
- 16 N. Commencing at intersection of Foothill Blvd. and Remsen St., thence S.W. on Foothill Blvd. to Herrick, thence N.W. to N. limits of City of L.A. at intersection of Needham, thence N.W. along city limits to San Fernando Road.
W. Thence S.W. along the base of the Santa Susanna Mts. to the intersection of Hisperia Ave. and Rinaldi St.
S. Thence E. on Rinaldi St. to a north south line which is the northerly extension of Sepulveda Blvd.
E. Thence N. along north south line to point of beginning.
- 20 N. Commencing at intersection of N. Broadway and L.A. River, thence W. on Broadway to Bernard, thence W. to Lilac Terrace Dr., thence W. to Sunset Blvd., thence W. to Alvarado St., thence S. to Marathon St., thence W. to Hoover St.
W. Thence S. to Vernon Ave.
S. Thence E. to Soto St.
E. Thence N. to L.A. River, thence N. along L.A. River to point of beginning.
- 21-A N. Commencing at the intersection of Beachwood Dr., with base of Santa Monica Mts., also known as Griffith Park Hills, thence W. to intersection of Cahuenga Blvd. and Highland Blvd., thence along the base of Santa Monica Mts., to Laurel Canyon Blvd.
W. Thence S. to Crescent Heights Blvd., thence S. to Melrose Ave.
S. Thence E. to Gower St.
E. Thence N. to Franklin Ave., thence E. to Beachwood Dr., thence N. to point of beginning.
- 21-B W. Commencing at intersection of Barham Rd. and L.A. River, thence S. on Barham Rd. to a point 1/4 mile N. of Craig Dr., thence S.E. through hills to intersection of Lake Hollywood Dr., and Wonder View Dr., thence through hills to intersection of Mulholland Dr. and Cahuenga Blvd., thence W. along Mulholland Dr. to Laurel Canyon Blvd., thence S. to base of Santa Monica Mountains.

EXHIBIT "C," Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

- 21-B
cont'd
- S. Thence E. and N.E. along base of Santa Monica Mts. to intersection of Highland Ave. and Cahuenga Blvd., thence east along the base of said mountains, also known as Griffith Park Hills to Western Ave., 1/4 mile N. of intersection of Los Feliz Blvd. and Western Ave.
E. Thence in an easterly and northerly direction along the base of Griffith Park Hills to intersection of Riverside Dr. and L.A. River west of Aviation Dr.
N. Thence W. along L.A. River to point of beginning.
- 21-C
- N. Commencing at intersection of L.A. River and Riverside Dr., west of Aviation Dr., thence southerly and westerly along the base of Griffith Park Hills to Western Ave. 1/4 mile N. of intersection of Los Feliz Blvd. and Western Ave., thence W. to intersection of Beachwood Dr. and base of Griffith Park Hills.
W. Thence S. to Franklin Ave., thence W. to Gower St., thence S. to Melrose Ave..
S. Thence E. to Hoover St.
E. Thence N. to Santa Monica Blvd., thence N.E. to Sunset Blvd., thence S.E. to Hyperion Blvd., thence N. to L.A. River, thence N. to point of beginning.
- 22
- N. Commencing at intersection of Hoover St. and Melrose Ave., thence W. on Melrose Ave. to Crescent Hts. Blvd., thence N. to N. boundary of that section of L.A. County lying between Hollywood and Beverly Hills, thence W. along said county boundary to N. boundary of City of Beverly Hills, thence W. on this boundary to the W. boundary of Beverly Hills.
W. Thence S. along said W. boundary to Pico Blvd..
S. Thence E. to Hoover St.
E. Thence N. to point of beginning.
- 23
- N. Commencing at Hoover St. and Pico Blvd., thence W. on Pico Blvd. to Motor Ave.
W. Thence S. to Monte Mar Dr., thence E. and S. to Club Dr., thence S. to Hughes Ave., thence S.E. to Washington Blvd., thence S.E. to Ince Blvd., thence S.E. to E. boundary of Culver City.
S. Thence N.E. to intersection of said boundary with Higuera Road, thence E. on Higuera Road to La Brea Ave., thence due south to intersect with W. extension of Vernon Ave., thence E. on Vernon Ave. to Figueroa St.
E. Thence northerly to Hoover St., thence northerly to point of beginning.
- 24
- N. Commencing at the N.W. corner of City boundary of City of Beverly Hills, thence W. along the base of the Santa Monica Mts. to Kenter Ave. 1-1/8 miles N. of intersection of Kenter Ave. and Beverly Blvd. (Sunset Blvd.)
W. Thence S. on Kenter Ave. to Montana Ave., thence W. to Centinella, thence S.E. to Bejack Ave.
S. Thence E. to Mesmer Ave., thence N. to Jefferson Blvd., thence N.E. to Playa St., thence N.E. to Overland Ave., thence N. to S.E. boundary of Culver City.

DISTRICT DELIVERY ZONES

<u>Assigned Number</u>	<u>Description</u>
24 Cont'd	thence N. along said boundary to its intersection with Ince Blvd. <u>E.</u> Thence - see westerly boundaries of Zones 23 and 22.
25	<u>N.</u> Commencing at a point 1 1/8 miles N. of intersection of Beverly Blvd. (Sunset Blvd.) and Kenter Ave., thence W. and S.W. along base of Santa Monica Mts. to intersection of Beverly Blvd. (Sunset Blvd.) and Carey, thence S. on Beverly Blvd. (Sunset Blvd.) to Chautauqua, thence S. to Pacific Ocean. <u>W.</u> Thence S. to Culver Blvd. <u>S.</u> Thence E. on Culver Blvd. to Veragua, thence E. along S. boundary of the City of Los Angeles (Venice District), to Centinella Ave. <u>E.</u> Thence - see west boundary of Zone 24.
26	<u>N.</u> Commencing at intersection of Beverly Blvd. and Carey St., thence W. along base of Mts. to intersect the W. limits of the City of L.A. 1/4 mile N. of Pacific Ocean. <u>W.</u> Thence S. along said city boundary to Pacific Ocean. <u>S.</u> Thence S.E. along Pacific Ocean to Chautauqua Blvd. <u>E.</u> Thence N. to point of beginning.
27	A strip 1/4 mile wide running westerly paralleling the Pacific Ocean and extending W. from the W. limits of the City of L.A. a distance of 3-1/4 miles.
28	A strip 1/4 mile wide running westerly from W. boundary of Zone 27 and paralleling the Pacific Ocean for a distance of 2-1/2 miles.
29	A strip 1/4 mile wide running westerly from W. boundary of Zone 28 and paralleling the Pacific Ocean up to and including Malibu Colony.
35	<u>N.</u> Commencing at intersection of Osage St. and S. boundary of L.A. City (Venice District) thence N.W. and S.W. to Veragua St., thence W. to Culver Blvd., thence W. to Pacific Ocean. <u>W.</u> Thence S. to Rosecrans Blvd. <u>S.</u> Thence E. to Inglewood-Redondo Blvd. <u>E.</u> Thence N. to Osage St., thence N. to point of beginning.
36	<u>N.</u> Commencing at intersection of Figueroa St. and Vernon Ave., - see southerly boundary of Zone 23. <u>W.</u> See S.E. boundary of Zone 24 to intersection of Mesmer Ave. and S.L.A. City limits (Venice District), thence S.E. along said City of L.A. boundary to Osage St., thence S. to Inglewood-Redondo Blvd., thence S. to Century Blvd.

"EXHIBIT "C", Cont'dDISTRICT DELIVERY ZONES

<u>Assigned Number</u>	<u>Description</u>
36 Cont'd	<u>S.</u> Thence E. to Figueroa St. <u>E.</u> Thence N. to point of beginning.
37	<u>N.</u> Commencing at intersection of Century Blvd. and Figueroa St., thence W. on Century Blvd. to Inglewood-Redondo Road. <u>W.</u> Thence S. to Wiseburn, thence S. to 2nd St., Hermosa Beach, thence W. to Dewey Ave., thence S. to Riverside-Redondo Road, thence E. to Flagler Lane, thence S. to 190th St. <u>S.</u> Thence E. to Figueroa St. <u>E.</u> Thence N. to point of beginning.
40	<u>N.</u> Commencing at intersection of Riverside-Redondo Road and Rosecrans Ave., thence W. on Rosecrans to Pacific Ocean. <u>W.</u> Thence S. to S.W. boundary of City of Torrance (just N. of Palos Verdes Golf Course) <u>S.</u> Thence E. and S.E. to Wilmington St. <u>E.</u> Thence N. to Redondo-Wilmington Blvd., thence N.W. to W. boundary of L.A. County territory, thence N. to W. boundary of Redondo Beach, thence northerly to Flagler Lane, thence N. to Riverside-Redondo Blvd., thence W. to Dewey Ave., thence N. to 2nd St. Hermosa Beh, thence E. to Wiseburn St., thence N. to point of beginning.
41	<u>N.</u> Commencing at Figueroa St. and 190th St., thence W. on 190th St. to Flagler Lane. <u>W.</u> Thence S. to W. boundary of City of Redondo Beach, thence S. to W. boundary of L.A. County territory, thence S. to Redondo-Wilmington Blvd. <u>S.</u> Thence S.E. to Wilmington St., thence S. to High St. thence S.E. to Hawthorne Ave., thence E. to Redondo-Wilmington Blvd., thence S.E. to intersection with S.E. boundary of City of Torrance, thence S.E. around base of hills to intersection of Palos Verdes Dr., and W. boundary City of L.A. (San Pedro District), thence S.E. and W. and S. to a point where W. extension of Channel St. would intersect, thence due E. on Channel St. to West Basin. <u>E.</u> Thence on a straight line northerly to intersection of Figueroa St. (Moneta St.) and Rocha St., thence N. on Figueroa St. to point of beginning.
42	<u>N.</u> Commencing at intersection of Long Beach Blvd. and Victoria St., thence W. on Victoria St. to Figueroa St. (Moneta St.) <u>W.</u> Thence S. to Rocha St., thence on a straight line S. to West basin, thence S. and E. to Turning Basin. <u>S.</u> Thence E. along Long Beach Channel (Cerritos) to E. end of Terminal Island, thence S. to Long Beach Harbor, thence E. to Flood Control Channel. <u>E.</u> Thence N. to Long Beach Blvd., thence N. to point

