

DECISION NO. 32566

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4246
Supplemental Opinion
and Order

ORIGINAL

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

Case No. 4434

- HAROLD W. DILL, for the Truck and Warehouse Association, of San Diego and Imperial Counties.
- E. A. MAHER, for the Automotive Council of Orange County.
- J. C. BOWDEN, in propria persona.
- J. E. LYONS and E. L. E. BISSINGER, by E. L. E. BISSINGER, for Southern Pacific Company and Pacific Electric Railway Company.
- E. C. BENWICK and W. E. LOVE, for the Union Pacific Railway Company.
- W. E. PAUL, for Union Oil Company of California.
- A. E. PATTON, for Richfield Oil Corporation.
- A. E. ROGERS, for Pacific Rock and Gravel Company and for Harrison-Nichols.
- EARL D. KILLION, for C. W. HOSMETH, et al.
- WARE & BEROL, by Marvin Handler and De Witt N. Manning, for Truck Owners' Association of California.
- WM. GUTHRIE, for John Gregg and for Herz and Company.
- ALBERT E. MILLER, for Azusa Rock and Sand Company.
- J. BURKE LONG, for Security Materials Company.

MARTIN BROGAN, for Graham Bros. Inc.

ROBERT E. GRIFFITH, in propria persona.

L. M. CLOUGH, in propria persona.

JACK O'HARRA, for Pacific Truck Service.

FRANK B. DURKEE, for Department of Public Works, State of California.

M. W. DENNIS, for Rock, Sand and Gravel Association of Northern California.

BY THE COMMISSION:

O P I N I O N

Case No. 4246 is a general investigation for the purpose of establishing rates, rules and regulations of all common carriers as defined in the Public Utilities Act, as amended, and of all carriers subject to the provisions of the Highway Carriers' Act, as amended, including the establishment of rates, rules and regulations for the transportation of the commodities shown in the tariff designated as Appendix "A" of the order herein. For the first time in this proceeding evidence relating to rates for transportation by dump trucks was adduced at a hearing held on March 15, 1939. Existing dump truck rates were fixed by orders issued in Case No. 4087, and at this first hearing in Case No. 4246 it was stipulated that the record in Case No. 4087 be deemed a part of the record in Case No. 4246 by reference.

Case No. 4434 is a general investigation for the purpose of establishing rates, rules and regulations for all carriers subject to the City Carriers' Act, as amended. Hearing therein for the taking of evidence relating to dump truck rates was set for August 9, 1939, which was also the date for further hearing in Case No. 4246. By stipulation Cases Nos. 4246 and 4434 were consolidated for the purpose of hearing and decision in connection with the establishment of rates, rules and regulations governing the transportation of property by dump trucks. It was also

stipulated that the evidence adduced on March 15, 1939, in Case No. 4246 be considered a part of the consolidated record. Thereafter further hearings were had before Examiner Hunter on August 10th and 30th, and on September 8th, 1939, when the presentation of evidence relating to dump truck rates was completed.

Existing dump truck rates were established in 1936 by Decision No. 28836, as amended by Decision No. 29172 in Case No. 4087. The hearings referred to above were had for the purpose of giving the parties further opportunity to present evidence dealing with dump truck operation in the light of prevailing conditions. The record adduced consists primarily of cost studies, proposals of new or revised rate structures, and certain specific requests of various interested parties.

An analysis of the record on the consolidated proceeding follows:

COST ESTIMATES

Hourly Basis

There was introduced in this record various cost studies dealing with dump truck operations employing different sizes of equipment and operating under various conditions. In addition, there was considerable oral testimony dealing with the subject of costs. C. H. Jacobsen, Senior Engineer of the Commission's staff, presented studies showing the estimated cost of different sizes of equipment operating under different use factors and conditions common to the industry. In addition to this cost study, other evidence appears in this record. Such testimony, however, is more or less related to specific cases rather than to general conditions.

The following tabulation is prepared from the studies presented on the subject of operating cost on an hourly basis, excluding street and highway maintenance work.

AVERAGE COST PER HOUR, EXCLUSIVE OF DRIVERS' WAGES FOR TRANSPORTATION OF EXCAVATED MATERIALS
IN DUMP TRUCKS

Item	Level Capacity of Dump Truck Body in Cubic Yards													
	2 Cubic Yards and Less		Over 2 Cu. Yds. & Including 2½ Cu. Yds.		Over 2½ Cu. Yds. and Less than 3½ Cu. Yds.		3½ Cubic Yards and Less Than 4½ Cubic Yards				4½ Cu. Yds. and Less Than 5½ Cu. Yds.		5½ Cu. Yds. and Including 7 Cu. Yds.	
	<u>SOUTHERN TERRITORY^a</u>													
Witness	Jacobsen ^b	Jacobsen	Jacobsen	Jacobsen	Jacobsen	Jacobsen	Jacobsen	Mills ^c	Griffith ^d	Jacobsen	Jacobsen	Jacobsen	Jacobsen	
Exhibit No. Case 4246	247	247	247	247	247	247	247	247	250	Oral	247	247	247	247
Use Factor Hours per Year	1560	2496	1560	2496	1560	2496	1560	2496	1920	1183	1560	2496	1560	2496
Total Cost Per Hour Less Drivers' Wages	\$1.032	\$0.918	\$1.118	\$0.993	\$1.427	\$1.266	\$1.680	\$1.487	\$1.849	\$1.835	\$1.949	\$1.701	\$2.263	\$1.948
	<u>NORTHERN TERRITORY^e</u>													
	Witness Jacobsen - Exhibit No. 247, Case No. 4246													
Use Factor Hours per Year	1560	2496	1560	2496	1560	2496	1560	2496			1560	2496	1560	2496
Total Cost Per Hour Less Drivers' Wages	\$1.124	\$1.010	\$1.213	\$1.083	\$1.537	\$1.376	\$1.829	\$1.636			\$2.102	\$1.854	\$2.423	\$2.111

a Southern territory of the state means the Counties of Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Inyo, and Mono.
b Ches. H. Jacobsen, California Railroad Commission.
c Wayne Mills, Long Beach operator employing 15 units.
d Robert E. Griffith, Los Angeles operator employing 7 units.
e Northern territory of the state means all other counties not named in the southern territory of the state.

It may be determined from the foregoing tabulation that for the same use factor the hourly costs shown for the northern portion of the state exceed those of the southern by amounts varying from 7 to 10 per cent. This increase results from a differential in labor and fuel costs.

Other portions of the record dealing with the matter of cost of operation on an hourly basis is confined to general statements by various representatives of carriers and shippers. These statements vary considerably as to the total cost of operation on an hourly basis.

The largest single item which has a material effect on cost of operation on an annual basis which met with considerable difference of opinion in this record was that of "use factor." A number of truck operators testified that their experience had shown a much lesser "use factor" than that employed by the Commission's engineer. It is apparent that where such low "use factor" obtains it results from the fact that there are too many operators in the field for the volume of business that is available.

The witness called by the Division of Highways, Department of Public Works of the State of California, took the position that street and highway maintenance work, in so far as for-hire dump truck operation is concerned, presents a problem somewhat different from that encountered in the ordinary run of dump truck operation to the effect that the cost to the operator is materially less in the case of highway maintenance work than is experienced in the usual excavation work or delivery of rock products due to the fact that the number of miles traveled is small and the operating conditions favorable.

The following tabulation taken from the record contains the summary of the results of a study prepared to show the cost of dump truck operation engaged in street and highway maintenance work.

AVERAGE COST PER HOUR EXCLUSIVE OF DRIVERS' WAGES
FOR STREET & HIGHWAY MAINTENANCE OPERATIONS

Witness Jacobsen - Exhibit No. 247

Item	Level Capacity of Dump Truck Body in Cubic Yards											
	2 Cubic Yards and Less		Over 2 Cubic Yards and Including 2½ Cubic Yards		Over 2½ Cu. Yds. and Less Than 3½ Cu. Yds.		3½ Cubic Yards and Less Than 4½ Cubic Yards		4½ Cubic Yards and Less Than 5½ Cubic Yards		5½ Cubic Yards and Including 7 Cubic Yards	
	<u>SOUTHERN TERRITORY</u>											
Use factor hours per year	1300	2496	1300	2496	1300	2496	1300	2496	1300	2496	1300	2496
Total cost per hour less drivers' wages	\$0.850	\$0.685	\$0.907	\$0.727	\$1.046	\$0.822	\$1.229	\$0.956	\$1.467	\$1.114	\$1.856	\$1.401
	<u>NORTHERN TERRITORY</u>											
Use factor hours per year	1300	2496	1300	2496	1300	2496	1300	2496	1300	2496	1300	2496
Total cost per hour less drivers' wages	\$0.885	\$0.719	\$0.942	\$0.762	\$1.082	\$0.858	\$1.290	\$1.015	\$1.529	\$1.176	\$1.925	\$1.470

Ton-Mile Basis

That portion of the record devoted to the subject of cost of operation on a ton-mile basis consists of a complete study presented by the Commission's engineer and statements by witnesses as to the operations they were particularly interested in. The following tabulation is taken from the Commission's Exhibits Nos. 223 and 247. It may be noted from this tabulation that, for the southern territory of the state, the cost developed for the loading and unloading operation varies from 4.8 to 7.8 cents per ton, while the line haul or running cost varies from 2.3 to 3.8 cents per ton per mile. In the case of the northern territory loading and unloading costs vary from 5.7 to 8.2 cents per ton and the line haul or running costs vary from 2.5 to 4.0 cents per ton per mile.

Certain carrier witnesses interested in dump truck operations in the Los Angeles area, particularly the so-called "west side", offered statements to show the cost of their particular operations. These statements, however, were only in a few instances supported by actual records. Witness Thompson, who operates nine pieces of 2-axle equipment of 7-ton capacity, stated that his overall cost of operation was 14.25 cents per truck-mile. He did not, however, attempt to show any segregation between terminal and line haul costs. Similar data showing approximately the same costs were introduced by Witness Fox who operates four 10-ton trucks. This same situation obtains in the case of Witness Copeland who operates eight 2-axle trucks. No testimony was offered with respect to operations on a ton-mile basis in the northern area, except that presented by the Commission's engineer referred to above.

AVERAGE COST OF OPERATION ON A DISTANCE BASIS SHOWING UNIT COSTS OF LOADING AND UNLOADING AND OF RUNNING OPERATIONS, INCLUDING DRIVER

Witness - Jacobsen

Item	Type and Size of Equipment							
	2 Axle Truck 7½ Tons		3 Axle Truck 10 Tons		Tractor and Semi Trailer 16 Tons		Truck and Trailer 20 Tons	
<u>SOUTHERN TERRITORY</u>								
Exhibit No. Case 4246	247		223		223		223	
Use Factor hours per year	1560	2496	1560	2496	2080	2496	2080	2496
Standing Time	20 Min		20 Min		30 Min		30 Min	
Running Speed	25 m.p.h.		25 m.p.h.		20 m.p.h.		20 m.p.h.	
Total Cost per ton loading & unloading	\$0.078	\$0.064	\$0.062	\$0.051	\$0.054	\$0.051	\$0.052	\$0.049
Total Cost per ton per loaded mile running	0.039	0.034	0.033	0.031	0.024	0.023	0.025	0.024
<u>NORTHERN TERRITORY</u>								
Exhibit No. Case 4246	247		247		247			
Use Factor hours per year	1560	2496	1560	2496	1560	2496		
Standing Time	20 Min		20 Min		30 Min			
Running Speed	25 m.p.h.		25 m.p.h.		20 m.p.h.			
Total Cost per ton loading and unloading	\$0.082	\$0.0710	\$0.0667	\$0.0565	\$0.0723	\$0.0610		
Total Cost per ton per loaded mile running	0.0395	0.0368	0.0354	0.0329	0.0279	0.0257		

PROPOSED RATES

Hourly Basis

A review of that portion of the record dealing with proposed rates on an hourly basis shows that for the most part the shippers and carriers are satisfied with the prevailing hourly rates. The outstanding exception registered against the prevailing hourly rates is to be found in the position taken by the Department of Public Works, Division of Highways, of the State of California, in connection with its street and highway maintenance work. This department urged that the hourly rates governing the operation of for-hire dump trucks engaged in street and highway maintenance work be materially reduced. Witness Saldine of the department testified that operation of dump trucks engaged in highway maintenance service was less costly than obtains in general construction work, pointing out that the for-hire trucks employed by the department are engaged largely for the removal of slide materials, general maintenance, and servicing the highways which very often calls for but a few miles of operation a day with other favorable operating conditions from a cost standpoint. He also testified that it would not be practicable to employ dump trucks on a ton-mile or yard-mile basis for this character of work, and therefore the department was dependent upon the use of an hourly basis as a unit of measuring compensation to the for-hire operators. He also stated that many of the bids placed with the department by for-hire dump truck operators were based upon a lower hourly rate than that prescribed as a minimum by the Commission. This, he concluded, was evidence that the existing rates should be reduced, particularly when considered with the fact that many of the operators contend that they can perform on a remunerative basis for less than the rates prescribed by the Commission. Furthermore, it was alleged that if the Commission's rates were reduced materially, it would have the effect of restoring competitive bidding between the

truck operators as contrasted with a plan whereby all the bids would be upon the same level, and thereby necessitating apportioning the work among the various bidders. In cases where bids are received at a lower level than the Commission's minimum, it becomes necessary to have the Commission's approval under Section 10 of the City Carriers' Act, or Section 11 of the Highway Carriers' Act before the work can be actually undertaken. This procedure requires time and expense to all parties concerned, and is impractical in many instances where emergencies arise.