"EXHIBIT "C", Cont'dDISTRICT DELIVERY ZONES

<u>Assigned Number</u>	<u>Description</u>
42 Cont'd	of beginning.
43	<p><u>N.</u> Commencing at intersection of Anaheim St. (S. of Crescentia) and the Orange County W. boundary, thence W. on Anaheim St. to New York Ave., thence N. to South St., thence W. to Flood Control Channel.</p> <p><u>W.</u> Thence S. to Pacific Ocean.</p> <p><u>S.</u> Thence E. to Orange Co. W. boundary</p> <p><u>E.</u> Thence northerly along Orange Co. W. boundary to point of beginning.</p>
44	<p><u>N-E</u> Commencing at E. end of Terminal Island and Long Beach Harbor, thence N. and W. along Long Beach Channel (Cerritos Channel) to Turning Basin, thence N.E. to W. Basin, thence due W. along Channel St. and its extension to W. boundary City of L.A. (San Pedro District).</p> <p><u>W.</u> Thence S. along said City boundary to its intersection with Western Ave. at 16th St., thence S. along Western Ave. to the Pacific Ocean.</p> <p><u>S.</u> Thence along L.A. outer harbor and Long Beach harbor to point of beginning.</p>
45	<p><u>N.</u> Commencing at intersection of High St. and Hawthorne Blvd., thence N.W. and W. along S. boundary of City of Torrance to Pacific Ocean.</p> <p><u>W.</u> Thence S.W. and S. to Point Vincente Lighthouse.</p> <p><u>E.</u> Thence N. and N.E. around Palos Verde Hills to point of beginning.</p>
46	<p><u>N.</u> Commencing at intersection of Palos Verdes Dr. and W. City limits of City of L.A. (San Pedro District), thence N.W. to intersection of Redondo-Wilmington Blvd. and S. boundary of City of Torrance.</p> <p><u>W.</u> Thence southerly through Palos Verdes hills to the Pacific Ocean at a point 1-1/4 miles W. of Western Ave.</p> <p><u>S.</u> Thence E. to Western Ave.</p> <p><u>E.</u> Thence N.E. and N. to a point where Western Ave. intersects the Los Angeles City W. boundary at 16th St. (San Pedro District), thence N. along said city boundary to point of beginning.</p>
60-A	<p><u>N.</u> Commencing at intersection of Lake Ave., and Loma Alta Dr., thence W. to the E. bank of Devils Gate Reservoir.</p> <p><u>W.</u> Thence southwesterly along bank to Devils Gate Dam.</p> <p><u>S.</u> Thence S.E. on Zanja Blvd. to Montana St., thence easterly to Woodbury Road, thence southeasterly to Lake Ave.</p> <p><u>E.</u> Thence northerly to point of beginning.</p>

"EXHIBIT "C", Cont'dDISTRICT DELIVERY ZONES

<u>Assigned Number</u>	<u>Description</u>
60-B	<p><u>N.E.</u> Commencing at New York Ave., and base of San Gabriel Mts. at a point $\frac{1}{2}$ mile E. of Foothill Blvd., thence north-westerly along base of mts. to intersection of Lake Ave. and Loma Alta Dr.</p> <p><u>W.</u> Thence southerly to Atchison St.</p> <p><u>S.</u> Thence east to New York Ave., thence east to point of beginning.</p>
60-C	<p><u>N.</u> Commencing at intersection Woodbury St. and Lake Ave., thence same as southerly boundary of Zone 60-A to Devils Gate Dam.</p> <p><u>W.</u> Thence southerly on Linda Vista Ave. to Colorado St.</p> <p><u>S.</u> Thence E. to Lake Ave.</p> <p><u>E.</u> Thence N. to point of beginning.</p>
60-D	<p><u>N.</u> Commencing at intersection of Sierra Madre Ave. and Fairview Ave., Sierra Madre, thence westerly along base of mountains to New York Ave., thence westerly to Atchison St., thence westerly to Lake Ave.</p> <p><u>W.</u> Thence southerly to Colorado St.</p> <p><u>S.</u> Thence easterly to Sierra Madre Ave.</p> <p><u>E.</u> Thence N. to point of beginning.</p>
60-E	<p><u>N.</u> Commencing at intersection of Colorado St. and Lake Ave., thence westerly on Colorado St. to the intersection with W. city limits of Pasadena at El Modena Ave.</p> <p><u>W.</u> Thence southerly along said boundary to intersection of Garfield Ave. and Fair Oaks Ave., thence southeasterly on Garfield to Huntington Dr.</p> <p><u>S.</u> Thence easterly on Huntington Dr. to the southerly city limits of San Marino on Granada Ave., thence south-easterly to Southern Pacific railroad at Alhambra Road, thence N.E. along railroad to Virginia Road.</p> <p><u>E.</u> Thence northwesterly to Oak Grove Ave., thence N.W. to Arden Road, thence westerly to Lake Ave., thence northerly to point of beginning.</p>
60-F	<p><u>N.</u> Commencing at intersection of Sierra Madre Ave. and Colorado St., thence westerly on Colorado St. to Lake Ave.</p> <p><u>W.</u> Thence southerly - see E. boundary of Zone 60-E, to Southern Pacific Railroad.</p> <p><u>S.</u> Thence easterly along railroad to San Marino Ave. and Longdon Ave., thence easterly on Longdon to Rose Ave., thence northeasterly to Summerset Place, thence easterly to San Gabriel Blvd., thence northerly to Huntington Dr., thence easterly to Sierra Madre Ave.</p> <p><u>E.</u> Thence Northerly on Sierra Madre Ave. to point of beginning.</p>

"EXHIBIT "C", Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

- 61-A N. Commencing at intersection of Figueroa St. and Ave. 50, thence northwesterly along Ave. 50 to El Paso Dr., thence northwesterly to Eagle Rock Blvd., thence westerly to Verdugo Road.
W-SW Thence southerly to San Fernando Road, thence S.E. to Cypress Ave., thence southeasterly to Figueroa St.
SE-E Thence northeasterly to point of beginning.
- 61-B N. Commencing at intersection of Colorado St. and El Modena Ave., thence northwesterly to Figueroa St. and base of San Rafael Hills, thence westerly on a line 200 yards N. and paralleling Hill Dr. to Eagle Rock Blvd.
W. Thence southerly to El Paso Dr.
S. Thence southeast to Ave. 50, thence S.E. to Figueroa St., thence N.E. to Pasadena Ave., thence E. to Ave. 64.
E. Thence northeasterly to intersection of W. City boundary, City of Pasadena at Adelaide Place, thence northwesterly along said City limits to point of beginning.
- 61-C N. Commencing at a point on the southerly city limits of Pasadena at the point where Fair Oaks and Garfield Ave. intersect, thence westerly along said boundary to where it intersects Ave. 64 at Adelaide Place.
N.W. Thence southwest on Ave. 64 to Pasadena Ave., thence west to Figueroa, thence S.W. to Ave. 33.
W. Thence S.E. to Pasadena Ave., thence S. to Workman St., thence S. to N. Broadway.
S-SE Thence easterly to N. Huntington Dr., thence northeasterly to Garfield Ave.
N.E. Thence northwesterly to point of beginning.
- 61-D N. Commencing at intersection of Fletcher Dr. and Eagle Rock Blvd., thence westerly on Fletcher Dr. to L.A. River, thence N.W. to Hyperion Ave.
W. Thence southerly on Hyperion Ave. to Sunset Blvd., thence northwesterly to Santa Monica Blvd., thence southwesterly to Hoover St., thence southerly to Marathon.
S. Thence southeasterly to Alvarado St., thence northeasterly to Sunset Blvd., thence S.E. to Lilac Terrace, thence southeasterly to Bernard St., thence southeasterly to N. Broadway, thence northeasterly to Workman St.
E. Thence N. to Pasadena Ave., thence northeasterly to Ave. 33, thence northwesterly to Figueroa St., thence northeasterly to Cypress Ave., thence northwesterly to Verdugo Road, thence N. to Eagle Rock Blvd., thence northeasterly to point of beginning.

"EXHIBIT "C", Cont'd.DISTRICT DELIVERY ZONESAssigned
NumberDescription

62-A

N. Commencing at intersection of Eastern Ave. and N. Huntington Dr., then westerly and southwesterly to N. Broadway, thence westerly to L.A. River.

W. Thence southerly to Soto St., thence southerly to Vernon Ave.

S. Thence easterly to L.A. River, thence southeasterly to Atlantic Blvd.

SE-E Thence northeasterly to the point where the easterly extension of Brooklyn Ave. would intersect, thence westerly on Brooklyn Ave. and its extension to Eastern Ave., thence northerly to point of beginning.

62-B

N. Commencing at intersection of Atlantic Blvd. and Huntington Dr., thence westerly and southwesterly on Huntington Dr. to Eastern Ave.

W. Thence southerly to Brooklyn Ave.

S. Thence easterly on Brooklyn and its easterly extension to Atlantic Blvd.

E. Thence northerly to point of beginning.

63

N. Commencing at intersection of Huntington Dr. and Sierra Madre Ave., thence westerly to San Gabriel Blvd., thence southerly to Summerset Place, thence easterly to Rose Ave., thence southwesterly to Longdon Ave., thence westerly to the S.P. railroad, thence westerly along railroad to Granada Ave., thence northwesterly to Huntington Dr., thence southwesterly to Atlantic Blvd.

W. Thence S. to Graves Ave.

S. Thence E. on Graves to McPherrin, thence southeasterly around base of Montebello hills to intersection of Mesa Dr. and Hill Dr., thence southeasterly on Hill Dr. to San Gabriel Blvd., thence southeasterly to Fawcett Ave., thence easterly to River Ave.

E. Thence N. to Rosemead Blvd., thence N. to Longdon Ave., thence easterly to Sultana Ave., thence northerly to Duarte Road, thence easterly to point where southerly extension of Sierra Madre Ave. would intersect, thence northerly on such extension to point of beginning.

64

N. Commencing at intersection of Fawcett Ave. and River Road, thence westerly to Atlantic Blvd., thence E. on Graves to McPherrin, thence southeasterly around base of Montebello hills to intersection of Mesa Dr. and Hill Dr., thence southeasterly on Hill Dr. to San Gabriel Blvd., thence southeasterly to Fawcett Ave., thence easterly to River Ave.

W. Thence S.W. to L.A. River, thence S.E. to Randolph St.

S. Thence E. on Randolph St. and its extension to Rio Hondo River.

E. Thence N.E. and N. to River St., thence N. to point of beginning.

"EXHIBIT "C", Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

- 65 N. Commencing at intersection of Workman Mill Road and Fawcett Ave., thence westerly on Fawcett Ave. to Durfee Ave., thence southwesterly to Siphon Road, thence W. to the Rio Hondo River.
W. Thence southerly to the P.E. railway tracks near Telegraph Road.
S. Thence E. to Gunn Road.
S.E. Thence N.E. to Highland Ave., thence N.E. to 6th St. in Whittier, thence N.W. on 6th St. to intersection of E. city limits of Whittier, thence N. on said boundary to base of Puente Hills 1/4 mile N. of Turnbull Canyon Road, thence N.W. around base of hills to a point on Norwalk Blvd. 1/4 mile N. of Beverly Blvd., thence N. around hills 1/4 mile E. and paralleling Workman Mill Road to point of beginning.
- 66 N. Commencing at the N.W. corner of the boundary of Orange County, thence northwesterly along base of hills on a line 1/2 mile N. of and paralleling Whittier Blvd. to Highland Ave., thence southwesterly to Gunn Ave., thence southwesterly to P.E. railway, thence northwesterly to Randolph St., thence westerly to L.A. River.
W. Thence southerly to a point 1/2 mile S. of Imperial Highway and directly W. of the end of Gardendale St.
S. Thence southeasterly on Gardendale St. to Dakota Ave., thence S. to Golden Ave., thence S.E. to Grant Ave., thence northeasterly to Gardendale St. (Curtin & Bacon Road), thence southeasterly to Farlow Dr. thence north-easterly to Imperial Highway.
E. Thence easterly to the Orange County boundary, thence N. to point of beginning.
- 67 N. Commencing at intersection of Imperial Highway and W. Orange County boundary, thence westerly on Imperial Highway to Farlow Dr., thence S.W. to Gardendale St. (Curtin and Bacon Rd.) thence northwesterly to Grant Ave., thence S.W. to Downey Ave. (New York Ave.).
W. Thence southerly to Anaheim St. (Crescentia District).
S. Thence easterly to the W. boundary of Orange County.
E. Thence northeasterly to point of beginning.
- 68 N. Commencing at intersection of E. Vernon Ave. and the L.A. River, thence westerly on Vernon Ave. to Figueroa St.
W. Thence S. to 98th St.
S. Thence E. to Compton Ave., thence N. to 97th St., thence E. to Alameda St., thence S. to Tweedy Road, thence E. to L.A. River.
E. Thence N. and N.W. to point of beginning.

DISTRICT DELIVERY ZONES

Assigned
Number

Description

- 69 N. Commencing at intersection of Tweedy Blvd. and L.A. River, thence westerly to Figueroa St. - see southerly boundary of Zone 68.
W. Thence southerly on Figueroa St. to Victoria Ave.
S. Thence easterly to Long Beach Blvd., thence southerly to a point where the westerly extension of South St. would intersect, thence easterly on South St. and its extension to Downey Ave. (New York Ave.)
E. Thence N. to Golden Ave., thence N.E. to Dakota Ave., thence N. to Gardendale St., thence N.W. on Gardendale St. and its extension to L.A. River, thence N. to point of beginning.
- 80 N. Commencing at intersection of Hardbury St. at the base of the San Gabriel Mts. 1/8 mile N. of the Pacific Electric railway, Duarte, thence westerly along base of said mountains to intersection of Myrtle and North St., Monrovia, thence westerly to Valencia Way 1/4 mile N. of Foothill Blvd., thence westerly paralleling Foothill Blvd. to Sierra Madre Ave.
W. Thence S. on Sierra Madre Ave. and its extension to Duarte Road, thence W. to Sultana Ave., thence S.E. to Longdon Ave., thence W. to Rosomend Blvd., thence S. to River Ave., thence S. to Rio Hondo River, thence S.E. to Durfee Road.
S. Thence E. and N.E. to Proctor Ave., thence S.E. to 3rd Ave., thence N.E. to Pomona Blvd., thence S.E. to Puente Ave., thence N.E. to Pacific Ave.
E. Thence N.W. to Maine Ave., thence N. on Maine Ave. and its extension to Hardbury St., thence N. to point of beginning.
- 81 N. Commencing at a point on Valencia Way 1/4 mile N. of Foothill Blvd., thence northwesterly in a straight line to a point on Grand View Ave. 1/4 mile E. of Santa Anita Ave. (Pinehurst,) thence northwesterly around base of mountains to Miramonte Ave., thence westerly on its extension to Sierra Madre Ave.
W. Thence S. to a point 1/8 mile N. of Foothill Blvd.
S. Thence E. paralleling Foothill Blvd. to Valencia Way.
E. Thence N. to point of beginning.
- 82 N. Commencing at the intersection of the N. and E. city boundary of the City of Glendora, thence in a line due W. to N. extremity of Hardbury St. 1/8 mile N. of P.E. railway.
W. Thence due S. on Hardbury St. to the N. extension of Maine Ave., thence S. to Pacific Ave., thence S.E. to Puente Ave., thence S.W. to Francisquito Blvd.
S. Thence S.E. and E. to Azusa Ave., thence N.E. on a straight line to the intersection of Cameron Ave. and

"EXHIBIT "C", Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

- 82 Cont'd Barranca St., thence through hills E. on San Jose Hills Road, N.E. on Lorencito Dr. N. on Bald View Dr., N.E. on Arroyo Dr., N. on Collins St. and N.W. on Pomona and Covina Rd. to Grand Ave. thence N. to Puente St., thence E. to Lyman St.
E. Thence N. 1/4 mile, thence in a straight line N.E. to the southern end of Sunflower Ave., thence N. on Sunflower Ave. and its extension to Lorraine Ave., thence N. to point of beginning.
- 83 N. Commencing at a point on Wheeler Road where an easterly extension of Foothill Blvd. through Glendora would intersect, thence westerly on such extended line on Foothill Blvd. to Lorraine Ave.
W. Thence S. to Sunflower Ave., thence S. to Cypress Ave.
S. Thence E. to Amelia Ave., thence N. to Covina Blvd., thence E. to Walnut Ave., thence S.E. to a point where the southern extension of Grand Ave. would intersect.
E. Thence N. on Grand Ave. and its extension to Foothill Blvd., thence E. on Wheeler Road., thence N. to point of beginning.
- 84 N-NW Commencing at intersection of Francisquito Blvd. and Lark Ellen Blvd., thence W. and N.W. on Francisquito Blvd. to Puente Ave., thence S.W. to Pomona Blvd., thence N.W. to 3rd Ave., thence S.W. to Proctor Ave., thence N.W. to Durfee Road, thence S.W. to a point 2/3 mile S.W. of Lomitas Ave.
S. Thence S.E. to U.P. Ry., thence S.E. along railroad to 6th Ave., thence S.W. on 6th Ave. and its extension to intersection with Skyline Dr., thence S.E. through hills to Hacienda Road 1/4 mile S. of Los Altos Dr., thence N. on Hacienda Road to intersection of Tetley St., thence E. through hills to intersection of Puente Road and Anaheim-Puente Road.
E. Thence N. on Puente Road to Pomona Blvd., thence E. to Pass and Covina Road, thence N.E. to point 3/4 mile N. of Pomona Blvd., thence W. and N. around base of San Jose Hills intersecting line of proposed San Jose diagonal blvd. at a point 2/3 mile N.E. of intersection of Glendora Ave. with proposed Blvd., thence N.E. on a straight line to point of beginning.

"EXHIBIT "C", Cont'd

DISTRICT DELIVERY ZONES

<u>Assigned Number</u>	<u>Description</u>
85-A	<p><u>N.</u> Commencing at a point on La Puente Road 2/3 mile E. of its intersection with Nogale St., thence westerly around hills to a point on Pass and Covina Road 3/4 mile N.E. of Pomona Blvd.</p> <p><u>W.</u> Thence S.W. to Pomona Blvd., thence W. to Puente Road, thence S. to Anaheim Puente Road.</p> <p><u>S.</u> Thence E. to Graziade Road, thence E. to a point 1/8 mile E. of its intersection with Brea Canyon cutoff road.</p> <p><u>E.</u> Thence on a straight line to point of beginning.</p>
85-B	<p><u>N.</u> Commencing at intersection of La Puente Road and Pomona Blvd., thence W. on La Puente Road to where the easterly boundary of Zone 85 intersects.</p> <p><u>W.</u> Thence S. on the easterly boundary of Zone 85-A to Puente Hills.</p> <p><u>S.</u> Thence N.E. along base of hills to intersection of Rodeo Canyon Road and Short St.</p> <p><u>E.</u> Thence N.E. around hills to a point on the U.P.Ry. 1-1/2 miles N.E. of where said railroad crosses Rodeo Canyon Road, thence N.W. to point of beginning.</p>
85-C	<p><u>N.</u> Commencing at a point on Pomona Covina Road 1/4 mile E. of eastern boundary of Rogers airport, thence westerly on Pomona Covina Road to a point W. of airport, thence through hills to the San Jose hills road 1/8 mile S. of Pacific Lodge.</p> <p><u>W.</u> Thence southeasterly to intersection of La Puente Road and Pomona Blvd., thence southeasterly to U.P.Ry. on portion of easterly boundary of Zone 85-B.</p> <p><u>S.</u> Thence northeasterly on U.P. Ry. to a point where the westerly extension of 9th St., Pomona, would intersect, thence easterly on such extended line to a point on 9th St. 1 mile W. of the westerly boundary of the City of Pomona.</p> <p><u>E.</u> Thence N. to a point on Pomona Blvd. 1/8 mile W. of Bellevue Ave., thence W. on Pomona Blvd. 1/4 mile, thence N.W. in a straight line to the point of beginning .</p>
86	<p><u>N.</u> Commencing at a point on W. San Bernardino County line 2 miles N. of Foothill Blvd., thence W. around base of San Gabriel Mts. to point on Wheeler Road 3/4 mile N. of Foothill Blvd.</p> <p><u>W.</u> Thence S. on Wheeler Road to Foothill Blvd., thence W. to Grand Ave. and its extension to Walnut Ave., thence E. and S.E. to intersection of W. boundary of</p>

"EXHIBIT "C", Cont'd

DISTRICT DELIVERY ZONES

Assigned
Number

Description

86 Cont'd

City of Pomona, thence S.W. along said boundary to Loma Vista St., thence S.W. to a point 1/4 mile E. of E. boundary of Rogers airport, thence S.W. along the E. boundary of Zone 85 to a point on 9th St. 1 mile W. of city limits of Pomona, thence E. on 9th St. to W. city boundary of City of Pomona, thence S. along said boundary to its most southerly point. S-E Thence S.E. to nearest point of W. boundary of San Bernardino County, thence E. and N.E. to point of beginning.

EXHIBIT "C"
MINIMUM RATES
PER TON DELIVERED
CENTS PER TON
(Los Angeles Area)

PART "C" - Page 1 of 3

FROM POINTS OF PRODUCTION - REFERENCE CODE AND BASE

<u>TO</u> <u>DELIVERY ZONES</u> <u>ASSIGNED NUMBERS</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>	<u>I</u>	<u>J</u>	<u>K</u>	<u>L</u>	<u>M</u>
1	\$0.25	\$0.31	\$0.47	\$0.31	\$0.95	\$1.14	\$1.24	\$1.72	\$1.43	\$1.43	\$0.92	\$1.14	\$1.33
2	0.34	0.21	0.21	0.41	0.60	0.89	0.98	1.46	1.37	1.21	0.66	0.89	1.43
3	0.53	0.41	0.34	0.60	0.37	0.66	0.76	1.24	1.17	1.05	0.50	0.66	1.37
4	0.50	0.60	0.47	0.44	0.50	0.66	0.76	1.24	0.98	1.05	0.53	0.66	1.14
5	0.34	0.44	0.50	0.28	0.63	0.82	0.92	1.40	1.14	1.14	0.60	0.82	1.30
6	0.37	0.50	0.66	0.31	0.79	0.95	1.05	1.53	1.11	1.11	0.60	0.95	1.01
7	0.31	0.44	0.60	0.25	0.92	0.98	1.11	1.56	1.30	1.30	0.79	0.98	1.17
8	0.41	0.53	0.69	0.34	1.01	1.11	1.21	1.69	1.43	1.43	0.89	1.11	1.27
9	0.41	0.47	0.60	0.47	1.11	1.30	1.37	1.88	1.59	1.62	1.05	1.30	1.49
10	0.50	0.63	0.79	0.44	1.11	1.21	1.30	1.78	1.53	1.53	0.98	1.21	1.37
11	0.53	0.60	0.73	0.60	1.21	1.40	1.49	2.01	1.72	1.72	1.17	1.40	1.62
12	0.66	0.79	0.95	0.60	1.27	1.37	1.46	1.94	1.69	1.69	1.14	1.37	1.53
13	0.63	0.76	0.92	0.57	1.24	1.33	1.43	1.91	1.65	1.65	1.11	1.33	1.49
14	0.60	0.66	0.79	0.53	1.24	1.43	1.56	2.01	1.75	1.75	1.24	1.43	1.69
15	0.41	0.37	0.53	0.47	1.14	1.27	1.37	1.95	1.59	1.59	1.05	1.27	1.49
16	0.41	0.47	0.60	0.47	1.11	1.30	1.43	1.83	1.62	1.69	1.11	1.30	1.49
20	0.73	0.85	0.73	0.66	0.60	0.73	0.82	1.21	0.79	0.79	0.41	0.53	0.82
21A	0.47	0.60	0.73	0.41	0.69	0.85	0.95	1.33	0.98	1.05	0.53	0.69	0.92
21B	0.63	0.76	0.73	0.57	0.69	0.89	0.98	1.37	1.01	0.98	0.53	0.73	1.05
21C	0.53	0.66	0.63	0.47	0.63	0.79	0.92	1.30	0.92	0.95	0.44	0.66	0.98
22	0.60	0.73	0.82	0.53	0.82	0.92	1.05	1.43	1.08	1.05	0.89	0.73	0.89
23	0.66	0.79	0.82	0.60	0.82	0.92	1.01	1.40	0.89	0.98	0.85	0.73	0.69
24	0.76	0.89	0.98	0.69	0.98	1.11	1.21	1.59	1.08	1.17	0.73	0.89	0.79
25	0.85	0.98	1.08	0.79	1.08	1.17	1.30	1.69	1.08	1.27	0.82	0.98	0.79
26	0.92	1.05	1.17	0.85	1.17	1.37	1.43	1.81	1.24	1.08	0.98	1.14	0.95
27	1.01	1.17	1.27	0.95	1.24	1.43	1.56	1.94	1.33	1.17	1.08	1.24	1.05
28	1.14	1.27	1.37	1.08	1.37	1.56	1.65	2.04	1.46	1.30	1.21	1.37	1.17
35	0.92	1.05	1.08	0.85	0.95	1.11	1.17	1.69	0.89	1.08	0.73	0.79	0.60
36	0.79	0.92	0.95	0.73	0.82	0.95	1.05	1.37	0.85	0.98	0.57	0.66	0.57
37	0.98	1.11	1.11	0.92	0.98	1.08	1.17	1.53	0.69	0.95	0.69	0.79	0.41