Ton-Mile or Distance Basis

With respect to that portion of the record dealing with the matter of ton-mile rates, the evidence relating to the state at large is restricted largely to testimony introduced by the Commission's witnesses. In the case of the southern part of the state, however, there is considerable evidence in this record on proposed rate structures. These proposals vary from the establishment of rates on a basis of 12 cents per ton for loading and unloading, with a line haul of 3 cents per ton-mile, which is the prevailing ton-mile rate in the southern portion of the state, to rates substantially lower.

Exhibit No. 224 is a statement filed by six of the larger rock producers in the Los Angeles Basin whereby it is urged that the ton-mile rate be based upon a charge of 12 cents per ton for loading and unloading, plus 2-1/2 cents per ton-mile for line haul operation. This same rate was urged by a for-hire trucker who operates 15 dump trucks in the Los Angeles area.

Another producer witness operating in the Los Angeles Basin suggested a rate based upon 12 cents per ton for loading and unloading, plus 2 cents per ton-mile for line haul operation.

Both the carrier and producer witnesses representing the northern portion of the state took the position that ton-mile rates

should not be established in this section at this time. This is the same position as they have taken in the past. It is their contention that the only rates which are necessary and desirable are those based upon an hourly charge. It is their further contention that the establishment of a ton-mile rate in the north would not only be undesirable but would have the effect of disrupting the present operating methods and conditions observed by the industry in this section of the state.

The Commission's witness presented an exhibit (No. 248) which shows proposed rates over the entire state based upon cost estimates he introduced in this record. These rates which were applicable to the southern portion of the state and involved the movement of certain commodities¹ were based upon a charge of 10 cents per ton for loading and unloading, plus a charge of 3 cents per ton for the first ten miles and 2.2 cents per ton for each mile thereafter.

A scale of ton-mile or distance rates is provided for the transportation of asphaltic concrete, cold road oil mixtures and dry mixtures of sand, crushed stone and gravel in batches. The basis for this scale of rates is the same as that scale described above with the exception that the loading and unloading charge is 15 cents per ton instead of 10 cents. This increase of 5 cents per ton is to compensate for the extra time consumed in loading and unloading.

1 The commodities involved in this scale of rates are as follows:

Sand
Gravel
Stone - natural, blocks, pieces or slabs rough quarried
Stone - natural, sawed not further finished
Stone - crushed, chips, waste
Decomposed granite
Earth; Clay; Loam; Slag; Shale; Mud, dry oilwell drilling;
Barium, Clay or Silicate Mud Compounds, dry oilwell
drilling;
Cement clinker

Zone Rates

In certain metropolitan areas of the southern portion of the state there has been established a system of zone rates which have been determined by applying the prevailing ton-mile rate to each particular zone employing the actual highway distance between the point of origin or a central point in the producing area and a central point in the delivered zone. It naturally follows when the ton-mile rate has been changed in a district the zone mile rates should be changed accordingly.

Los Angeles Area

A number of specific problems were presented for consideration in the Los Angeles area which will now be considered.

Some shipper witnesses from the Los Angeles area urged that rates lower in volume than those proposed in Exhibit No. 242 be prescribed for movements of sand, crushed stone, gravel, and similar aggregates where the movements are between producing plants and asphaltic concrete mixing plants, transit concrete mixing plants, batching or processing plants, and stock piles. The suggested definitions of such points of destination and of the conditions under which such movements should be made were indefinite in the record and would tend to make the policing of such operations most difficult; also the record is incomplete as to the cost of providing such service. Some of these operations, if the conditions are as ideal as the witnesses indicate, could well be considered under the provisions of Section 11 of the Highway Carriers' Act or Section 10 of the City Carriers' Act.

The record contains proposals to create a parity or to equalize zone rates in the Los Angeles area for movements from producing areas "F" and "G" to certain delivery zones to the south, southwest and southeast of these areas. The supporters of this plan contend that the highway layout is such that there is no difference from a time of operation standpoint in making deliveries

from either producing area "F" or "G" to points of destination involved in this proposal. This suggested plan of placing these producing areas on a parity was opposed by certain interests with operations in area "F". We can find no justification in this record for deviating from the general rule of determining zone rates on a distance basis. Since these two producing areas are among the largest in the district with centers located over three miles apart, it would work a hardship on the carriers in many cases to operate from both areas on the same zone rate, except for that portion of the district which is equi-distant from both of these producing areas. Therefore the request for the equalization of rates from these two producing areas should be denied upon this record.

It was proposed that the producing area "G" be extended north to include a rock producing plant located in Fish Canyon. It was urged that this new area justifies its inclusion in the producing area "G". The opposition to this plan contended that there was practically no development on the ground at this site and its future possibilities were an unknown quantity. The extension of area "G" as proposed would naturally have the effect of changing the existing point of origin for this area if the line haul to points outside is to be based upon the average length of haul from this extended area. The extreme limits of area "G" are now approximately five miles. If the extensions were made as proposed it would extend the limit to about seven miles. This record does not justify the conclusion that producing area "G" should be extended as proposed at this time.

It does however appear to justify the establishment of a new producing area at the Fish Canyon site. Since there is but one producing plant in this immediate vicinity at this time, the point or origin for basing transportation rates for this new area, to be designated as producing area "N", will be at the said rock quarry.

It also appears proper to establish a new producing area in the City of Vernon, south of 25th Street between Alameda Street and Santa Fe Avenue. In this area there is located a single sand producing plant which will be the point of origin for basing zone rates from this area, to be designated as producing area "O".

In the Commission's order of its Decision No. 29172² it is recognized there is a justifiable differential in the rate structure governing operations from the so-called "east side" or Sierra Base as compared to operations from the "west side" or Roscoe Base and accordingly the rates applying to movements from the "west side" are now based on a higher level than is the case with the "east side" operation. Generally speaking this differential comes from the fact that there is more highway interference to the movements from the west side resulting from traffic congestion as well as highway grades. The present record sustains this conclusion that provision should be made for higher rates to apply to movements from the "west side", to the effect that rates applying to movements from this area should be based upon a charge of 10 cents for loading and unloading, plus 3 cents per ton-mile for the first ten miles and 2.2 cents per ton for each mile thereafter; whereas the rates from the "east side" should be based upon a charge of 10 cents per ton for loading and unloading, plus 2-1/2 cents per ton-mile for the first ten miles and 2.2 cents per ton for each mile thereafter.

Orange County District

In the record upon which Decision No. 28836 is based, the representatives from the Orange County District, both producers and shippers, took the position that the transportation rates in Orange County should be at a higher level than those applying to the Los Angeles area. In support of this position it was their contention that the use factor of the equipment engaged in operation in Orange County was on the average much less than is the case

2 Decision No. 29172 is an amendment to Decision No. 28836 and under certain specific conditions permits of the deduction of 25 per cent from the zone rates established in Decision No. 28836 where the movement is from the production areas on the "east side" of the Los Angeles area and a deduction of 20 per cent where the movement is from the "west side" of the Los Angeles area.

of operation in Los Angeles County. Upon that record the rates for the Orange County District were established at a somewhat higher level than those for the Los Angeles area.

At the further hearings which is the record upon which this order is based, the Orange County representatives changed their position with respect to a differential with the Los Angeles area and now seek the same level of rates as those to be established in Los Angeles but do urge that the level of the Los Angeles rates be increased. As this record contains no supporting data to this latter request, the rates in the Orange County District will be set at the same general level as that for the Los Angeles area.

San Diego District

The representative from the San Diego District stated that in general the prevailing dump truck rates were satisfactory. However, it was suggested that consideration should be given to the matter of providing a rate which would reduce the transportation charges for short hauls. To apply this theory, however, would require the establishment of smaller zones in that area as the district is now divided into a small number of large zones which do not properly adjust for short hauls, or another means would be to establish rules governing this special type of operation. The Commission cannot, however, upon this record, make any specific findings as to what changes should be made in the existing order to bring about the results suggested by the San Diego representative who offered no specific plan. A specific study of this matter, however, may justify certain changes along the line suggested.

Constructive Mileage

With respect to the application of constructive mileages, as prescribed by the Commission in Decision No. 31605, as amended, in determining ton-mile or distance rates, it appears that it would be more practicable and desirable to use actual road mileages rather than constructive mileages. This is for the reason that for the

most part the line haul is comparatively short³ and the route selected varies considerably depending upon the point of delivery. It is realized that many of the hauls will involve operating over roads with grades, congestion, and other traffic interferences which would ordinarily call for some adjustment of the mileage to put the different route operations on a comparable basis, but to obtain this desired result would involve a study of the road conditions for a particular haul and final determination of proper constructive mileages. To apply this to the many and varied conditions and routes over which these commodities move would present a most impractical if not impossible situation. Therefore actual road mileages will be employed at least for the present.

General

The matter of prescribing rates governing for-hire dump truck operation is one which involves a number of important elements that must be considered. One of such elements arises from the fact that the major portion of the dump truck operations, in so far as the delivery of rock products and other road-building materials is concerned, is conducted with proprietary facilities. This is particularly true in Southern California. Many of the large producers of rock products employ their own dump trucks to the capacity of what might be termed their normal operations, and look to for-hire operators to carry the peak loads, or that portion of the business over and above what can be handled by their own equipment. This situation, combined with the keen competition which surrounds this industry, tends to complicate the matter of stabilizing minimum transportation rates. The records show that in many cases certain producers have placed bids for the delivered rock product slightly more than minimum rates established by the Commission's

³ Testimony indicates that in the Los Angeles Basin the average length of haul was approximately 12 miles.

order for the transportation of the material; in fact, in some isolated cases the bid has been less than these transportation rates. Under these conditions the producer who depends upon for-hire dump truck operation is at a material disadvantage in competing with others who deliver their products in their own equipment and, at the same time, are in a position to make up transportation losses by profits from some other phase of their business.

Another element which presents a somewhat different problem than is encountered in the general run of for-hire truck operations results from the fact that a large percentage of the dump truck operators own only a few pieces of equipment, those owning one truck predominating. In many of these cases the owner, who is a driver, performs his own garage work, has little or no office expense and often takes the position that so long as he can make something over and above his actual out-of-pocket operating costs, such as fuel, tires, and repair parts, he is better off to be engaged in operating the truck than to stand by waiting to get higher rates which will permit him to operate on a reasonably compensatory basis. Obviously this is severe competition to the operator who is required to pay standard wages to all those he is required to employ and provide for a depreciation fund if he is to continue on an enduring basis. Furthermore, he is reasonably entitled to some overhead and interest on his investment. This situation manifests itself particularly in connection with state highway maintenance work and other governmental work, where rather large numbers of dump truck operators are employed who own one or two trucks.