EXHIBIT "C" (Continued)

PART "C" - Page 2 of 3.

TO DELIVERY ZONES ASSIGNED NUMBERS	FROM POINTS OF PRODUCTION - REFERENCE CODE AND BASE												
	A	B	C	D	E	F	G	H	I	J	K	L	M
40	\$1.14	\$1.27	\$1.30	\$1.03	\$1.17	\$1.27	\$1.37	\$1.69	\$0.63	\$1.11	\$0.89	\$0.98	\$0.34
41	1.21	1.33	1.37	1.14	1.24	1.17	1.24	1.62	0.47	1.08	0.76	0.89	0.28
42	1.24	1.37	1.24	1.17	1.11	1.05	1.11	1.53	0.34	0.92	0.66	0.73	0.41
43	1.30	1.40	1.30	1.24	1.05	0.98	1.05	1.37	0.34	0.79	0.76	0.69	0.60
44	1.46	1.56	1.62	1.40	1.33	1.33	1.49	1.78	0.44	1.17	0.95	1.05	0.37
45	1.30	1.43	1.46	1.24	1.33	1.49	1.62	1.62	0.60	1.30	1.11	1.21	0.31
46	1.56	1.69	1.72	1.49	1.43	1.43	1.56	1.56	0.53	1.27	1.05	1.14	0.37
60A	0.79	0.60	0.50	0.73	0.31	0.63	0.73	1.21	1.21	1.01	0.53	0.63	1.40
60B	0.85	0.66	0.53	0.79	0.21	0.53	0.63	1.11	1.24	0.92	0.57	0.53	1.43
60C	0.73	0.63	0.53	0.66	0.28	0.53	0.66	1.11	1.14	0.92	0.47	0.53	1.33
60D	0.79	0.69	0.60	0.73	0.21	0.47	0.57	1.05	1.17	0.85	0.50	0.47	1.37
60E	0.73	0.69	0.60	0.66	0.31	0.50	0.60	1.08	1.08	0.89	0.41	0.50	1.27
60F	0.79	0.79	0.66	0.73	0.25	0.41	0.50	0.98	1.11	0.79	0.41	0.41	1.30
61A	0.63	0.73	0.63	0.57	0.50	0.66	0.76	1.24	0.95	0.98	0.41	0.66	1.14
61B	0.60	0.73	0.53	0.53	0.41	0.60	0.69	1.17	1.05	0.98	0.47	0.60	1.24
61C	0.73	0.79	0.66	0.66	0.47	0.53	0.66	1.11	0.98	0.92	0.34	0.53	1.17
61D	0.60	0.69	0.60	0.53	0.53	0.73	0.85	1.30	0.89	0.89	0.41	0.60	1.05
62A	0.79	0.89	0.79	0.73	0.57	0.47	0.57	0.95	0.85	0.79	0.28	0.41	1.01
62B	0.79	0.85	0.79	0.73	0.41	0.63	0.73	1.11	0.98	0.73	0.31	0.41	1.17
63	0.82	0.95	0.85	0.79	0.34	0.41	0.50	0.89	1.05	0.73	0.37	0.34	1.24
64	0.98	1.08	0.98	0.92	0.63	0.60	0.66	0.69	0.66	0.60	0.31	0.28	0.53
65	1.11	1.21	1.11	1.05	0.63	0.53	0.63	0.98	0.82	0.50	0.44	0.31	1.01
66	1.11	1.17	1.11	1.05	0.73	0.66	0.73	1.11	0.76	0.44	0.47	0.47	0.95
67	1.27	1.37	1.27	1.21	0.85	0.76	0.85	1.11	0.63	0.53	0.57	0.60	0.82
68	0.89	0.98	0.89	0.82	0.73	0.79	0.85	1.24	0.63	0.79	0.41	0.60	0.76
69	1.05	1.14	1.05	0.98	0.92	0.92	0.98	1.37	0.47	0.76	0.53	0.69	0.60
80	0.98	1.01	0.89	0.89	0.41	0.28	0.37	0.79	1.08	0.66	0.60	0.41	1.27
81	0.89	0.92	0.82	0.82	0.25	0.37	0.47	0.89	1.30	0.89	0.60	0.53	1.49
82	1.21	1.24	1.14	1.14	0.60	0.31	0.28	0.53	1.24	0.69	0.79	0.57	1.43
83	1.37	1.40	1.30	1.30	0.76	0.53	0.44	0.37	1.43	0.85	0.98	0.76	1.62
84	1.17	1.30	1.17	1.11	0.60	0.44	0.41	0.73	1.11	0.41	0.60	0.44	1.30
85A	1.30	1.40	1.30	1.24	0.73	0.53	0.50	0.63	1.24	0.53	0.73	0.53	1.43
85B	1.37	1.40	1.30	1.30	0.79	0.66	0.60	0.50	1.30	0.53	0.79	0.66	1.49
85C	1.49	1.59	1.49	1.43	0.92	0.79	0.73	0.37	1.43	0.63	0.92	0.79	1.62
86	1.56	1.59	1.53	1.53	0.95	0.76	0.66	0.31	1.30	0.92	1.11	0.95	1.49

RULE 1

Where deliveries are made from points of production served by rail and delivered to rail head points, the minimum dump truck rates shall not exceed the rail rates, or those of other common carriers for similar or comparable service.

RULE 2

Zone rates will apply to all points within the described boundary of the respective zones; also, deliveries may be made to points up to but not exceeding 150 feet beyond the zone boundary lines at the zone rates.

RULE 3

Standby rate, as shown in Column D, Exhibit "A", shall be charged when truck is held but not used in excess of thirty minutes at the point of loading or unloading for any one load, the standby time to apply after the thirty-minute period.

RULE 4

Where the operating involves the transportation of hot asphaltic concrete and/or dry batched materials of sand, rock and/or gravel, an additional charge of five cents per ton shall be added to the above.

EXHIBIT "D"

MINIMUM RATES, RULES AND REGULATIONS APPLICABLE TO THE TRANSPORTATION, FOR COMPENSATION OR HIRE, OF SAND, ROCK, GRAVEL, ROAD BUILDING MATERIAL AND/OR BUILDING MATERIALS BY DUMP TRUCKS OVER THE PUBLIC HIGHWAYS OF THE STATE OF CALIFORNIA.

RATES ON A DELIVERED-TON BASIS
(To apply in Ventura District)

POINTS OF PRODUCTION

<u>Reference Code</u>	<u>Present Developed Plants</u>	<u>BOUNDARY</u>
<u>Rock-Sand-Gravel</u>		
"A"	Montalva Rock Co.	Located in delivery zone #35 at point where Southern Pacific tracks cross Santa Clara River - on north bank of river.
"B"	El Rio Rock Co.	Located in delivery zone #35 1/2 mile N.W. of intersection of Vineland Ave. and Central Ave. on south bank of Santa Clara River.
"C"	Saticoy Rock Co. Saticoy Plant	Located in delivery zone #36 at the intersection of Vineyard Ave. and Los Angeles Ave. on south bank of Santa Clara River.
"D"	Saticoy Rock Co. Ventura Plant	Located in delivery zone #19 on Ventura Ave. at the mouth of Shoal Canyon on east bank of Ventura River.
"E"	Santa Paula Rock Co.	Located in delivery zone #38 at intersection of South Mountain Road and Telegraph on the North bank of Santa Clara River.
"F"	Piru Rock Co.	Located in delivery zone #40 at the intersection of Telegraph Road and Piru Canyon Road, on the east bank of Piru Creek.

EXHIBIT "D"DISTRICT DELIVERY ZONESAssigned
NumbersDescription

- | | |
|----|---|
| 10 | A strip approximately $\frac{1}{2}$ mile wide, starting at the intersection of Wheeler Hot Springs Rd. and Matilija Hot Springs Rd., runs westerly to a point about 1 mile above Lyons Hot Springs. |
| 11 | A strip approximately $\frac{1}{2}$ mile either side of Maricopa Rd., starting at the intersection of said road and Matilija Rd. running northerly to the first tunnel above Wheelers Hot Springs. |
| 12 | A strip approximately $\frac{1}{2}$ mile on either side of the highway from the intersection of Matilija Rd. and Maricopa Rd. southerly to a point at the north limits of Moiners Oaks. |
| 13 | Beginning at the S.W. corner of Zone 12, southerly along the Ventura River to the intersection of Baldwin Rd. and Ventura Ave. to intersection of Fairview Rd., then westerly along Fairview Rd. to starting point. |
| 14 | Beginning at Ventura River and Baldwin Rd., southerly to a point opposite the intersection of Ventura Ave. and Creek Rd., then easterly to said intersection, then northerly along San Antonia Creek to Hermosa Ave., then westerly along Hermosa Ave., Ventura Ave. and Baldwin Rd. to starting point. |
| 15 | Beginning at Baldwin Rd. and Ventura River, then southerly along Ventura River to a point opposite intersection of Burnham Rd. and Santa Ana Rd., then westerly to a point approximately $\frac{1}{2}$ mile south of end of Dunshee Rd., then northerly to end of Santa Ana Rd., then easterly to starting point. |
| 16 | Beginning at southeasterly corner of Zone 15, then easterly along southerly boundary of Zone 15 to Ventura River, then southerly along Ventura River to Foster Park Bridge, then northeast along Casitas Rd. and Coyote Creek to starting point. |
| 17 | Beginning at intersection of Ventura Ave. and Casitas Rd., then northerly approximately $\frac{1}{2}$ mile on either side of Ventura Ave. to intersection of Ventura Ave. and Creek Rd. |
| 18 | Beginning at intersection of Ventura Ave. and Casitas Rd., southerly approximately $\frac{1}{2}$ mile on either side of Ventura Ave. to School Canyon. |
| 19 | Beginning at School Canyon, southerly approximately $\frac{1}{2}$ mile on either side of Ventura Ave., to Ramona St., Ventura. |