The record shows there is some necessity for the establishment of transportation charges on a yard-mile basis where neither the hourly basis nor the ton-mile basis appears to be appropriate, such as bank excavation or when no scales are available at the point of origin, destination, or along the route traversed.

In such cases it would be desirable to determine the actual weight of the material to be moved if such a plan could be carried out on a practical basis. However, where it has been determined that the materials should be moved on a yard-mile basis it would seem that the only practical method of computing charges for such an operation would be to prescribe a definite weight to be assumed as to weight of the material in converting cubic yards into tons. The record shows that the weight of the material commonly moved in dump trucks varies from approximately 1,200 to 3,500 pounds per cubic yard. The Commission's witness recommended that a weight factor of 2,200 pounds per cubic yard be employed where it has been determined to establish transportation rates by converting yards to weight measure. This weight is slightly above what might be termed the average of excavated materials but it is proper that an assigned figure should be on the upper side rather than the lower side of the average as an inducement to the weighing of the materials which, after all, is the best method of determining reasonable rates for the transportation of property. In view of the fact that the figure of 2,200 pounds per cubic yard stands more or less unchallenged in this record as an equitable conversion factor in changing yards to weight, we will adopt that figure in this order.

Where two plants are located within a producing area one of which is situated on a rail line and the other is not, it appears that the one having rail facilities should enjoy an advantage over the one that is off rail when truck rates are to be constructed upon an alternate common carrier rate or a combination of common carrier rates and truck rates, to a point outside the producing area.

Rather than employ an estimable charge for the transportation from the point of origin off rail to the team track within the producing area, it would appear more equitable to provide a charge of five (5) cents per ton for this service in addition to the

accessorial charge of ten (10) cents per ton for loading and unloading.

Standing by itself it would seem that if it is practical and desirable to base transportation rates for dump truck operation on both an hourly and ton-mile basis for the southern portion of the state, the same situation would obtain in the north. Such a conclusion cannot, however, be reached from a review of the record. In fact, the predominance of evidence is on the side supporting the present plan of establishing rates on an hourly basis, only without an alternate ton-mile rate for Northern California. Although the Commission representatives made a special effort to have the shippers and truckers offer evidence as to their needs and desires for the establishment of ton-mile rates in the north, there is very little in the record that would support the establishment of such a rate other than that offered by the Commission's witnesses along the line of ton-mile rates based upon operating cost and the Commission's experience in enforcing the present hourly rates. In view of the fact there is such an overwhelming opposition to the establishment of rates on a ton-mile basis for the northern portion of this state, as this record now stands, the order will prescribe rates on an hourly basis only for the northern portion of the state.

FINDINGS

Upon consideration of all the evidence of record, we find:

1. That the rates, charges, accessorial charges, rules and regulations set forth in the tariff designated as Appendix "A" of the order herein are and will be for the future the just, reasonable and non-discriminatory minimum rates, charges, and accessorial charges to be assessed, charged and collected, and the just, reasonable and non-discriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges by all radial highway common carriers, highway contract carriers and city carriers.

2. That the mileages used in applying the ton-mile or distance rates will be the actual highway mileage.

Item
70 and ~~80~~⁹⁰ of said tariff designated as Appendix "A" of the order herein, all radial highway common carriers and highway contract carriers should be authorized to assess, charge and collect rates, charges and accessorial charges of common carriers, lawfully on file with this Commission and in effect on the date of movement, and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges applied subject to their governing ratings, rules and regulations, produce lower aggregate charges than would accrue for the same transportation under the rates, rules, regulations and accessorial charges found just, reasonable and non-discriminatory in Findings Nos. 1 and 2.

4. That, except as provided in Finding No. 3, all radial highway common carriers, highway contract carriers and city carriers should be required to assess, charge and collect, for the transportation or accessorial services to which said tariff designated as Appendix "A" of the order herein is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth or referred to in said tariff, and to observe rules and regulations no lower in volume or effect than those set forth or referred to therein.

5. That every radial highway common carrier, highway contract carrier and city carrier should be required to issue a shipping document for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the shipment, weight or volume of the shipment, the rate and charge assessed, and such other information respecting each of the factors entering into the computation of the charge as may be

necessary in conjunction with the tariff designated as Appendix "A" of the order herein, to verify the lawfulness of such charge; that a copy of such shipping document shall be retained and preserved by the carrier for reference and subject to the Commission's inspection for a period of not less than three (3) years from the date of its issuance; and that the forms of shipping document set forth in Appendix "B" of the order herein will be suitable and proper.

7. That no radial highway common carrier, highway contract carrier or city carrier should be permitted to quote, assess charge, collect, or observe rates, rules, regulations or accessorial charges in a unit of measurement different from that in which the rates provided as minimum for the same transportation or accessorial charges are stated.

The following form of order will so provide:

O R D E R

Public hearings having been held in the above-entitled proceedings and based on the evidence received at the hearings and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED,

1. That the rates, charges, accessorial charges, rules and regulations set forth in the tariff designated as Appendix "A", which by this reference is incorporated in and made a part of this order, be and they are hereby established and approved effective thirty (30) days after the effective date hereof as the just, reasonable and non-discriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the rules and regulations to be observed by any and all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act, and by any and all carriers, as defined in

the City Carriers' Act for the transportation of the property and between the points for which rates and charges are provided in said tariff designated as Appendix "A" hereto, and for accessorial services rendered incident thereto, except as provided in the ordering paragraph No. 3.

2. Except as otherwise provided the mileages to be employed for use in applying ton-mile or distance rates set forth in said tariff designated as Appendix "A" will be the actual road mileages.

3. That all radial highway common carriers and highway contract carriers be and they are hereby authorized to assess, collect and charge common carrier rates and accessorial charges, and to observe common carrier rules and regulations, lawfully on file with the Commission and in effect on the date of movement, subject to the terms and conditions and in the manner explained in Finding No. 3 of the preceding opinion and in Item No. 70 of said tariff designated as Appendix "A" hereto.

4. That all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act, be and they are hereby ordered and directed to cease and desist thirty (30) days after the effective date of this order, and thereafter abstain from assessing, charging or collecting rates, charges, or accessorial charges lower in volume or effect than those set forth or referred to in said tariff designated as Appendix "A" hereto, and from observing rules or regulations lower in volume or effect than those set forth or referred to therein.

5. That all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act, be and they are hereby ordered and directed to cease and desist thirty (30) days after the effective date of this order and thereafter abstain from

quoting, assessing, charging, collecting rates or accessorial charges based upon a unit of measurement different from that in which the rates and charges herein established as minimum are stated.

6. That, effective thirty (30) days after the effective date of this order, this order shall cancel Decision No. 28236, as amended by Decision No. 29172, in these proceedings.

7. That all radial highway common carriers and highway contract carriers subject to the Highway Carriers' Act, and all carriers subject to the City Carriers' Act, be and they are and each of them is hereby ordered and directed to issue a shipping document for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point of origin and point of destination of the shipment, a description of the shipment, the weight or volume of the shipment, the rate and charge assessed, and such other information respecting each of the factors entering into the computation of the charge as may be necessary, in conjunction with the tariff designated as Appendix "A" hereto, or said tariff as it may hereafter be modified to verify the lawfulness of such charge; and shall retain and preserve a copy of said shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the forms of shipping document set forth in Appendix "B" hereto will be suitable and proper.

8. That the Commission shall have and it does hereby retain jurisdiction of this proceeding for the purpose of altering or amending the rates, charges, rules and regulations hereby established or prescribed, and for the purpose of establishing or approving such other just, reasonable and non-discriminatory maximum or minimum or maximum and minimum rates, charges, classifications, rules and regulations to be charged, collected, and observed by radial highway common carriers and highway contract carriers, subject to

the Highway Carriers' Act, and all carriers subject to the City Carriers' Act, both for transportation service hereinabove described and for such other transportation and accessorial service as may from time to time appear proper in the light of other or further evidence received herein and for the purpose of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of commodities here involved between all competing agencies of transportation.

The effective date of this order shall be twenty (20) days from this date.

Dated at San Francisco, California, this 14th day of November, 1939.

Richard A. ...
James R. ...

Ray A. ...
M. ...

Justice J. ...
Commissioners.

APPENDIX "A"

of

DECISION NO. 32566

In Cases Nos. 4246 and 4434

Issued by

THE RAILROAD COMMISSION

of the

STATE OF CALIFORNIA

Consisting of a Tariff naming minimum rates, rules and regulations
for the transportation of property in Dump Truck Equipment
between points in California

by

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

and

CITY CARRIERS

CITY CARRIERS' TARIFF NO. 6

HIGHWAY CARRIERS' TARIFF NO. 7

Naming

MINIMUM RATES, RULES AND REGULATIONS

for the

TRANSPORTATION OF PROPERTY IN DUMP TRUCK

EQUIPMENT BETWEEN POINTS IN CALIFORNIA

By

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

and

CITY CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 32566, in Cases Nos. 4246 and 4434. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

EFFECTIVE

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose leaf form. All added and revised pages will be numbered consecutively in the lower left hand corner. Those correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

1	41	81	121	161	201	241
2	42	82	122	162	202	242
3	43	83	123	163	203	243
4	44	84	124	164	204	244
5	45	85	125	165	205	245
6	46	86	126	166	206	246
7	47	87	127	167	207	247
8	48	88	128	168	208	248
9	49	89	129	169	209	249
10	50	90	130	170	210	250
11	51	91	131	171	211	251
12	52	92	132	172	212	252
13	53	93	133	173	213	253
14	54	94	134	174	214	254
15	55	95	135	175	215	255
16	56	96	136	176	216	256
17	57	97	137	177	217	257
18	58	98	138	178	218	258
19	59	99	139	179	219	259
20	60	100	140	180	220	260
21	61	101	141	181	221	261
22	62	102	142	182	222	262
23	63	103	143	183	223	263
24	64	104	144	184	224	264
25	65	105	145	185	225	265
26	66	106	146	186	226	266
27	67	107	147	187	227	267
28	68	108	148	188	228	268
29	69	109	149	189	229	269
30	70	110	150	190	230	270
31	71	111	151	191	231	271
32	72	112	152	192	232	272
33	73	113	153	193	233	273
34	74	114	154	194	234	274
35	75	115	155	195	235	275
36	76	116	156	196	236	276
37	77	117	157	197	237	277
38	78	118	158	198	238	278
39	79	119	159	199	239	279
40	80	120	160	200	240	280

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San Francisco, California.

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ARRANGEMENT OF TARIFF

This is a loose-leaf tariff consisting
of four sections.

SECTION NO. 1 - contains Rules and Regulations.

SECTION NO. 2 - contains Distance Rates.

SECTION NO. 3 - contains Rates From Production
Areas to Delivery Zones.

SECTION NO. 4 - contains Hourly Rates.

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Issued by The Railroad Commission of the State of California,
San Francisco, California.

Item Number	SECTION NO. 1 - RULES AND REGULATIONS
	DEFINITION OF TECHNICAL TERMS
	<p>(a) CARRIER means a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended), or a carrier, as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended).</p> <p>(b) DUMP TRUCK EQUIPMENT means any motor vehicle as defined in Section 1 paragraph (c) of the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended), which is equipped to discharge its load by gravity either by tilting the body of the vehicle or opening all or a portion of the bottom, but does not mean a motor vehicle engaged in the transportation of concrete mechanically mixed in transit.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>(d) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(e) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(h) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily transported in an identical type of equipment.</p> <p>(i) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination.</p> <p>(j) COMMERCIAL PRODUCING PLANT means the point at which sand or gravel is washed and sorted as to size and grade and placed into stock piles or bunkers, and/or where stone is crushed and graded, and placed into stock piles or bunkers.</p> <p>(k) TEAM TRACK means a point at which property may be loaded into or upon, or unloaded from rail cars by the public generally; it also includes wharves, docks and landings at which the public generally may receive or tender shipments of property from and to common carriers by vessel.</p> <p>(l) TON means 2,000 pounds.</p>
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Item Number	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended), and the City Carriers' Act (Chapter 312, Statutes of 1935, as amended). They apply for transportation of property by radial highway common carriers and highway contract carriers, as defined in said Highway Carriers' Act, and by carriers as defined in said City Carriers' Act, in bulk in dump truck equipment.</p>
30	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply for transportation of shipments between all points within the State of California.</p>
40	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the actual mileages traversed, including any detour to and from scales to obtain weight of shipment.</p>
50	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, the minimum charge per shipment shall be the charge for 5 tons at the any-quantity rate, but not less than 100 cents.</p>
60	<p style="text-align: center;">METHOD OF DETERMINING WEIGHT OF SHIPMENT APPLICABLE IN SOUTHERN TERRITORY</p> <p>Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense.</p> <p>Otherwise, charges shall be computed upon the basis of an estimated weight of 2800 pounds per cubic yard when loaded in the dump truck equipment.</p>
70	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation, from the same point of origin to the same point of destination, than results from the application of the rates herein provided. (See Note).</p> <p>NOTE: When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
<p>EFFECTIVE AS SHOWN ON TITLE PAGE</p> <p>Issued by the Railroad Commission of the State of California, San Francisco, California.</p>	

Item Number	SECTION NO. 1 - RULES AND REGULATIONS (Concluded)
80	<p style="text-align: center;">BRIDGE AND FERRY TOLLS</p> <p>On all shipments the actual bridge or ferry tolls shall be added to the transportation charge when such facilities are used by the carrier.</p>
90	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES APPLICABLE TO SOUTHERN TERRITORY OF THE STATE</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railroad and point of destination is located at railroad, add to the common carrier rate applying from any team track to point of destination the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies. (See Notes 1, 2 and 3).</p> <p>(b) When point of origin is located at railroad and point of destination is located beyond railroad, add to the common carrier rate applying from point of origin to any team track, the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 3).</p> <p>(c) When both point of origin and point of destination are located beyond railroad, add to the common carrier rate applying between any railroad, the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1, 2 and 3).</p> <p>NOTE 1. In the event, under the provisions of Items Nos. 70 and 90 series, a rate of a common carrier is used in constructing a rate for highway transportation and such common carrier rate does not include accessorial services performed by the highway carrier, the following charge for such accessorial services shall be added:</p> <p style="text-align: center;">For loading and unloading - 10 cents per ton</p> <p>NOTE 2. When the point of origin located beyond railroad is a commercial producing plant located within any of the production areas described in Section No. 3, in which a team track is located and the point of destination is outside such production area, the combination rate may be constructed by adding to the common carrier rate specified in this item series, the rate of 5 cents per ton in lieu of the rate provided in this tariff for the distance from the point of origin to the team track from which said common carrier rate applies.</p> <p>NOTE 3. When the rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
<p>EFFECTIVE AS SHOWN ON TITLE PAGE Issued by the Railroad Commission of the State of California, San Francisco, California.</p>	

SECTION NO. 2

DISTANCE RATES

Rates in this Section will not apply to transportation of commodities from Production Areas to Delivery Zones for which rates are specifically provided in Section No. 3.

Rates in this Section will not apply where notice is given to the carrier of the shipper's intention to ship under the hourly rates shown in Section No. 4.

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San Francisco, California.

Item Number	SECTION NO. 2 - DISTANCE RATES
100	<p style="text-align: center;">DESCRIPTION OF SOUTHERN TERRITORY</p> <p>Southern Territory means the Counties of Santa Barbera, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Inyo and Mono.</p>
110	<p style="text-align: center;">DESCRIPTION OF NORTHERN TERRITORY</p> <p>Northern Territory means all of the other counties of the State not named in Item No. 100 Series.</p>
120	<p style="text-align: center;">INTERTERRITORIAL MOVEMENTS</p> <p>Where the movement originates within Southern Territory and terminates within Northern Territory, the distance rates applicable shall be those set forth in Items Nos. 130 and 140 series.</p> <p>Where the movement originates within Northern Territory and terminates within Southern Territory -- hourly rates will apply as provided in Item No. 310 series, paragraph (b).</p>
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Item Number	SECTION NO. 2 - DISTANCE RATES (Continued) In cents per ton				
130	<p>MATERIAL, viz.:</p> <table border="0"> <tr> <td data-bbox="480 606 964 867"> Granite, decomposed, Gravel, Sand, Stone, crushed, chips, waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, sawed, not further finished, </td> <td data-bbox="1035 606 1589 893"> Barium, clay or silicate mud compounds, dry, oilwell drilling, Cement clinker, Clay, Earth, Loam, Mud, dry, oilwell drilling, Shale, Slag. </td> </tr> </table> <p>Between Points in SOUTHERN TERRITORY (See Item No. 100 series.)</p>			Granite, decomposed, Gravel, Sand, Stone, crushed, chips, waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, sawed, not further finished,	Barium, clay or silicate mud compounds, dry, oilwell drilling, Cement clinker, Clay, Earth, Loam, Mud, dry, oilwell drilling, Shale, Slag.
	Granite, decomposed, Gravel, Sand, Stone, crushed, chips, waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, sawed, not further finished,	Barium, clay or silicate mud compounds, dry, oilwell drilling, Cement clinker, Clay, Earth, Loam, Mud, dry, oilwell drilling, Shale, Slag.			
MILES					
	Over	But not over	Any quantity		
	0	4	18		
	4	6	25		
	5	8	31		
	8	10	37		
	10	12	42		
	12	14	47		
	14	16	51		
	16	18	55		
	18	20	60		
	20	25	68		
	25	30	79		
	30	35	90		
	35	40	101		
	40	45	112		
	45	50	123		
	50	55	134		
	55	60	145		
	60	65	156		
	65	70	167		
	70	75	178		
	75	80	189		
	80	85	200		
	85	90	211		
	90	95	222		
	95	100	233		
100			Add to rate for 100 miles 10 cents per ton for each 5 miles or fraction thereof.		
EFFECTIVE AS SHOWN ON TITLE PAGE					
Issued by the Railroad Commission of the State of California, San Francisco, California.					

Item Number	SECTION NO. 2 - DISTANCE RATES (Continued) In cents per ton		
	Material, viz.: Asphaltic Concrete (commonly called "Hot Stuff"), Cold Road Oil Mixture (commonly called "Plant Mix"), Dry Mixture of Sand, Crushed Stone and Gravel in batches. Between Points in SOUTHERN TERRITORY (See Item No. 100 series)		
	MILES		
	Over	But not over	Any quantity
	0	4	23
	4	6	30
	6	8	36
	8	10	42
	10	12	47
	12	14	52
	14	16	56
	16	18	60
	18	20	65
	20	25	73
	25	30	84
	30	35	95
	35	40	106
	40	45	117
	45	50	128
	50	55	139
	55	60	150
	60	65	161
	65	70	172
	70	75	183
	75	80	194
	80	85	205
	85	90	216
	90	95	227
	95	100	238
	100		Add to rate for 100 miles 10 cents per ton for each 5 miles or fraction thereof.
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Issued by the Railroad Commission of the State of California, San Francisco, California.			

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SECTION NO. 3

RATES FROM PRODUCTION AREAS

TO DELIVERY ZONES

Rates in Section No. 2 will not apply to transportation of commodities from Production Areas to Delivery Zones for which rates are specifically provided in this Section.

Rates in this Section will not apply where notice is given to the carrier of the shipper's intention to ship under the hourly rates shown in Section No. 4.

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Issued by The Railroad Commission of the State of California,
San Francisco, California.

Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	Delivery Zones Nos. 1 to 86, inclusive, and Production Areas "A" to "O", inclusive, as described individually herein, comprise the "Los Angeles Area."
	LOS ANGELES AREA - DELIVERY ZONES
1	Commencing at the intersection of Conover Street and Foothill Boulevard following a straight line northwesterly to city limits of Los Angeles at a point where these limits turn north, and continuing northwesterly from that point along city boundary to its intersection with Vaughn Avenue; thence southwesterly to Laurel Canyon Boulevard; thence northwesterly to Chamberlain Street; thence southwesterly to Chatsworth Street; thence westerly to Sepulveda Boulevard; thence southerly to Van Owen; thence easterly to western city limits of Burbank; thence northerly to Burlos Street; thence easterly along northern boundary of city of Burbank to a point where said boundary first turns south at base of Verdugo Mountains; thence in an irregular line following the base of Verdugo Mountains northeasterly and northerly and easterly to intersection of Sunland Avenue and Foothill Boulevard; thence northwesterly to point of beginning.
2	Commencing at base of San Gabriel Mountains and Haines Canyon Road; thence northwesterly along base of these mountains to intersection of Conover Street and Foothill Boulevard; thence southeasterly on Foothill Boulevard to Sunland Boulevard; thence southerly on New Home Avenue to base of Verdugo Mountains; thence in an irregular line following the base of Verdugo Mountains to Haines Canyon Road; thence to point of beginning.
3	Commencing at intersection on Loma Alta and base of San Gabriel Mountains; thence westerly in a straight line to Orange Avenue and Oakwood; thence northerly to Salisbury Road; thence westerly to Haskell; thence northerly to base of mountains; thence northwesterly following base of mountains to Castle Street at a point 1/4 mile south of Pendleton; thence northerly to base of mountains; thence northwesterly following the base of San Gabriel Mountains to Day Street and Haines Canyon Road; thence southerly to base of Verdugo Mountains; thence southeasterly and southerly along base of Verdugo Mountains to Honolulu Boulevard; thence southeasterly to Pennsylvania Avenue; thence southerly to Oakendale; thence southeasterly to northern city limits of city of Glendale at Rosemont Street; thence southerly on said city limits to La Crescenta Avenue; thence southeasterly to northern boundary of Oakmont Country Club and Canada Boulevard; thence westerly and southerly around the northwesterly boundary of said Country Club to San Gabriel Avenue; thence southerly around base of hills to Arillo Drive; thence easterly and southerly to southern intersection of Canada Boulevard and Verdugo Road; thence around base of hills to intersection of Chevy Chase and Richland Avenue; thence on a line 200 yards north of and paralleling Colorado Boulevard to intersection of Linda Vista Avenue and Colorado Boulevard; thence northerly on Linda Vista Avenue to Devils Gate Dam; thence northerly along eastern bank of Devils Gate Reservoir to point of beginning.
	(Continued)
	EFFECTIVE AS SHOWN ON TITLE PAGE
	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
LOS ANGELES AREA - DELIVERY ZONES (Continued)	
4	Commencing at the intersection of Canada Boulevard and Verdugo Boulevard; thence northwesterly and westerly around base of hills to Arillo Drive; thence westerly and northerly and northwesterly around base of Verdugo Mountains to intersection of northern city limits of Glendale and Grand View Avenue; thence southerly on Grand View Avenue to San Fernando Road; thence southerly to Aviation Drive; thence westerly to Los Angeles River; thence southerly to Fletcher Drive; thence northeasterly to intersection of Eagle Rock Boulevard; thence northeasterly to a point 200 yards north of Hill Drive; thence northwesterly paralleling Hill Drive to intersection of Chevy Chase Drive and Richland Avenue; thence northerly around base of hills to point of beginning.
5	Commencing at intersection of Grand View Avenue and northern city limits of City of Glendale; thence northwesterly around base of Verdugo Mountains to northern city limits of City of Burbank; thence westerly along said boundary to western city limits of Burbank; thence southerly to Los Angeles River; thence easterly to Aviation Drive; thence easterly to San Fernando Road; thence northwesterly to Grand View Avenue; thence northerly to point of beginning.
6	Commencing at intersection of Barham Boulevard and Los Angeles River; thence westerly along Los Angeles River and Lankershim Boulevard; thence southerly to one block south of Ventura Boulevard; thence westerly paralleling Ventura Boulevard to Carpenter Avenue; thence southerly to Laurel Canyon Boulevard; thence southeasterly to Mulholland Drive; thence easterly to Cahuenga Boulevard; thence northeasterly through hills to intersection of Lake Hollywood Drive and Wonder View Drive; thence through hills to Barham Boulevard at a point 1/4 mile north of Craig Drive; thence to point of beginning.
7	Commencing at intersection of western city limits of Burbank and Van Owen Street; thence westerly on Van Owen Street to Sepulveda Boulevard; thence southerly to Valley Vista; thence easterly around base of hills to Laurel Terrace Drive; thence to Carpenter Avenue; thence to ONE BLOCK south of Ventura Boulevard; thence PARALLELING VENTURA BOULEVARD To Lankershim Boulevard; thence northerly to Los Angeles River; thence easterly to western city limits of Burbank; thence northerly to point of beginning.
8	Commencing at intersection of Sepulveda Boulevard and Van Owen Street; thence westerly on Van Owen Street to White Oak; thence southerly to Rancho Street; thence easterly to Ventura Boulevard; thence easterly to Pettit Avenue; thence southerly to Libbet Avenue; thence easterly to Valley Vista; thence easterly to Sepulveda Boulevard.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) LOS ANGELES AREA - DELIVERY ZONES (Continued)	
9	Commencing at intersection of Strawood Street and Rinaldi Street; thence westerly on Rinaldi Street to White Oak; thence southerly to Van Owen Street; thence easterly to Sepulveda Boulevard; thence northerly to Strawood Street; thence northwesterly to point of beginning.
10	Commencing at intersection of White Oak Avenue and Van Owen Street; thence westerly on Van Owen Street to Mason Avenue; thence southerly on extended line of Mason Avenue to Ventura Boulevard; thence westerly to Serrania Street; thence southerly to Wells Drive; thence easterly to Hacienda; thence southeasterly around Country Club to Rosita; thence easterly to White Oak Avenue; thence northerly to point of beginning.
11	Commencing at intersection of White Oak and Rinaldi Avenue; thence on Rinaldi Avenue to Hesperia Avenue; thence southerly to Chatsworth Street; thence westerly to Mason Avenue; thence southerly to Van Owen Street; thence easterly to White Oak Avenue; thence northerly to point of beginning.
12	Commencing at intersection of Corbin Avenue and Wells Drive; thence westerly on Wells Drive to Villena; thence westerly to Viscanio; thence westerly to Macfarlane; thence westerly to Ventura Boulevard; thence to Mulholland Drive; thence southeasterly and easterly to Corbin Avenue; thence northerly to point of beginning.
13	Commencing at intersection of Mason Avenue and Van Owen Street; thence westerly on Van Owen Street to western limits of city of Los Angeles; thence southerly by said city limits to Ventura Boulevard; thence easterly to Macfarlane; thence easterly to Viscanio; thence easterly to Villena; thence easterly to Serrania; thence northerly to Ventura Boulevard; thence easterly to intersection of southerly extension of Mason Avenue; thence northerly on southerly extension of Mason Avenue to point of beginning.
14	Commencing at intersection of Mason Street and Tulsa Street; thence westerly on Tulsa Street to Topanga Canyon Avenue; thence northerly to northern limits of city of Los Angeles; thence westerly to the western limits of the city of Los Angeles; thence southerly along the western Los Angeles city limits to Van Owen Street; thence easterly to Mason Avenue; thence northerly to point of beginning.
15	Commencing at the corner of the northern city limits of Los Angeles approximately 3/8 miles west of its intersection with May Canyon; thence westerly along said boundary to a line that would be the extension of Sepulveda extended northerly; thence southerly to Rinaldi Street; thence westerly to Strawood Street; thence southeasterly and southerly to Chatsworth Street; thence easterly to Chamberlain; thence northeasterly to Laurel Canyon Boulevard; thence southeasterly to southeastern extension of Vaughan Avenue; thence northeasterly to the northern city limits of Los Angeles; thence northerly and northwesterly along city limits of Los Angeles to point of beginning.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
LOS ANGELES AREA - DELIVERY ZONES (Continued)	
16	Commencing at intersection of Foothill Boulevard and Remsen Street; thence southwesterly on Foothill Boulevard to Herrick; thence northwesterly to northern limits of city of Los Angeles at intersection of Needham; thence northwesterly along city limits to San Fernando Road; thence southwesterly along the base of the Santa Susanna Mountains to the intersection of Hisperia Avenue and Rinaldi Street; thence easterly on Rinaldi Street to a north south line which is the northerly extension of Sepulveda Boulevard; thence northerly along north south line to point of beginning.
20	Commencing at intersection of North Broadway and Los Angeles River; thence westerly on Broadway to Bernard; thence westerly to Lilac Terrace Drive; thence westerly to Sunset Boulevard; thence westerly to Alvarado Street; thence southerly to Marathon Street; thence westerly to Hoover Street; thence southerly to Vernon Avenue; thence easterly to Soto Street; thence northerly to Los Angeles River; thence northerly along Los Angeles River to point of beginning.
21-A	Commencing at the intersection of Beachwood Drive with base of Santa Monica Mountains; also known as Griffith Park Hills; thence westerly to intersection of Cahuenga Boulevard and Highland Boulevard; thence along the base of Santa Monica Mountains to Laurel Canyon Boulevard; thence southerly to Crescent Heights Boulevard; thence southerly to Melrose Avenue; thence easterly to Gower Street; thence northerly to Franklin Avenue; thence easterly to Beachwood Drive; thence northerly to the point of beginning.
21-B	Commencing at intersection of Barham Road and Los Angeles River; thence southerly on Barham Road to a point 1/4 mile north of Craig Drive; thence southeasterly through hills to intersection of Lake Hollywood Drive and Wonder View Drive; thence through hills to intersection of Mulholland Drive and Cahuenga Boulevard; thence westerly along Mulholland Drive to Laurel Canyon Boulevard; thence southerly to base of Santa Monica Mountains; thence easterly and northeasterly along base of Santa Monica Mountains to intersection of Highland Avenue and Cahuenga Boulevard; thence easterly along the base of said mountains, also known as Griffith Park Hills, to Western Avenue 1/4 mile north of intersection of Los Feliz Boulevard and Western Avenue; thence in an easterly and northerly direction along the base of Griffith Park Hills to intersection of Riverside Drive and Los Angeles River west of Aviation Drive; thence westerly along Los Angeles River to point of beginning.
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	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	LOS ANGELES AREA - DELIVERY ZONES (Continued)
21-C	Commencing at intersection of Los Angeles River and Riverside Drive west of Aviation Drive; thence southerly and westerly along the base of Griffith Park Hills to Western Avenue 1/4 mile north of intersection of Los Feliz Boulevard and Western Avenue; thence westerly to intersection of Beachwood Drive and base of Griffith Park Hills; thence southerly to Franklin Avenue; thence westerly to Gower Street; thence southerly to Melrose Avenue; thence easterly to Hoover Street; thence northerly to Santa Monica Boulevard; thence northeasterly to Sunset Boulevard; thence southeasterly to Hyperion Boulevard; thence northerly to Los Angeles River; thence northerly to point of beginning.
22	Commencing at intersection of Hoover Street and Melrose Avenue; thence westerly on Melrose Avenue to Crescent Heights Boulevard; thence northerly to northern boundary of that section of Los Angeles County lying between Hollywood and Beverly Hills; thence westerly along said county boundary to northern boundary of City of Beverly Hills; thence westerly on this boundary to the western boundary of Beverly Hills; thence southerly along said western boundary to Pico Boulevard; thence easterly to Hoover Street; thence northerly to point of beginning.
23	Commencing at Hoover Street and Pico Boulevard; thence westerly on Pico Boulevard to Motor Avenue; thence southerly to Monte Mar Drive; thence easterly and southerly to Club Drive; thence southerly to Hughes Avenue; thence southeasterly to Washington Boulevard; thence northeasterly to Ince Boulevard; thence southeasterly to eastern boundary of Culver City; thence northeasterly to intersection of said boundary with Figueroa Road; thence easterly on Figueroa Road to La Brea Avenue; thence due south to intersection with western extension of Vernon Avenue; thence easterly on Vernon Avenue to Figueroa Street; thence northerly to Hoover Street; thence northerly to point of beginning.
24	Commencing at the northwestern corner of city boundary of city of Beverly Hills; thence westerly along the base of the Santa Monica Mountains to Kenter Avenue 1-1/8 miles north of intersection of Kenter Avenue and Beverly Boulevard (Sunset Boulevard); thence southerly on Kenter Avenue to Montana Avenue; thence westerly to Centinella; thence southeasterly to Bejack Avenue; thence easterly to Mesmer Avenue; thence northerly to Jefferson Boulevard; thence northeasterly to Playa Street; thence northeasterly to Overland Avenue; thence northerly to south-eastern boundary of Culver City; thence northerly along said boundary to its intersection with Ince Boulevard; thence - see westerly boundaries of Zones 23 and 22. (Continued)