EXHIBIT "D" (Continued)

<u>Assigned Numbers</u>	<u>Description</u>
20	Beginning at Ventura River Bridge, then westerly along Hwy. 101 from ocean to edge of mountains to New Overpass.
21	Beginning at Overpass, northwesterly along Hwy. 101 from ocean to edge of mountains to Rincon or County Park.
22	Beginning at County Park, then northwest along Hwy. 101 from ocean to edge of mountains to General Petroleum Corp. Pier above Seacliff.
23	Beginning at General Petroleum Pier, northwest along Hwy. 101 from ocean to edge of mountains to Ventura-Santa Barbara County Line.
24	Beginning at Corner Grand Ave. and Montgomery Sts., then east to Bordura Rd., then north to Valley Rd., then west to Woolfe St., then southeast to starting point.
25	Beginning at intersection of Hermosa Rd. & Ventura Ave., then southeast to Camp Comfort, then northeast along foothills to corner of Ojai Ave. and Crane Rd., then north to Grand Ave., then west to Woolfe St., then south along Woolfe St. and Ventura Ave., to starting point.
26	Beginning at corner Ojai Ave. and Crane Rd., east along Reeves Rd. to corner of Reeves Rd., then west to Valley View Rd. and Boardman Rd., then south to starting point.
27	A strip approximately $\frac{1}{2}$ mile on either side of Ojai, Santa Paula Rd. from foot of Dennison Grade to Sulphur Mt. Rd.
28	A strip approximately $\frac{1}{2}$ mile either side of Ojai-Santa Paula Rd. from Sulphur Mt. Rd. to Koeingston Rd.
29	A strip approximately $\frac{1}{2}$ mile on either side of Ojai-Santa Paula Rd. from Koeingston Rd. to Sulphur Mt. Springs.
30	A strip $\frac{1}{2}$ mile either side of Santa Paula Rd. from Sulphur Mt. Springs to city limits of Santa Paula.
31	Includes all of Ventura city limits.
32	Includes all of the beach known as Pierpont Bay from Ventura city limits to Santa Clara River.
33	Beginning at R.R. crossing on Seaward Ave., southeast along S.P. tracks to Chas. Johnson Rd., then south to Santa Clara River, then west to mouth of this river, northwest along foot of Palisades to starting point.

EXHIBIT "D" (Continued)Assigned
NumbersDescription

- 34 Beginning at R.R. crossing on Seaward Ave., southeast along S.P. tracks to Chas. Johnson Rd., then north along Chas. Johnson Rd. and Day Rd. to Upper Foothill Rd., then westerly to city limits, then south to starting point.
- 35 Beginning at corner of upper Foothill Rd. and Day Rd., south along Day and Chas. Johnson Rd. to Santa Clara River, then east to intersection of Hwy. 101 and Santa Clara Ave., then northeast to Central Ave., then northwest along Central Ave. and Telephone Rd. and Corbett Rd. to upper Foothill Rd., then west to starting point.
- 36 Beginning at Upper Foothill Rd. and Corbett Rd., and then southeast along zone 35, then east along Santa Clara Ave. to La Vista Rd., then north to La Vista Rd. to Center Rd., then northwest to corner of Olive Rd. and Foothill Rd., then west to starting point.
- 37 Beginning at Olive Rd. and Foothill Rd., then southeast to Santa Clara River, then east along this river to point opposite the Briggs Rd., then northerly to Foothill Rd., then west along Foothill Rd. to Olive Rd.
- 38 Beginning at Briggs Rd. and Foothill Rd., then northeast along Foothill Rd. to Santa Paula city limits, then along north city limits of Santa Paula and east parallel to Telegraph Rd. and Toland Rd., then south to So. Mt. Rd., then west along So. Mt. Rd. and Santa Clara River to point opposite Briggs Rd., then north to starting point.
- 39 Beginning at corner of Toland Rd. and Telegraph, north to end of Toland, then northeast to the north end of Good-enough Rd., then southeast to corner Corvin Rd. and Telegraph Rd., then south to Guiberson Rd., then west along Guiberson Rd., Grimes Canyon Rd. to Bellevue & So. Mt. Rd., to Balcom Canyon, then north to starting point.
- 40 A strip approximately 1 mile on either side of Telegraph Rd. from Cavin Rd. to Ventura, Los Angeles County Line.
- 41 Includes all the passable roads in Piru Canyon, from the Town of Piru north approximately 6 miles.
- 42 Beginning at corner of La Vista Ave. and L.A. Ave., then northeast along La Vista Rd., La Loma Rd., Berlywood Rd., Aggen Rd., then south to L.A. Ave., then west to La Vista Ave.
- 43 Beginning at corner of L.A. Ave. and Aggen Rd., then southeast to Los Posas Rd., Somis Rd., then northeast along Somis Rd. to Donlon Rd. to north end of Donlon Rd., then west to corner of Berlywood and Aggen Rds., then south to starting point.

EXHIBIT "D" (Continued)Assigned
NumbersDescription

- 44 A strip approximately $\frac{1}{2}$ mile on either side of Bradley Rd. from Berlywood Rd. to Balcom Canyon Rd.
- 45 A strip approximately $\frac{1}{2}$ mile on either side of Balcom Canyon Rd. from Bradley Rd. to So. Mt. Rd.
- 46 Beginning at intersection of Bradley Rd. and Berlywood Rd., then east to intersection of Balcom Canyon Rd. and Stockton Rd., then north to end of Balcom Canyon Rd., so. along Bradley Rd. to starting point.
- 47 Beginning at north end of Donlon Rd., south to L.A. Ave., then east to Balcom Canyon Rd., then north to Stockton Rd., then west to starting point.
- 48 Beginning at corner of Balcom Canyon Rd. and L.A. Ave., then east to Gabbert Rd., then north to Broadway, then west and north along Broadway to Stockton Rd., then southwest along Stockton and Balcom Canyon Rds. to starting point.
- 49 A strip approximately $\frac{1}{2}$ mile either side of Grimes Canyon Rd. from Bellevue Ave. to summit of Grimes Grade.
- 50 Beginning at top of Grimes Grade, then south on either side of Grimes Canyon Rd., approximately 1 mile, then west to corner of Stockton Rd. and Broadway, then south and east along Broadway to Hooper Canyon Rd., then north to end of road, then northwest to summit of Grimes Grade.
- 51 Beginning at corner of Broadway and Gabbert Rd., then south to Poindexter Rd. and Simi Creek to Simi Rd., then north to a point approximately $\frac{1}{2}$ mile north of L.A. Ave., then west to Walnut Canyon Rd., then north to Broadway, then west to starting point.
- 52 A strip 1 mile wide between Simi Creek on the north side of Camarillo Rd. on the South Moorpark Rd. on the west and Simi Rd. on the east.
- 53 A strip approximately 1 mile on either side of Moorpark Rd. from Simi Creek to Olson Rd.
- 54 A strip approximately $\frac{1}{2}$ mile on either side of Moorpark Rd. from Olson Rd. to Hwy. 101.
- 55 Beginning at intersection of Camarillo Rd. and Moorpark Rd., then south along a parallel approximately $\frac{1}{2}$ mile away from Moorpark Rd. to north boundary of Zone 80, then east along boundary of Zone 80 to County Line, then north along foothills and Simi Rd. to Camarillo Rd., then west to starting point.

EXHIBIT "D" (Continued)

<u>Assigned numbers</u>	<u>Description</u>
56	Beginning at L.A. Ave., and Simi Creek, then south along Simi Rd. to south end of Simi Rd., then east to end of Appleton Rd. and Royal Ave., then north along Sycamore Rd., Avenida St., then west to starting point.
57	Beginning at corner of Sycamore Ave. and Avenida St., then east to Canada Los Legas Creek, then north to north end of Tapo Rd., then west to north end of Tapo Dr., then southwest to starting point.
58	Beginning at Royal Ave. and Canada Los Legas Creek, then east to L.A., Ventura county line, then northwest to north end of Horn St., then west to corner of Avenida St. and Sycamore Ave., then south to starting point.
59	Beginning at Patterson Rd. and Santa Clara River, then west to ocean, then south to Wooley Rd., then east to Patterson Rd., then north to starting point.
60	Beginning at intersection of Vineyard Ave. and Roosevelt Hwy., then to southwest to corner Gonzales Rd. and Patterson Rd., then south to Wooley Rd., then east to Rice Rd., then north to Hwy. 101, then west to starting point.
61	Beginning at corner of Hwy. 101, then south to East 5th St.; Oxnard, then east to Wood Rd., then north to Hwy. 101, then east along foothills to intersection of L. A. Ave. and Aggen Rd., then southwest along L.A. Ave. and Santa Clara Ave. to starting point.
62	Beginning at intersection of L.A. Ave. and Aggen Rd., then southwest to intersection of Hwy. 101 and Wood Rd., then east to Los Posas Rd., then northeast to Somis Rd., then northwest to starting point.
63	Beginning at corner of Hwy. 101 and Los Posas Rd., then east to Camarillo Rd. and Conejo Rd., then northwest to intersection of Los Posas Rd. and Somis Rd., then southwest along Los Posas Rd. to starting point.
64	Beginning at intersection of Los Posas Rd. & Hwy. 101, then south to Huoneme Rd., then northeast along Huoneme Rd. and Callegues Creek to Hwy. 101, then west to starting point.
65	Beginning at intersection of Hwy. 101 and Wood Rd., then south to Huoneme Rd., then northeast to Los Posas Rd., then north to Hwy. 101, then west to starting point.

EXHIBIT "D" (Continued)

<u>Assigned Numbers</u>	<u>Description</u>
66	Beginning at intersection of Hwy. 101 and Rice Rd., then south to Roosevelt Hwy., then east along Roosevelt Hwy. and Hueneme Rd. to Wood Rd., then north to Hwy. 101 and west to starting point.
67	Beginning at corner of Wooley Rd. and Patterson Rd., then south to Pleasant Valley Rd., then east along Pleasant Valley Rd. to Rice Rd., then north to Wooley Rd., then west to starting point.
68	Beginning at Patterson Rd. and Wooley Rd., then west to ocean, then southeast to Lehman Rd., then east to Patterson Rd., then north to starting point.
69	Beginning at Patterson Rd. and Lehman Rd., then west to ocean, then southeast to Arnold Rd., then east along Arnold, Olds Rd. to Pleasant Valley Rd., then west and north along Pleasant Valley Rd. and Patterson Rd. to starting point.
70	Beginning at corner of Hueneme Rd. and Arnold Rd., then south to ocean, then east to Ventura County Game Preserve, then northeast to Roosevelt Hwy. and Wood Rd. to Hueneme Rd., then west to starting point.
71	Includes Pt. Magu Fishing Camp.
72	A strip from edge of mountains to ocean along Roosevelt Hwy. from Callegues Creek to State Maintenance Camp.
73	A strip from edge of mountains to ocean beach along Roosevelt Hwy. from State Camp to Big Sycamore Canyon.
74	A strip along Roosevelt Hwy. from Big Sycamore to Deere Creek.
75	A strip along Roosevelt Hwy. from Deere Creek to Little Sycamore Canyon.
76	A strip along Roosevelt Hwy. from Little Sycamore Canyon to L.A.-Ventura County Line.
77	A strip approximately 1 mile either side of Hwy. 101 from Camarillo Rd. to foot of Conejo Grade.
78	A strip approximately $\frac{1}{2}$ mile on either side of Hwy. 101 from foot of Conejo grade to Borchard Rd.
79	Beginning at corner of Hwy. 101 and Borchard Rd., then to south along Borchard & Protero Rd. to corner of west Protero Rd., then east to Newberry Park, then northwesterly along Hwy. 101 to starting point.