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APPLICATION OF TARIFF - TERRITORIAL (Continued)	
LOS ANGELES AREA - DELIVERY ZONES (Continued)	
25	Commencing at a point 1-1/8 miles north of intersection of Beverly Boulevard (Sunset Boulevard) and Kentor Avenue; thence westerly and southwesterly along base of Santa Monica Mountains to intersection of Beverly Boulevard (Sunset Boulevard) and Carey; thence southerly on Beverly Boulevard (Sunset Boulevard) to Chautauqua; thence southerly to Pacific Ocean; thence southerly to Culver Boulevard; thence easterly on Culver Boulevard to Veragua; thence easterly along southern boundary of the city of Los Angeles (Venice District), to Centinella Avenue; thence see west boundary of Zone 24.
26	Commencing at intersection of Beverly Boulevard and Carey Street; thence westerly along base of mountains to intersect the western limits of the city of Los Angeles 1/4 mile north of Pacific Ocean; thence southerly along said city boundary to Pacific Ocean; thence southeasterly along Pacific Ocean to Chautauqua Boulevard; thence northerly to point of beginning.
27	A strip 1/4 mile wide running westerly paralleling the Pacific Ocean and extending westerly from the western limits of the city of Los Angeles a distance of 5-1/4 miles.
28	A strip 1/4 mile wide running westerly from western boundary of Zone 27 and paralleling the Pacific Ocean for a distance of 2-1/2 miles.
33	Commencing at intersection of Osage Street and southern boundary of Los Angeles City (Venice District); thence northwesterly and southwesterly to Veragua Street; thence westerly to Culver Boulevard; thence westerly to Pacific Ocean; thence southerly to Rosecrans Boulevard; thence easterly to Inglewood-Redondo Boulevard; thence northerly to Osage Street; thence northerly to point of beginning.
36	Commencing at intersection of Figueroa Street and Vernon Avenue - see southerly boundary of Zone 23. See southeast boundary of Zone 24 to intersection of Mesmer Avenue and southern Los Angeles City limits (Venice District); thence southeasterly along said city of Los Angeles boundary to Osage Street; thence southerly to Inglewood-Redondo Boulevard; thence southerly to Century Boulevard; thence easterly to Figueroa Street; thence northerly to point of beginning.
37	Commencing at intersection of Century Boulevard and Figueroa Street; thence westerly on Century Boulevard to Inglewood-Redondo Road; thence southerly to Wiseburn; thence southerly to 2nd Street; Hermosa Beach; thence westerly to Dewey Avenue; thence southerly to Riverside-Redondo Road; thence easterly to Flagler Lane; thence southerly to 190th Street; thence easterly to Figueroa Street; thence northerly to point of beginning.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>LOS ANGELES AREA - DELIVERY ZONES (Continued)</p>
40	<p>Commencing at intersection of Riverside-Redondo Road and Rosecrans Avenue; thence westerly on Rosecrans to Pacific Ocean; thence southerly to southwestern boundary of city of Torrance (just north of Palos Verdes Golf Course); thence easterly and southeasterly to Wilmington Street; thence northerly to Redondo-Wilmington Boulevard; thence northwesterly to western boundary of Los Angeles County territory; thence northerly to western boundary of Redondo Beach; thence northerly to Flagler Lane; thence northerly to Riverside-Redondo Boulevard; thence westerly to Dewey Avenue; thence northerly to 2nd Street Hermosa Beach; thence easterly to Wiseburn Street; thence northerly to point of beginning.</p>
41	<p>Commencing at Figueroa Street and 190th Street; thence westerly on 190th Street to Flagler Lane; thence southerly to western boundary of city of Redondo Beach; thence southerly to western boundary of Los Angeles County territory; thence southerly to Redondo-Wilmington Boulevard; thence southeasterly to Wilmington Street; thence southerly to High Street; thence southeasterly to Hawthorne Avenue; thence easterly to Redondo-Wilmington Boulevard; thence southeasterly to intersection with southeast boundary of city of Torrance; thence southeasterly around base of hills to intersection of Palos Verdes Drive and western boundary city of Los Angeles (San Pedro District); thence southeasterly and westerly and southerly to a point where western extension of Channel Street would intersect; thence due east on Channel Street to West Basin; thence on a straight line northerly to intersection of Figueroa Street (Moneta Street) and Rocha Street; thence northerly on Figueroa Street to point of beginning.</p>
42	<p>Commencing at intersection of Long Beach Boulevard and Victoria Street; thence westerly on Victoria Street to Figueroa Street (Moneta Street); thence southerly to Rocha Street; thence on a straight line southerly to West Basin; thence southerly and easterly to Turning Basin; thence easterly along Long Beach Channel (Cerritos) to eastern end of Terminal Island; thence southerly to Long Beach Harbor; thence easterly to Flood Control Channel; thence northerly to Long Beach Boulevard; thence northerly to point of beginning.</p>
43	<p>Commencing at intersection of Anaheim Street (south of Crescentia) and the Orange County western boundary; thence westerly on Anaheim Street to New York Avenue; thence northerly to South Street; thence westerly to Flood Control Channel; thence southerly to Pacific Ocean; thence easterly to Orange County western boundary; thence northerly along Orange County western boundary to point of beginning.</p>
44	<p>Commencing at eastern end of Terminal Island and Long Beach Harbor; thence northerly and westerly along Long Beach Channel (Cerritos Channel) to Turning Basin; thence northwesterly to West Basin; thence due west along Channel Street and its extension to western boundary of the city of Los Angeles (San Pedro District); thence southerly along said City boundary</p>
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	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	LOS ANGELES AREA - DELIVERY ZONES (Continued)
	to its intersection with Western Avenue at 16th Street; thence southerly along Western Avenue to the Pacific Ocean; thence along Los Angeles outer harbor and Long Beach harbor to point of beginning.
45	Commencing at intersection of High Street and Hawthorne Boulevard; thence northwesterly and westerly along southern boundary of city of Torrance to Pacific Ocean; thence southwesterly and southerly to Point Vincente Lighthouse; thence northerly and northeasterly around Palos Verde Hills to point of beginning.
46	Commencing at intersection of Palos Verdes Drive and western city limits of city of Los Angeles (San Pedro District); thence northwesterly to intersection of Redondo-Wilmington Boulevard and southern boundary of city of Torrance; thence southerly through Palos Verdes hills to the Pacific Ocean at a point 1-1/4 miles west of Western Avenue; thence easterly to Western Avenue; thence northeasterly and northerly to a point where Western Avenue intersects the Los Angeles City western boundary at 16th Street (San Pedro District); thence northerly along said city boundary to point of beginning.
60-A	Commencing at intersection of Lake Avenue and Loma Alta Drive; thence westerly to the east bank of Devils Gate Reservoir; thence southwesterly along bank to Devils Gate Dam; thence southeasterly on Zanja Boulevard to Montana Street; thence easterly to Woodbury Road; thence southeasterly to Lake Avenue; thence northerly to point of beginning.
60-B	Commencing at New York Avenue and base of San Gabriel Mountains at a point 1/4 mile east of Foothill Boulevard; thence northwesterly along base of mountains to intersection of Lake Avenue and Loma Alta Drive; thence southerly to Atchison Street; thence east to New York Avenue; thence east to point of beginning.
60-C	Commencing at intersection of Woodbury Street and Lake Avenue; thence same as southerly boundary of Zone 60-A to Devils Gate Dam; thence southerly on Linda Vista Avenue to Colorado Street; thence easterly to Lake Avenue; thence northerly to point of beginning.
60-D	Commencing at intersection of Sierra Madre Avenue and Fairview Avenue, Sierra Madre; thence westerly along base of mountains to New York Avenue; thence westerly to Atchison Street; thence westerly to Lake Avenue; thence southerly to Colorado Street; thence easterly to Sierra Madre Avenue; thence northerly to point of beginning.
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APPLICATION OF TARIFF - TERRITORIAL (Continued)	
LOS ANGELES AREA - DELIVERY ZONES (Continued)	
60-E	Commencing at intersection of Colorado Street and Lake Avenue; thence westerly on Colorado Street to the intersection with western city limits of Pasadena and El Modena Avenue; thence southerly along said boundary to intersection of Garfield Avenue and Fair Oaks Avenue; thence southeasterly on Garfield Avenue to Huntington Drive; thence easterly on Huntington Drive to the southerly city limits of San Marino on Granada Avenue; thence southeasterly to Southern Pacific railroad at Alhambra Road; thence northeasterly along railroad to Virginia Road; thence northwesterly to Oak Grove Avenue; thence northwesterly to Arden Road; thence westerly to Lake Avenue; thence northerly to point of beginning.
60-F	Commencing at the intersection of Sierra Madre Avenue and Colorado Street; thence westerly on Colorado Street to Lake Avenue; thence southerly - see eastern boundary of Zone 60-E, to Southern Pacific Railroad; thence easterly along railroad to San Marino Avenue and Longdon Avenue; thence easterly on Longdon to Rose Avenue; thence northeasterly to Summerset Place; thence easterly to San Gabriel Boulevard; thence northerly to Huntington Drive; thence easterly to Sierra Madre Avenue; thence northerly on Sierra Madre Avenue to point of beginning.
61-A	Commencing at intersection of Figueroa Street and Avenue 50; thence northwesterly along Avenue 50 to El Paso Drive; thence northwesterly to Eagle Rock Boulevard; thence westerly to Verdugo Road; thence southerly to San Fernando Road; thence southeasterly to Cypress Avenue; thence southeasterly to Figueroa Street; thence northeasterly to point of beginning.
61-B	Commencing at intersection of Colorado Street and El Modena Avenue; thence northwesterly to Figueroa Street and base of San Rafael Hills; thence westerly on a line 200 yards north and paralleling Hill Drive to Eagle Rock Boulevard; thence southerly to El Paso Drive; thence southeasterly to Avenue 50; thence southeasterly to Figueroa Street; thence northeasterly to Pasadena Avenue; thence easterly to Avenue 64; thence northeasterly to intersection of western city boundary, city of Pasadena at Adelaide Place; thence northwesterly along said city limits to point of beginning.
61-C	Commencing at a point on the southerly city limits of Pasadena at the point where Fair Oaks and Garfield Avenue intersect; thence westerly along said boundary to where it intersects Avenue 64 at Adelaide Place; thence southwest on Avenue 64 to Pasadena Avenue; thence westerly to Figueroa; thence southwest to Avenue 33; thence southeasterly to Pasadena Avenue; thence southerly to Workman Street; thence southerly to North Broadway; thence easterly to North Huntington Drive; thence northeasterly to Garfield Avenue; thence northwesterly to point of beginning.
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APPLICATION OF TARIFF - TERRITORIAL (Continued)	
LOS ANGELES AREA - DELIVERY ZONES (Continued)	
61-D	Commencing at intersection of Fletcher Drive and Eagle Rock Boulevard; thence westerly on Fletch Drive to Los Angeles River; thence northwesterly to Hyperion Avenue; thence southerly on Hyperion Avenue to Sunset Boulevard; thence northwesterly to Santa Monica Boulevard; thence southwesterly to Hoover Street; thence southerly to Marathon; thence southeasterly to Alvarado Street; thence northeasterly to Sunset Boulevard; thence southeasterly to Lilac Terrace; thence southeasterly to Bernard Street; thence southeasterly to North Broadway; thence northeasterly to Workman Street; thence northerly to Pasadena Avenue; thence northeasterly to Avenue 33; thence northwesterly to Figueroa Street; thence northeasterly to Cypress Avenue; thence northwesterly to Verdugo Road; thence northerly to Eagle Rock Boulevard; thence northeasterly to point of beginning.
62-A	Commencing at intersection of Eastern Avenue and North Huntington Drive; thence westerly and southwesterly to North Broadway; thence westerly to Los Angeles River; thence southerly to Soto Street; thence southerly to Vernon Avenue; thence easterly to Los Angeles River; thence southeasterly to Atlantic Boulevard; thence northeasterly to the point where the easterly extension of Brooklyn Avenue would intersect; thence westerly on Brooklyn Avenue and its extension to Eastern Avenue; thence northerly to point of beginning.
62-B	Commencing at intersection of Atlantic Boulevard and Huntington Drive; thence westerly and southwesterly on Huntington Drive to Eastern Avenue; thence southerly to Brooklyn Avenue; thence easterly on Brooklyn Avenue and its easterly extension to Atlantic Boulevard; thence northerly to point of beginning.
63	Commencing at intersection of Huntington Drive and Sierra Madre Avenue; thence westerly to San Gabriel Boulevard; thence southerly to Summerset Place; thence easterly to Rose Avenue; thence southwesterly to Longdon Avenue; thence westerly to the Southern Pacific Railroad; thence westerly along railroad to Granada Avenue; thence northwesterly to Huntington Drive; thence southwesterly to Atlantic Boulevard; thence southerly to Graves Avenue; thence easterly on Graves Avenue to McPherrin; thence southeasterly around base of Montebello hills to intersection of Mesa Drive and Hill Drive; thence southeasterly on Hill Drive to San Gabriel Boulevard; thence southeasterly to Fawcett Avenue; thence easterly to River Avenue; thence northerly to Rosemead Boulevard; thence northerly to Longdon Avenue; thence easterly to Sultana Avenue; thence northerly to Duarte Road; thence easterly to point where southerly extension of Sierra Madre Avenue would intersect; thence northerly on such extension to point of beginning.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
LOS ANGELES AREA - DELIVERY ZONES (Continued)	
64	Commencing at intersection of Fawcett Avenue and River Road; thence westerly along Hill Drive to Mesa Drive; thence westerly around the base of the Montebello Hills to Graves Avenue; thence west to Atlantic Boulevard; thence southwesterly on Atlantic Boulevard to Los Angeles River; thence southeasterly to Randolph Street; thence easterly on Randolph Street and its extension to the Rio Hondo; thence northeasterly along Rio Hondo to River Street; thence northerly to point of beginning.
65	Commencing at the intersection of Workman Mill Road and Fawcett Avenue; thence westerly on Fawcett Avenue to Durfee Avenue; thence southwesterly to Siphon Road; thence westerly to the Rio Hondo River; thence southerly to the Pacific Electric railroad tracks near Telegraph Road; thence easterly to Gunn Road; thence northeasterly to Highland Avenue; thence northeasterly to 6th Street in Whittier; thence northwesterly on 6th Street to intersection of eastern city limits of Whittier; thence northerly on said boundary to base of Puente Hills 1/4 mile north of Turnbull Canyon Road; thence northwesterly around base of hills to a point on Norwalk Boulevard 1/4 mile north of Beverly Boulevard; thence northerly around hills 1/4 mile east and paralleling Workman Mill Road to point of beginning.
66	Commencing at the northwest corner of the boundary of Orange County; thence northwesterly along base of hills on a line 1/2 mile north of and paralleling Whittier Boulevard to Highland Avenue; thence southwesterly to Gunn Avenue; thence southwesterly to Pacific Electric railway; thence northwesterly to Randolph Street; thence westerly to Los Angeles River; thence southerly to a point 1/2 mile south of Imperial Highway and directly west of the end of Gardendale Street; thence southeasterly on Gardendale Street to Dakota Avenue; thence southerly to Golden Avenue; thence southeasterly to Grant Avenue; thence northeasterly to Gardendale Street (Curtin & Bacon Road); thence southeasterly to Farlow Drive; thence northeasterly to Imperial Highway; thence easterly to the Orange County boundary; thence northerly to point of beginning.
67	Commencing at intersection of Imperial Highway and west Orange County boundary; thence westerly on Imperial Highway to Farlow Drive; thence southwesterly to Gardendale Street (Curtin & Bacon Road); then northwesterly to Grant Avenue; thence southwesterly to Downey Avenue (New York Avenue); thence southerly to Anaheim Street (Crescentia District); thence easterly to the western boundary of Orange County; thence northeasterly to point of beginning.
68	Commencing at intersection of East Vernon Avenue and the Los Angeles River; thence westerly on Vernon Avenue to Figueroa Street; thence southerly to 98th Street; thence easterly to Compton Avenue; thence northerly to 97th Street; thence easterly to Alameda Street; thence southerly to Tweedy Road; thence easterly to Los Angeles River; thence northerly and northwesterly to point of beginning.
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	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	LOS ANGELES AREA - DELIVERY ZONES (Continued)
69	Commencing at intersection of Tweedy Boulevard and Los Angeles River; thence westerly to Figueroa Street - see southerly boundary of Zone 68; thence southerly on Figueroa Street to Victoria Avenue; thence easterly to Long Beach Boulevard; thence southerly to a point where the westerly extension of South Street would intersect; thence easterly on South Street and its extension to Downey Avenue (New York Avenue); thence northerly to Golden Avenue; thence northeasterly to Dakota Avenue; thence northerly to Gardendale Street; thence northwesterly on Gardendale Street and its extension to Los Angeles River; thence northerly to point of beginning.
80	Commencing at intersection of Hardbury Street at the base of the San Gabriel Mountains 1/8 mile north of the Pacific Electric Railway, Duarte; thence westerly along base of said mountains to intersection of Myrtle and North Street, Monrovia; thence westerly to Valencia Way 1/4 mile north of Foothill Boulevard; thence westerly paralleling Foothill Boulevard to Sierra Madre Avenue; thence southerly on Sierra Madre Avenue and its extension to Duarte Road; thence westerly to Sultana Avenue; thence southeasterly to Longdon Avenue; thence westerly to Rosemead Boulevard; thence southerly to River Avenue; thence southerly to Rio Hondo River, thence southeasterly to Durfee Road; thence easterly and northeasterly to Proctor Avenue; thence southeasterly to 3rd Avenue; thence northeasterly to Pomona Boulevard; thence southeasterly to Puente Avenue; thence northeasterly to Pacific Avenue; thence northwesterly to Maine Avenue; thence northerly on Maine Avenue and its extension to Hardbury Street; thence northerly to point of beginning.
81	Commencing at a point on Valencia Way 1/4 mile north of Foothill Boulevard; thence northwesterly in a straight line to a point on Grand View Avenue 1/4 mile east of Santa Anita Avenue (Pinehurst); thence northwesterly around base of mountains to Miramonte Avenue; thence westerly on its extension to Sierra Madre Avenue; thence southerly to a point 1/8 mile north of Foothill Boulevard; thence easterly paralleling Foothill Boulevard to Valencia Way; thence northerly to point of beginning.
82	Commencing at the intersection of the northern and eastern city boundary of the City of Glendora; thence in a line due west to northern extremity of Hardbury Street 1/8 mile north of Pacific Electric Railway; thence due south on Hardbury Street to the northern extension of Maine Avenue; thence southerly to Pacific Avenue; thence southeasterly to Puente Avenue; thence southwestwardly to Francisquito Boulevard; thence southeasterly and easterly to Azusa Avenue; thence northeasterly on a straight line to the intersection of Cameron Avenue and Barranda Street; thence through hills easterly on San Jose Hills Road, northeasterly on Lorencito Drive north on Bald View Drive, northeasterly on Arroyo Drive, northerly on Collins Street and northwesterly on Pomona and Covina Road to Grand Avenue; thence northerly to Puente Street; thence easterly to Lyman Street; thence northerly 1/4 mile; thence in a straight line northeasterly to the southern end of Sunflower Avenue; thence northerly on Sunflower Avenue and its extension to Lorraine Avenue; thence northerly to point of beginning.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) LOS ANGELES AREA - DELIVERY ZONES (Continued)
83	Commencing at a point on Wheeler Road where an easterly extension of Foothill Boulevard, through Glendora would intersect, thence westerly on such extended line on Foothill Boulevard to Lorraine Avenue; thence southerly to Sunflower Avenue; thence southerly to Cypress Avenue; thence easterly to Amelia Avenue; thence northerly to Covina Boulevard; thence easterly to Walnut Avenue; thence southeasterly to a point where the southern extension of Grand Avenue would intersect; thence northerly on Grand Avenue and its extension to Foothill Boulevard; thence easterly on Wheeler Road; thence northerly to point of beginning.
84	Commencing at intersection of Francisquito Boulevard and Lark Ellen Boulevard; thence westerly and northwesterly on Francisquito Boulevard to Puente Avenue; thence southwesterly to Pomona Boulevard; thence northwesterly to 3rd Avenue; thence southwesterly to Proctor Avenue; thence northwesterly to Durfee Road; thence southwesterly to a point 2/3 mile southwest of Lomitas Avenue; thence southeasterly to Union Pacific Railway; thence southeasterly along railroad to 6th Avenue; thence southwesterly on 6th Avenue and its extension to intersection with Skyline Drive; thence southeasterly through hills to Hacienda Road 1/4 mile south of Los Altos Drive; thence northerly on Hacienda Road to intersection of Tetley Street; thence easterly through hills to intersection of Puente Road and Anaheim Puente Road; thence northerly on Puente Road to Pomona Boulevard; thence easterly to Pass and Covina Road; thence northeasterly to point 3/4 mile north of Pomona Boulevard; thence westerly and northerly around base of San Jose Hills intersecting line of proposed San Jose diagonal boulevard at a point 2/3 mile northeast of intersection of Glendora Avenue with proposed boulevard; thence northeasterly on a straight line to point of beginning.
85-A	Commencing at a point on La Puente Road 2/3 mile easterly of its intersection with Nogale Street; thence westerly around hills to a point on Pass and Covina Road 3/4 mile northeast of Pomona Boulevard; thence southwesterly to Pomona Boulevard; thence westerly to Puente Road; thence southerly to Anaheim Puente Road; thence easterly to Graziade Road; thence easterly to a point 1/8 mile easterly of its intersection with Brea Canyon cutoff road; thence on a straight line to point of beginning.
85-B	Commencing at intersection of La Puente Road and Pomona Boulevard; thence westerly on La Puente Road to where the easterly boundary of Zone 85 intersects; thence southerly on the easterly boundary of Zone 85-A to Puente Hills; thence northeasterly along base of hills to intersection of Rodeo Canyon Road and Short Street; thence northeasterly around hills to a point on the Union Pacific Railway 1 1/2 miles northeast of where said railroad crosses Rodeo Canyon Road; thence northwesterly to point of beginning.
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Zone Number	SECTION NO. 3- RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
85-C	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p style="text-align: center;">LOS ANGELES AREA - DELIVERY ZONES (Concluded)</p> <p>Commencing at a point on Pomona Covina Road 1/4 mile east of eastern boundary of Rogers airport; thence westerly on Pomona Covina Road to a point west of airport; thence through hills to the San Jose hills road 1/8 mile south of Pacific Lodge; thence southeasterly to intersection of La Puente Road and Pomona Boulevard; thence southeasterly to Union Pacific Railway on portion of easterly boundary of Zone 85-B; thence northeasterly on Union Pacific Railway to a point where the westerly extension of 9th Street, Pomona, would intersect; thence easterly on such extended line to a point on 9th Street 1 mile west of the westerly boundary of the City of Pomona; thence northerly to a point on Pomona Boulevard 1/8 mile west of Bellevue Avenue; thence westerly on Pomona Boulevard 1/4 mile; thence northwesterly in a straight line to the point of beginning.</p>
86	<p>Commencing at a point on West San Bernardino County line 2 miles north of Foothill Boulevard; thence westerly around base of San Gabriel Mountains to point on Wheeler Road 3/4 mile north of Foothill Boulevard; thence southerly on Wheeler Road to Foothill Boulevard; thence westerly to Grand Avenue and its extension to Walnut Avenue; thence easterly and southeasterly to intersection of western boundary of City of Pomona; thence southwesterly along said boundary to Loma Vista Street; thence southwesterly to a point 1/4 mile east of eastern boundary of Rogers airport; thence southwesterly along the eastern boundary of Zone 85 to a point on 9th Street 1 mile west of city limits of Pomona; thence easterly on 9th Street to western city boundary of City of Pomona; thence southerly along said boundary to its most southerly point; thence southeasterly to nearest point of western boundary of San Bernardino County; thence easterly and northeasterly to point of beginning.</p>
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Area Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p style="text-align: center;">LOS ANGELES - PRODUCTION AREAS</p> <p>A Commencing at the intersection of Stonehurst Avenue and Wentworth Avenue, thence southeasterly on Stonehurst Avenue to the intersection of Stonehurst Avenue and Claybourn Avenue; thence southeasterly along Claybourn Avenue to the intersection of Claybourn Avenue and Sunland Boulevard; thence southeasterly on Sunland Boulevard to the intersection of Sunland Boulevard and Strathern Street; thence westerly to the intersection of Strathern Street and Vineland Avenue; thence southerly on Vineland Avenue to the intersection of Vineland Avenue and Sherman Way; thence westerly on Sherman Way to the intersection of Sherman Way and Woodman Avenue; thence northerly on Woodman Avenue to the intersection of Woodman Avenue and Wentworth Avenue; thence northeasterly on Wentworth Avenue to the intersection of Stonehurst and Wentworth, the point of beginning.</p> <p>B Commencing at the intersection of Peoria Street and Claybourn Avenue; thence easterly to the intersection of Peoria Street and Wheatland Avenue; thence southerly to the intersection of Wheatland Avenue and Sunland Boulevard; thence northeasterly along Sunland Boulevard to the intersection of Sunland Boulevard and Foothill Boulevard; thence northwesterly along Foothill Boulevard to the intersection of Foothill Boulevard and Claybourn Avenue; thence southerly on Claybourn Avenue to the point of beginning.</p> <p>C Plant is located at the mouth of Haines Canyon, Tujunga, Section 18, R. 13 W. and T. 2 N.</p> <p>D Commencing at the intersection of Sherman Way and the Burbank city limits; thence southerly along Burbank city limits to the intersection of Burbank Boulevard and Burbank city limits; thence westerly along Burbank Boulevard to the intersection of Burbank Boulevard and Diaz Avenue; thence northerly along Diaz Avenue to Sherman Way; thence easterly along Sherman Way to point of beginning.</p> <p>E Commencing at the intersection of Foothill Boulevard and Glenview; thence due east on a straight line to the intersection of the bed of the Eaton Canyon wash; thence southeasterly to the intersection of the Eaton Canyon wash and the Pacific Electric Railway; thence southwesterly to the intersection of the Pacific Electric Railway and Paloma Street; thence westerly to the intersection of Paloma Street and Foothill Boulevard; thence northerly on Foothill Boulevard to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