EXHIBIT "D" (Continued)

Assigned
Numbers

Description

80

A strip approximately $\frac{1}{2}$ mile on either side of Hwy. 101
from Newberry Park to L.A.-Ventura County Line.

EXHIBIT "D"

MINIMUM RATES PER TON DELIVERED
CENTS PER TON
(Ventura County Area)

<u>TO</u> <u>DELIVERY ZONES</u> <u>ASSIGNED NUMBERS</u>	<u>FROM POINTS OF PRODUCTION - REFERENCE CODE</u>					
	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>
10	\$1.01	\$1.11	\$1.11	\$0.73	\$1.01	\$1.65
11	0.98	1.08	1.08	0.69	1.01	1.65
12	0.89	0.95	0.95	0.60	0.85	1.49
13	0.79	0.89	0.89	0.50	0.76	1.40
14	0.69	0.79	0.79	0.41	0.76	1.40
15	0.76	0.85	0.85	0.47	0.76	1.40
16	0.66	0.76	0.76	0.37	0.82	1.46
17	0.60	0.69	0.69	0.31	0.82	1.46
18	0.50	0.60	0.60	0.21	0.76	1.40
19	0.41	0.50	0.50	0.18	0.69	1.33
20	0.44	0.53	0.53	0.28	0.76	1.40
21	0.50	0.60	0.60	0.34	0.82	1.46
22	0.63	0.73	0.73	0.47	0.95	1.59
23	0.76	0.85	0.85	0.60	1.08	1.72
24	0.95	1.05	1.05	0.66	0.69	1.33
25	0.89	0.98	0.98	0.60	0.69	1.33
26	0.98	1.08	1.08	0.69	0.63	1.27
27	1.01	1.11	1.11	0.73	0.47	1.11
28	0.92	0.89	0.82	0.82	0.44	1.08
29	0.82	0.79	0.73	0.92	0.37	1.01
30	0.73	0.69	0.63	1.01	0.28	0.92
31	0.34	0.44	0.44	0.28	0.63	1.27
32	0.37	0.47	0.47	0.34	0.66	1.30
33	0.16	0.41	0.41	0.41	0.63	1.27
34	0.28	0.37	0.37	0.34	0.57	1.21
35	0.25	0.34	0.34	0.44	0.53	1.17
36	0.34	0.25	0.18	0.53	0.47	1.11
37	0.47	0.44	0.34	0.60	0.31	0.95
38	0.60	0.57	0.47	0.73	0.21	0.79
39	0.92	0.89	0.79	1.05	0.44	0.47
40	1.21	1.17	1.08	1.33	0.76	0.25
41	1.37	1.33	1.24	1.49	0.82	0.28
42	0.47	0.41	0.34	0.73	0.66	1.30
43	0.57	0.50	0.44	0.82	0.76	1.40
44	0.63	0.60	0.53	0.92	0.85	0.92
45	0.76	0.69	0.63	1.01	0.95	1.01
46	0.73	0.69	0.63	1.01	0.95	1.01
47	0.63	0.57	0.50	0.89	0.82	0.89

FROM POINTS OF PRODUCTION - REFERENCE CODE

<u>TO</u> <u>DELIVERY ZONES</u> <u>ASSIGNED NUMBERS</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>
48	\$0.79	\$0.73	\$0.66	\$1.05	\$0.69	\$0.76
49	0.92	0.39	0.82	1.05	0.47	0.53
50	0.92	0.85	0.79	1.17	0.53	0.60
51	0.65	0.79	0.73	1.11	0.66	0.73
52	0.92	0.85	0.79	1.21	0.76	0.82
53	0.85	0.85	0.85	1.14	0.82	0.89
54	0.92	0.92	0.92	1.21	1.24	1.68
55	0.95	0.95	0.95	1.24	1.27	1.91
56	1.08	1.01	0.95	1.33	0.92	0.98
57	1.27	1.21	1.14	1.53	1.11	1.17
58	1.27	1.21	1.14	1.53	1.05	1.11
59	0.34	0.34	0.41	0.63	0.73	1.37
60	0.31	0.31	0.37	0.60	0.69	1.33
61	0.34	0.34	0.41	0.63	0.73	1.37
62	0.50	0.50	0.50	0.79	0.82	1.46
63	0.47	0.47	0.47	0.76	0.79	1.43
64	0.57	0.57	0.57	0.85	0.89	1.53
65	0.47	0.47	0.47	0.76	0.79	1.43
66	0.41	0.41	0.44	0.69	0.76	1.40
67	0.37	0.37	0.44	0.66	0.76	1.40
68	0.44	0.44	0.50	0.73	0.82	1.46
69	0.47	0.47	0.53	0.76	0.85	1.49
70	0.53	0.53	0.60	0.82	0.92	1.56
71	0.60	0.60	0.66	0.82	0.98	1.62
72	0.63	0.63	0.66	0.92	0.98	1.62
73	0.69	0.69	0.76	0.98	1.08	1.72
74	0.76	0.76	0.82	1.05	1.14	1.78
75	0.82	0.82	0.89	1.11	1.21	1.85
76	0.89	0.89	0.95	1.17	1.27	1.91
77	0.53	0.53	0.53	0.82	0.85	1.49
78	0.63	0.63	0.63	0.92	0.95	1.59
79	0.73	0.73	0.73	1.01	1.05	1.69
80	0.82	0.82	0.82	1.11	1.14	1.78

RULE 1

Where deliveries are made from points of production served by rail and delivered to rail head points, the minimum dump truck rates shall not exceed the rail rates or those of other common carriers for similar or comparable service.

RULE 2

Zone rates will apply to all points within the described boundary of the respective zones; also, deliveries may be made to points up to but not exceeding 150 feet beyond the zone boundary lines at the zone rates.

RULE 3

Standby rate, as shown in Column D, Exhibit "A," shall be charged when truck is held but not used in excess of thirty minutes at the point of loading or unloading for any one load, the standby time to apply after the 30-minute period.

RULE 4

Where the operation involves the transportation of hot asphaltic concrete and/or dry batched materials of sand, rock and/or gravel, an additional charge of five cents per ton shall be added to the above.

PART "A"

EXHIBIT "E"

MINIMUM RATES, RULES AND REGULATIONS APPLICABLE TO THE TRANSPORTATION, FOR COMPENSATION OR HIRE, OF SAND, ROCK, GRAVEL, ROAD BUILDING MATERIAL AND/OR BUILDING MATERIALS BY DUMP TRUCKS OVER THE PUBLIC HIGHWAYS OF THE STATE OF CALIFORNIA.

RATES ON A DELIVERED-TON BASIS
(To apply in Orange County District)

POINTS OF PRODUCTION

<u>Reference Code</u> <u>and Base</u>	<u>Present Devel-</u> <u>oped Plants</u>	<u>Boundary</u>
"A"-McPherson	Consolidated Rock Products Co. Graham Bros., Inc.	Beginning at N.E. Cor. Sec. 23, R.9 W., T.3 S., thence west along No. Sec.23, thence west along Orange Ave. to intersection of Chapman Ave., thence East on Chap- man Ave. and County Park Road to intersection of east line of Sec. 26, R.9 W., T.3 S., thence north to beginning.
"B"-San Juan Capistrano	Graham Bros., Inc.	Approximate center of Sec.25, R.8 W., T.7 S., on Trabuco Creek, approximately 2 miles north of San Juan Capistrano.
"C"-La Habra	Lindauer Corp.	$\frac{1}{2}$ mile north of Los Angeles-Orange County Line on Cypress Ave.

"EXHIBIT "E"DISTRICT DELIVERY ZONESAssigned
NumberDescription

OC-1

N.E. Commencing at the S.W. corner of Section 14, R9W, T4S, thence W. on Orange Ave. to the intersection of Tustin Ave. and Orange Ave. thence S. on Tustin Ave. to the intersection of Taft Ave. and Tustin Ave. thence W. on Taft Ave. to the intersection of Batavia St. and Taft Ave.

N.W. Thence S. on Batavia St. to the intersection of Parker Ave. and Batavia St. thence W. on Parker Ave. to the intersection of Jewel Place and Parker Ave. thence S. on Jewel Pl. to the intersection of Chapman Ave. and Jewel Pl. thence W. on Chapman Ave. to the intersection of Main St. and Chapman Ave. thence S. on Main St. to the intersection of Santa Ana City limits and Main St.

S.W. Thence E. on Fairhaven Ave. to the intersection of Skyline Dr. and Fairhaven, thence S.E. on Skyline Dr. to the intersection of Skyline Dr. and View Dr.

S.E. Thence N.E. on View Dr. to the intersection of Chapman Ave. and View Dr. thence W. on Chapman Ave. to the intersection of Santiago Blvd. and Chapman Ave. thence N. on Santiago Blvd. to the intersection of Santiago Creek and Santiago Blvd. thence N.W. to the point of beginning.

OC-2

N.E. Commencing at the S.W. corner of Section 14, R9W, T4S, following a line drawn N.W. to the intersection of the Santa Ana river and Jefferson St.

N.W. Thence S.W. along the Santa Ana River to the intersection of 17th St. and the Santa Ana River.

S.W. Thence E. on 17th St. to the intersection of 17th St. and Red Mill Ave.

S.E. Thence N.W. on Red Mill Ave. to the intersection of LaLona Dr. and Red Mill Ave. thence N.W. on La Lona Dr. to the intersection of Newport Ave. and LaLona Dr. thence N.E. on Newport Ave. to the intersection of Skyline Dr. and Newport Ave. thence N.W. on Skyline Dr. to the intersection of Fairhaven Ave. and Skyline Dr. thence W. on Fairhaven Ave. to the intersection of Main St. and Fairhaven Ave. thence N. on Main to the intersection of Chapman Ave. and Main St. thence E. on Chapman Ave. to the intersection of Jewel Pl. and Chapman Ave. thence N. on Jewell Pl. to the intersection of Parker Ave. and Jewel Pl. thence W. on Parker Ave. to the intersection of Batavia St. and Parker Ave. thence N. on Batavia St. to the intersection of Taft Ave. and Batavia thence E. on Taft Ave. to the intersection of Tustin Ave. and Taft thence N. to the intersection of Orange and Taft, thence E. on Orange St. to the point of beginning.

"EXHIBIT "E", CONT'D.DISTRICT DELIVERY ZONESAssigned
NumberDescription

OC-3

N.E. Commencing at the N.E. corner of the Orange County Park, thence N.W. along the boundary of the Orange County Park to the N.W. corner, thence S.W. along the West boundary of the Santiago Creek, thence N.W. along Santiago Creek to the intersection of Santiago Creek and Santiago Blvd.

N.W. Thence S. along Santiago Blvd. to the intersection of Chapman Ave. and Santiago Blvd.

S.W. Thence E. along Chapman Ave. and County Park Rd. to the S.W. corner of the Orange County Park boundary, thence S.W. to the S.E. corner of Orange County Park, S.E. Thence, N.W. to the point of beginning.

OC-4

N.E. Commencing at the intersection of 17th St. and Newport Ave., thence W. on 17th St. to the intersection of the Santa Ana River and 17th St.

N.W. Thence S. along the Santa Ana River to the intersection of the Santa Ana River and Wintersbury Ave.

S.W. Thence S.E. on a line drawn between the intersection of Santa Ana River and Wintersbury Ave. and the intersection of Newport Rd. and Delhi Rd., thence E. on Delhi Rd. to the intersection of Browning Rd. and Delhi Rd.

S.E. Thence N.W. on Browning Ave. to the intersection of 17th St. and Browning Ave., thence N.W. on 17th St. to the point of beginning.

OC-5

N.W. Commencing at the intersection of Placentia-Yorba Blvd. and Peralta Rd., thence W. along Placentia-Yorba Blvd. to the intersection of Placentia Ave. and Placentia-Yorba Blvd., thence S. on Placentia Ave. to the intersection of La Palma Ave. and Placentia Ave., thence W. on La Palma Ave. to the intersection of Anaheim City limits and La Palma Ave., thence W. along the North City limits of Anaheim to the N.W. corner of the city limits, thence S. along the west city limits of Anaheim to its intersection with Ball Rd., thence S. along the right of way of the Southern Pacific Ry. Co. to the intersection of Cerritos Ave. and 9th St., thence S. along 9th St. to the intersection of Acacia Ave., thence W. on Acacia Ave. to the intersection of Acacia Ave. and Newhope St., thence S. on Newhope to the intersection of Wintersbury Ave. and Newhope St., thence W. on Wintersbury Ave. to the intersection of Santa Ana River and Wintersbury.

S.W. Thence N.E. along the Santa Ana River to the intersection of the Santa Ana River and Jefferson St., thence S.E. on Jefferson St. to the intersection of Santa Ana Canyon Rd. and Jefferson St., thence S.W. to the point approximately in the center of Section 9,

"EXHIBIT "E", Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

OC-5 Cont'd

R9W, T4S, thence along a line drawn N.E. to the intersection of Santa Ana Canyon Rd. and Peralta Rd. S.E. Thence N. on Peralta Rd. to the point of beginning.

OC-6

S.E. Commencing at the intersection of Placentia-Yorba Blvd. and Orchard Ave. thence W. to the intersection of Placentia Yorba Blvd. and Yorba Linda Blvd. N.E. Thence W. on Yorba Linda Blvd. to the intersection of Yorba Linda Blvd. and Olinda Blvd. thence S. on Olinda Blvd. to the intersection of Olinda and Palm, thence N.W. on Palm to the intersection of Palm and Placentia Ave. thence S. on Placentia to the intersection of Pioneer and Placentia, thence W. on Pioneer to the intersection of Pioneer and Cypress Ave., thence S.W. on a line drawn from the intersection of Cypress and Pioneer to the intersection of Virginia Ave. & Raymond Ave.
N.W. Thence W. on a straight line to the point of intersection with the Union Pacific R.R., thence S.W. along the Union Pacific Railroad to the intersection of W. Commonwealth and Brookhurst Rd., thence S. on Brookhurst Rd. to the intersection of Brookhurst Rd. and La Palma Ave.
S.W. Thence E. on La Palma to the intersection of La Palma and Placentia Ave. thence N.E. on Placentia Ave. to the intersection of Placentia Ave. and Placentia-Yorba Blvd. thence E. on Placentia-Yorba Blvd. to the point of beginning.

OC-7

N.E. Beginning at a point in Section 14, R9W, T3S which would be the intersection of Palm Ave. and Wabash Ave. if extended, thence W. on a straight line to the intersection of said line with the Pacific Electric Ry. thence N.W. along the Pacific Electric Ry. to the intersection of the Pacific Electric Ry. and the West City limits of Brea, thence N. along the west lines of Section 12, R10W, T3S to the Los Angeles County line, thence W. along the Los Angeles County line to the County line and Magnolia Ave.
N.W. Thence S. along the Magnolia Ave. and the Los Angeles County line to the intersection of La Mirado Road.
S.W. Thence E. along La Mirado Rd. and the Santa Fe Ry. to the intersection of Brookhurst Rd. and W. Commonwealth, thence N.E. along the Union Pacific R.R. to the intersection of the Union Pacific R.R. and a line drawn directly west from the intersection of Virginia Ave. and Raymond Ave., thence E. along this line to the intersection of Virginia Ave. and Raymond Ave., thence N.W. on a line drawn to the intersection

"EXHIBIT "E", Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

- OC-7 Cont'd of Cypress Ave. and Pioneer Ave. thence E. along Pioneer Ave. to the intersection of Placentia Ave. and Pioneer Ave., thence N. on Placentia Ave. to the intersection of Placentia Ave. and Palm Ave. thence S.E. on Palm Ave. to the intersection of Palm Ave. and Olinda Blvd., thence N. on Olinda Blvd. to the intersection of Olinda Blvd. and Yorba-Linda Blvd., thence E. on Yorba-Linda Blvd. to the intersection of Yorba-Linda Blvd. and Palm Ave.
S.E. Thence N. on Palm Ave. on a direct line to the point of beginning.
- OC-8 N.E. Beginning at the N.W. corner of Section 3, R9W, T3S, thence W. along the Los Angeles County line to the N.W. corner of Section 1, R10W, T3S,
N.W. Thence S. to the intersection of the Pacific Electric Ry. and the East City Limits of Brea.
S.W. Thence S.E. along Pacific Electric Ry. to the intersection of Pacific Electric Ry. and Wabash Ave., thence E. on Wabash to the intersection of Wabash and the west line of Section 15, R9W, T3S.
S.E. Thence N. to the point of beginning.
- OC-9 N.E. Commencing at the intersection of W. Commonwealth and Brookhurst Rd. thence N.W. along Santa Fe R.R. to the intersection of Santa Fe R.R. and Los Angeles County line.
N.W. Thence S.W. along the Los Angeles County line to the intersection of La Palma Ave. and Los Angeles County line.
S.W. Thence E. along La Palma Ave. to intersection of La Palma Ave. and Brookhurst Rd.
S.E. Thence N. on Brookhurst Rd. to point of beginning.
- OC-10 N.E. Commencing at the intersection of West Anaheim city limits and La Palma Ave., thence W. on La Palma Ave. to the intersection of La Palma Ave. and Dale Ave.
N.W. Thence S. on Dale Ave. to the intersection of Ocean Ave., thence E. on Ocean Ave. to the intersection of Ocean Ave. and Newland St., thence S. on Newland St. to the intersection of Newland and Wintersburg Ave.
S.W. Thence E. on Wintersburg Ave. to the intersection of Wintersburg Ave. and Newhope Ave.
S.E. Thence N. on Newport to the intersection of Ocean Ave. and Newport Ave., thence W. on Ocean Ave. to the intersection of Ninth St. and Ocean Ave., thence N. on Ninth St. to the intersection of Ninth St. and the Anaheim City Limits, thence N. along Anaheim City Limits to the point of beginning.

"EXHIBIT "E", Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

OC-11

N.E. Commencing at the intersection of La Palma Ave. and Dale St., thence W. on La Palma Ave. to the intersection of La Palma Ave. and Moody St.

N.W. Thence S. on Moody St. and on a line drawn as an extension of Moody St. to its intersection with Ocean Ave., thence E. on Ocean Ave. to the intersection of Ocean Ave. and Bolsa Chica St., thence S. on Bolsa Chica St. to the intersection of Bolsa Chica St. and Los Patos Ave., thence W. on Los Patos Ave. to the Pacific Ocean.

S.W. Thence S.E. along the Ocean to the intersection of a line drawn directly W. from the intersection of Ellis St. and Edwards St. with the Ocean line, thence E. along this line to the intersection of Edwards St. and Ellis St., thence E. along Ellis St. and Cordero Ave. to the intersection of Cordero Ave. and the Santa Ana River.

S.E. Thence N.E. along the Santa Ana River to the intersection of Santa Ana River and Wintersburg Ave. thence W. along Wintersburg Ave. to the intersection of Wintersburg Ave. and Newland St., thence N. on Newland St. to the intersection of Newland and Ocean Ave., thence W. on Ocean Ave. to the intersection of Dale St. and Ocean Ave., thence N. on Dale St. to the point of beginning.

OC-12

N.E. Commencing at the intersection of La Palma Ave. & Moody St., thence W. on La Palma Ave. to the intersection of La Palma Ave. and the Los Angeles County line

N.W. Thence S. along the Los Angeles County line to the intersection of the Los Angeles County line and the Pacific Ocean.

S.W. Thence S.E. along the Pacific Ocean to the intersection of the Pacific Ocean and Los Patos, thence E. on Los Patos Ave. to the intersection of Los Patos Ave. and Bolsa Chica St.

S.E. Thence N. along Bolsa Chica St. to the intersection of Bolsa Chica St. and Ocean Ave., thence W. along Ocean Ave. to the intersection of the extension of Moody St. and Ocean Ave., thence N. along this line and along Moody Ave. to the point of beginning.

OC-13

N.E. Commencing at the intersection of Cordero Ave. and the Santa Ana River, thence W. along Cordero Ave. and Ellis St. and along a line drawn W. as an extension of Ellis St. to the point of intersection of said line with the Pacific Ocean.

N.W. Thence S.W. along the Pacific Ocean to the mouth of the Santa Ana River.

"EXHIBIT "E", Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

- OC-13 Cont'd S.E. Thence N.E. along the Santa Ana River to the point of beginning.
- OC-14 N.E. Commencing at the intersection of Paularino Ave. and Newport Ave. thence W. on Paularino to the intersection of Paularino Ave. and Bristol Ave., thence N. on Bristol to the intersection of Bristol Ave. and Gilser Ave., thence W. on Gilser Ave. to the intersection of Gilser Ave. and the Santa Ana River.
N.W. Thence S.W. along the Santa Ana River to the intersection of Roosevelt Highway and the Santa Ana River.
S.W. Thence S.E. along Roosevelt Highway to the Newport City limits, thence N.E. and S.E. along the Newport City Limits to the intersection of 15th St. and Roosevelt Highway.
S.E. Thence N.E. along the west bank of Newport Bay to the intersection of Palisades Rd. and Riverside Dr. thence N.W. on Palisades Dr. to the intersection of Newport Rd., thence N.E. on Newport Rd. to the point of beginning.
- OC-15 N.E. Commencing at the intersection of Bayside Dr. and Mesa Dr., thence S.W. on Mesa Dr. and along the West bank of Newport Bay to the intersection of 15th St. and Roosevelt Highway, thence N.W. along the North City boundary of Newport Beach to the intersection of said boundary and Roosevelt Highway, thence W. on Roosevelt Highway to the Santa Ana River, thence S. along the Santa Ana River to the intersection of the Santa Ana River with the Pacific Ocean.
N.W. Thence S.W. along the Pacific Ocean to the intersection of the Pacific Ocean with the Southern City boundary of Newport Beach.
S.E. Thence N.E. and N.W. along the Newport Beach City boundary to the intersection with the Roosevelt Highway, thence N.W. along Roosevelt Highway to the intersection of Roosevelt Highway and Bayside Dr., thence N. on Bayside Dr. to the point of beginning.
- OC-16 N.E. Commencing at the intersection of 17th St. and Browning Ave., thence S.W. along Browning Ave. to the intersection of Browning Ave. and Delhi Rd., thence W. along Delhi Rd. to the intersection of Delhi Rd. and the Santa Ana River.
N.W. Thence S.W. along the Santa Ana River to the intersection of the Santa Ana River with Gilser Ave.
S.W. Thence E. on Gilser Ave. to the intersection of Bristol St. and Gilser Ave., thence S. on Bristol St. to the intersection of Bristol St. and Paularino,

"EXHIBIT "E", Cont'dDISTRICT DELIVERY ZONESAssigned
NumberDescription

OC-16 Cont'd

thence E. on Paularino to the intersection of Paularino and Newport Ave., thence S.W. on Newport Ave. to the intersection of Newport Ave. and Palisades Rd. thence S.E. on Palisades Rd. to the intersection of Bayside Dr. and Palisades Rd.
S.E. Thence N.E. on Bayside Dr. to the intersection of Lane Road, thence S.E. on the Lane Road to the intersection of the Lane Road and Culver Rd., thence N.E. on Culver Rd. to the intersection of Culver Rd. and the Santa Fe R.R., thence S.E. along the Santa Fe R.R. to the intersection of Jeffrey Rd. and the Santa Fe R.R., thence N.E. on Jeffrey Rd. to the intersection of Jeffrey Rd. and Irvine Blvd., thence N.W. along a line drawn from the intersection of Irvine Blvd. and Jeffrey Rd. to the point of beginning.

OC-17

N.W. Commencing at the intersection of Irvine Blvd. and Jeffrey Rd. thence S.W. along Jeffrey Rd. to the intersection of Jeffrey Rd. and the Santa Fe R.R., thence N.W. along the Santa Fe R.R. to the intersection of the Santa Fe R.R. and Culver Rd., thence S.W. on Culver Rd. to the intersection of the Lane Road and Culver Rd., thence N.W. on Lane Road to the intersection of the Lane Road and Bayside Dr., thence S.W. on Bayside Dr. to the intersection of Bayside Dr. and Palisades Rd.
S.W. Thence E. on a line drawn from the intersection of Palisades Rd. and Bayside Dr. to the intersection of Laguna Canon Rd. and Tomato Springs Rd.
S.E. Thence N.E. on Tomato Springs Rd. to the intersection of Tomato Springs Rd. and Irvine Blvd.
N.E. Thence on Irvine Blvd. to the point of beginning.

OC-18

N.W. Commencing at the intersection of Irvine Blvd. and Tomato Springs Rd., thence S.W. along Tomato Springs Rd. to the intersection of Tomato Springs Rd. and Laguna Canon Rd.
S.W. Thence S.E. on a line drawn to the intersection of State Highway (U.S. 80) and Aliso Creek.
S.E. Thence N.E. on a straight line drawn parallel to El Toro Rd. to a point one mile N.E. of the Santa Fe Ry.
N.E. Thence N.W. on a line drawn from the point one mile N.E. of the Santa Fe Ry. to the point of beginning.

"EXHIBIT "E", Cont'd

DISTRICT DELIVERY ZONES

<u>Assigned Number</u>	<u>Description</u>
OC-19	One mile on each side of Highway #101 to point where Santa Fe tracks underpass highway, from Zone 18 on North.
OC-20-A	One mile North of Laguna Canyon Road from City Limits of Laguna Beach to Zone 18 on North. On the East follow West Ranch line of Rancho Miguel South to Aliso Creek, thence to Ocean.
OC-20-B	City Limits of the City of Laguna Beach.
OC-20-C	From the Ocean at the west City Limits of Laguna Beach one mile easterly of Highway to the South City Limits of Corona Del Mar, to the Ocean.
OC-21	Beginning at the intersection of the Southeast Ranch Line of Rancho Miguel and the Ocean, thence one mile Northeast of highway, paralleling highway to Aliso Creek, thence to Ocean.
OC-22	Beginning at intersection of the Southeast Ranch Line of Rancho Miguel and the Ocean, thence Northeasterly to a point one mile west of State Highway, paralleling highway to Zone 19, thence easterly to a point one mile east of highway, thence south to Northwest Ranch line of Rancho Mission, thence to Ortega Highway, thence southerly to intersection of West City Limits of San Clemente and the Ocean.
OC-23	City Limits of the City of San Clemente.

EXHIBIT "E"

MINIMUM RATES PER TON DELIVERED
CENTS PER TON
(Orange County District)

To
DELIVERY ZONES
ASSIGNED NUMBERS

FROM POINTS OF PRODUCTION - REFERENCE CODE

	<u>A</u>	<u>B</u>	<u>C</u>
CC-1	\$0.26	\$0.90	\$0.78
CC-2	0.30	0.94	0.68
CC-3	0.33	1.00	0.87
CC-4	0.36	0.87	0.78
CC-5	0.46	1.10	0.62
CC-6	0.55	1.19	0.46
CC-7	0.71	1.35	0.33
CC-8	0.68	1.29	0.46
CC-9	0.71	1.35	0.46
CC-10	0.52	1.10	0.65
CC-11	0.65	1.26	0.71
CC-12	0.74	1.38	0.78
CC-13	0.74	1.13	0.94
CC-14	0.65	0.97	0.94
CC-15	0.78	0.84	1.10
CC-16	0.52	0.90	0.90
CC-17	0.52	0.68	1.06
CC-18	0.74	0.52	1.13
CC-19	0.87	0.39	1.38
CC-20A	0.87	0.65	1.38
CC-20B	0.94	0.84	1.45
CC-20C	0.97	0.84	1.48
CC-21	1.06	0.52	1.58
CC-22	1.10	0.36	1.61
CC-23	1.38	0.55	1.90

RULE 1

Where deliveries are made from points of production served by rail and delivered to rail head points, the minimum dump truck rates shall not exceed the rail rates or those of other common carriers for similar or comparable service.

RULE 2

Zone rates will apply to all points within the described boundary of the respective zones; also, deliveries may be made to points up to but not exceeding 150 feet beyond the zone boundary lines at the zone rates.

RULE 3

Standby rate, as shown in Column D, Exhibit "A," shall be charged when truck is held but not used in excess of thirty minutes at the point of loading or unloading for any one load, the standby time to apply after the 30-minute period.

RULE 4

Where the operation involves the transportation of hot asphaltic concrete and/or dry batched materials of sand, rock and/or gravel, an additional charge of five cents per ton shall be added to the above.

PART "A"

EXHIBIT "F"

MINIMUM RATES, RULES AND REGULATIONS APPLICABLE TO THE TRANSPORTATION, FOR COMPENSATION OR HIRE, OF SAND, ROCK, GRAVEL, ROAD BUILDING MATERIAL AND/OR BUILDING MATERIALS BY DUMP TRUCKS OVER THE PUBLIC HIGHWAYS OF THE STATE OF CALIFORNIA.

RATES ON A DELIVERED-TON BASIS
(To apply to San Diego District)

POINTS OF PRODUCTION

The following rates refer to material produced within the boundaries of Delivery Zone #1:

<u>Reference Code</u>	<u>Description</u>
A	Plants in Delivery Zone #1, south of Laurel St. or a line extending east therefrom.
B	Plants in Delivery Zone #1, north of Division St. or a line extending east therefrom.

EXHIBIT "F"DISTRICT DELIVERY ZONESAssigned
NumbersDescription

- 1-A Including San Diego proper; bounded on the north by underpass of La Jolla Street Car line at La Jolla Rd. and Turquoise Street; north on Rose Canyon Rd. to lower brick yard; northeast on Escondido Rd. to Miramar Store; east on El Cajon Rd. to intersection of El Cajon Ave. and Lookout Ave. at 8400 block in La Mesa; thence south one block to Lemon Ave; thence west on Lemon Ave. to Fourth St; thence south on Fourth St. to Fresno Ave; thence west on Fresno Ave. to Palm St; thence south on Palm St. to Campo Rd. intersection; thence east on Campo Rd. to Spring Valley Store; thence south on Spring Valley Rd. to Sweetwater Dam; thence west to Bonita-Otay Lake Rd; also including an area within two miles of Sunnyside Store; thence south on Otay Lake Rd. to a point one mile east of Cock-A-Too ranch house; thence south to international border; thus including Otay, Otay Mesa, San Ysidro, Nestor, Palm City, Imperial Beach, Coronado, Chula Vista, National City, Loma Fortal, Point Loma, Ocean Beach, Mission Beach and Pacific Beach. (Portion south of Division St. or a line extended east therefrom).
- 1-B Same as 1-A, except that for last sentence in parentheses the following should be substituted - "(Portion north of Laurel St. or a line extended east therefrom)."
- 2-A North on Highway 101 to north city limits; northeast on Escondido Rd. to Poway Junction; east on Mission Valley Rd. to Santee; also east on Highway 80 to eastern city limits of El Cajon; east on Campo Rd. to Sweetwater River Bridge; east up Telegraph Canyon Rd. to the eastern limits of both Upper and Lower Otay Reservoirs. (Portion south of Division St. or a line extended east therefrom).
- 2-B Same as 2-A, except that for last sentence in parentheses the following should be substituted - "(Portion north of Laurel St. or a line extended east therefrom)."
- 3-A Bounded on north by North city limits of Solano Beach and east up the San Deuguito Creek not to exceed two miles from Hwy. 101; north on Escondido Rd. to southerly line of Lake Hodges; east on Ramona Rd. to Foster and Lakeside; east on Alpine Rd. to Flynn Springs and east on Dehesa Rd. to intersection of Sweetwater Valley Rd. at foot of Dehesa Grade; east on Campo Rd. to intersection of Campo Rd. and Dulzura Creek Rd. (Portion south of Division St. or a line extended east therefrom).

Assigned
Numbers

Description

- | | |
|-----|--|
| 3-B | Same as 3-A, except that for last sentence in parentheses the following should be substituted - "(Portion north of Laurel St. or a line extended east therefrom)." |
| 4 | North Island only. |

EXHIBIT "F"

MINIMUM RATES, PER TON DELIVERED
CENTS PER TON.

FROM POINTS OF PRODUCTION - REFERENCE CODE

TO
DELIVERY ZONES
ASSIGNED NUMBERS

	<u>A</u>	<u>B</u>
1-A	\$0.75	\$1.00
1-B	1.00	0.75
2-A	1.00	1.25
2-B	1.25	1.00
3-A	1.25	1.50
3-B	1.50	1.25
4	0.80	0.80

RULE 1

Where deliveries are made from points of production served by rail and delivered to rail head points, the minimum dump truck rates shall not exceed the rail rates or those of other common carriers for similar or comparable service.

RULE 2

Zone rates will apply to all points within the described boundary of the respective zones; also, within the limits of cities or towns deliveries may be made to points up to but not exceeding 100 feet beyond the zone boundaries. Outside of cities or towns deliveries may be made to points up to but not exceeding 1000 feet beyond the zone boundaries.

RULE 3

Standby rate, as shown in Column D, Exhibit "A," shall be charged when truck is held but not used in excess of thirty minutes at the point of loading or unloading for any one load, the standby time to apply after the 30-minute period.

RULE 4

Where the operation involves the transportation of hot asphaltic concrete and/or dry batched materials of sand, rock and/or gravel, an additional charge of five cents per ton shall be added to the above.