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Area Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	LOS ANGELES - PRODUCTION AREAS (Continued)
F	Beginning at intersection of Orange Avenue, Arcadia, and a point 150 feet west of Santa Anita Avenue, easterly to Shamrock, Monrovia, southerly to Duarte Avenue, easterly to Buena Vista Avenue, southerly on Buena Vista Avenue and its extension; and thence along Center Street, Baldwin Park, to Holt Avenue; westerly on Holt Avenue and Pomona Boulevard, El Monte, to Tyler Road; northerly on Tyler Road to Lower Azusa Road; thence northerly across wash to end of Santa Anita Avenue; northerly to Huntington Drive, Arcadia, westerly 150 feet; thence northerly to point of beginning.
G	Beginning at point where extension of Orange Avenue, Baldwin Park, crosses Pacific Electric tracks (approximately one-quarter mile north of Foothill Boulevard) easterly along Pacific Electric tracks to 11th Street, Azusa; easterly on 11th Street to San Gabriel Avenue; southerly on San Gabriel Avenue and Azusa Boulevard to Pacific Electric tracks, Covina; westerly along Pacific Electric Tracks to Maine Avenue, Baldwin Park; northerly on Maine Avenue to Central Boulevard (Arrow Highway); easterly on Central Avenue to Orange Avenue; northerly on Orange Avenue and its extension to point of beginning.
H	Commencing at the intersection of Alexander Avenue and 6th Street, (Claremont); thence easterly on 6th Street to the Los Angeles County and San Bernardino County line, at which point 6th Street becomes 10th Street in San Bernardino County; thence easterly on 10th Street to the intersection of Central Avenue and 10th Street; thence southerly on Central Avenue to the intersection of Orchard Avenue and Central Avenue; thence westerly on Orchard Avenue to the intersection of Alexander Avenue and Orchard Avenue; thence northerly on Alexander Avenue to the point of beginning.
I	Graham Bros. dock, West 7th Street, Long Beach Harbor. <u>NOTE:</u> Rock products are produced at a quarry on Santa Catalina Island, and barged to Bunker No. 13, at Wilmington. From this point deliveries are made by trucks.
J	1/4 mile north of Los Angeles-Orange County line on Cypress Avenue.
K	One single plant located at the intersection of Blanchard Street and Eastern Avenue, Belvedere.
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Area Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	LOS ANGELES - PRODUCTION AREAS (Concluded)
L	Commencing at the intersection of Mesa Drive and Hill Drive; thence southeasterly along Hill Drive to the intersection of San Gabriel Boulevard and Hill Drive; thence southeasterly along San Gabriel Boulevard to the intersection of Lincoln Avenue and San Gabriel Boulevard; thence southwesterly along Lincoln Avenue to the intersection of Garfield Boulevard and Lincoln Avenue; thence northeasterly along a direct line drawn from the intersection of Garfield Boulevard and Lincoln Avenue to the intersection of Mesa Drive and Hill Drive to point of beginning.
M	Commencing at the intersection of Hawthorne Avenue and Redondo-Wilmington Boulevard; thence easterly on Redondo-Wilmington Boulevard to Narbonne Avenue, at which point Narbonne Avenue becomes Palos Verdes Drive East; thence southerly on Palos Verdes Drive East to the intersection of Palos Verdes Drive East and Palos Verdes Drive North; thence westerly on Palos Verdes Drive North to Hawthorne Avenue; thence easterly and northerly on Hawthorne Avenue to the point of beginning.
N	One single plant located in Fish Canyon area including Sections 21 and 22, R. 10 W. and T. 1 N.
O	One single sand plant located between South Alameda Street and Santa Fe Avenue, and East 25th Street and East 37th Street in the City of Vernon.
	(concluded)
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES(Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
Delivery Zones Nos. 1 to 80, inclusive, and Production Areas "A" to "F", inclusive, as described individually herein comprise the Ventura Area.	
VENTURA AREA - DELIVERY ZONES	
10	A strip approximately 1/2 miles wide, starting at the intersection of Wheeler Hot Springs Road and Matilija Hot Springs Road, running westerly to a point about 1 mile above Lyons Hot Springs.
11	A strip approximately 1/4 mile either side of Maricopa Road, starting at the intersection of said road and Matilija Road, running northerly to the first tunnel above Wheelers Hot Springs.
12	A strip approximately 1/4 mile on either side of the highway from the intersection of Matilija Road and Maricopa Road southerly to a point at the north limits of Meiners Oaks.
13	Beginning at the southwest corner of Zone 12, southerly along the Ventura River to the intersection of Baldwin Road and Ventura Avenue to the intersection of Fairview Road, thence westerly along Fairview Road to starting point.
14	Beginning at Ventura River and Baldwin Road, southerly to a point opposite the intersection of Ventura Avenue and Creek Road, thence easterly to said intersection, thence northerly along San Antonio Creek to Hermosa Avenue, thence westerly along Hermosa Avenue, Ventura Avenue and Baldwin Road to starting point.
15	Beginning at Baldwin Road and Ventura River, thence southerly along Ventura River to a point opposite intersection of Burnham Road and Santa Ana Road, thence westerly to a point approximately 1/2 mile south of end of Dunshee Road, thence northerly to end of Santa Ana Road, thence easterly to starting point.
16	Beginning at southeasterly corner of Zone 15, thence easterly along southerly boundary of Zone 15 to Ventura River, thence southerly along Ventura River to Foster Park Bridge, thence northeast along Casitas Road and Coyote Creek to starting point.
17	Beginning at intersection of Ventura Avenue and Casitas Road, thence northerly approximately 1/4 mile on either side of Ventura Avenue to intersection of Ventura Avenue and Creek Road.
18	Beginning at intersection of Ventura Avenue and Casitas Road, southerly approximately 1/2 mile on either side of Ventura Avenue to School Canyon.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES(Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	VENTURA AREA - DELIVERY ZONES (Continued)
19	Beginning at School Canyon, southerly approximately 1/2 mile on either side of Ventura Avenue, to Ramona Street, Ventura.
20	Beginning at Ventura River Bridge, thence westerly along Highway 101 from ocean to edge of mountains to New Overpass.
21	Beginning at Overpass, northwesterly along Highway 101 from ocean to edge of mountains to Rincon or County Park.
22	Beginning at County Park, thence northwesterly along Highway 101 from ocean to edge of mountains to General Petroleum Corporation Pier above Seacliff.
23	Beginning at General Petroleum Pier, northwesterly along Highway 101 from ocean to edge of mountains to Ventura-Santa Barbara County Line.
24	Beginning at Corner Grand Avenue and Montgomery Street, thence easterly to Bordura Road, thence northerly to Valley Road, thence westerly to Woolfe Street, thence southeasterly to starting point.
25	Beginning at intersection of Hermosa Road and Ventura Avenue, thence southeasterly to Camp Comfort, thence northeasterly along foothills to corner of Ojai Avenue and Crane Road, thence northerly to Grand Avenue, thence westerly to Woolfe Street, thence southerly along Woolfe Street and Ventura Avenue, to starting point.
26	Beginning at corner Ojai Avenue and Crane Road, easterly along Reeves Road to corner of Reeves Road, thence westerly to Valley View Road and Boardman Road, thence southerly to starting point.
27	A strip approximately 1/2 mile on either side of Ojai, Santa Paula Road from foot of Dennison Grade to Sulphur Mountain Road.
28	A strip approximately 1/2 mile either side of Ojai-Santa Paula Road from Sulphur Mountain Road to Koeingston Road.
29	A strip approximately 1/2 mile on either side of Ojai-Santa Paula Road from Koeingston Road to Sulphur Mountain Springs.
30	A strip 1/2 mile either side of Santa Paula Road from Sulphur Mountain 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.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
VENTURA AREA - DELIVERY ZONES (Continued)	
33	Beginning at railroad crossing on Seaward Avenue southeasterly along Southern Pacific tracks to Chas. Johnson Road, thence southerly to Santa Clara River, thence westerly to mouth of this river, northwesterly along foot of Palisades to starting point.
34	Beginning at railroad crossing on Seaward Avenue, southeasterly along Southern Pacific tracks to Chas. Johnson Road, thence northerly along Chas. Johnson Road and Day Road to Upper Foothill Road, thence westerly to city limits, thence southerly to starting point.
35	Beginning at corner of upper Foothill Road and Day Road, southerly along Day and Chas. Johnson Road to Santa Clara River, thence easterly to intersection of Highway 101 and Santa Clara Avenue, thence northeasterly to Central Avenue, thence northwesterly along Central Avenue and Telephone Road and Corbett Road to upper Foothill Road, thence westerly to starting point.
36	Beginning at Upper Foothill Road and Corbett Road, and thence southeasterly along zone 35, thence easterly along Santa Clara Avenue to La Vista Road, thence northerly to La Vista Road to Center Road, thence northwesterly to corner of Olive Road and Foothill Road, thence westerly to starting point.
37	Beginning at Olive Road and Foothill Road, thence southeasterly to Santa Clara River, thence easterly along this river to point opposite the Briggs Road, thence northerly to Foothill Road, thence westerly along Foothill Road to Olive Road.
38	Beginning at Briggs Road and Foothill Road, thence northeasterly along Foothill Road to Santa Paula city limits, thence along northerly city limits of Santa Paula and easterly parallel to Telegraph Road and Toland Road, thence southerly to South Mountain Road, thence westerly along South Mountain Road and Santa Clara River to point opposite Briggs Road, thence northerly to starting point.
39	Beginning at corner of Toland Road and Telegraph, northerly to end of Toland Road, thence northeasterly to the north end of Goodenough Road, thence southeasterly to corner Corvin Road and Telegraph Road, thence southerly to Guiberson Road, thence westerly along Guiberson Road, Grimes Canyon Road to Bellevue and South Mountain Road, to Baloom Canyon, thence northerly to starting point.
40	A strip approximately 1 mile on either side of Telegraph Road from Cavin Road to Ventura, Los Angeles County Line.
41	Includes all the passable roads in Piru Canyon, from the Town of Piru northerly approximately 6 miles.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES(Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	VENTURA AREA - DELIVERY ZONES (Continued)
42	Beginning at corner of La Vista Avenue and Los Angeles Avenue, thence northeasterly along La Vista Road, La Loma Road, Berlywood Road, Aggen Road, thence southerly to Los Angeles Avenue, thence westerly to La Vista Avenue.
43	Beginning at corner of Los Angeles Avenue and Aggen Road, thence southeasterly to Los Ebas Road, Somis Road, thence northeasterly along Somis Road to Donlon Road to north end of Donlon Road, thence westerly to corner of Berlywood and Aggen Roads, thence southerly to starting point.
44	A strip approximately 1/4 mile on either side of Bradley Road from Berlywood Road to Baloom Canyon Road.
45	A strip approximately 1/4 mile on either side of Baloom Canyon Road from Bradley Road to South Mountain Road.
46	Beginning at intersection of Bradley Road and Berlywood Road, thence easterly to intersection of Baloom Canyon Road and Stockton Road, thence northerly to end of Baloom Canyon Road, southerly along Bradley Road to starting point.
47	Beginning at north end of Donlon Road, southerly to Los Angeles Avenue, thence easterly to Baloom Canyon Road, thence northerly to Stockton Road, thence westerly to starting point.
48	Beginning at corner of Baloom Canyon Road and Los Angeles Avenue thence easterly to Gabbert Road, thence northerly to Broadway, thence westerly and northerly along Broadway to Stockton Road, thence south-westerly along Stockton Road and Baloom Canyon Roads to starting point.
49	A strip approximately 1/2 mile either side of Grimes Canyon Road from Bellevue Avenue to summit of Grimes Grade.
50	Beginning at top of Grimes Grade, thence southerly on either side of Grimes Canyon Road, approximately 1 mile, thence westerly to corner of Stockton Road and Broadway, thence southerly and easterly along Broadway to Hooper Canyon Road, thence northerly to end of road, thence northwesterly to summit of Grimes Grade.
51	Beginning at corner of Broadway and Gabbert Road, thence south-erly to Poindexter Road and Simi Creek to Simi Road, thence northerly to point approximately 1/2 mile north of Los Angeles Avenue, thence westerly to Walnut Canyon Road, thence northerly to Broadway, thence westerly to starting point.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES(Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	VENTURA AREA - DELIVERY ZONES (Continued)
52	A strip 1 mile wide between Simi Creek on the north side of Camarillo Road on the South Moorpark Road on the west and Simi Road on the east.
53	A strip approximately 1 mile on either side of Moorpark Road from Simi Creek to Olson Road.
54	A strip approximately 1/2 mile on either side of Moorpark Road from Olson Road to Highway 101.
55	Beginning at intersection of Camarillo Road and Moorpark Road, thence along a parallel approximately 1/2 mile away from Moorpark Road to northern boundary of Zone 80, thence easterly along boundary of Zone 80 to County Line, thence northerly along foothills and Simi Road to Camarillo Road, thence westerly to starting point.
56	Beginning at Los Angeles Avenue and Simi Creek, thence southerly along Simi Road to southern end of Simi Road, thence easterly to end of Appleton Road and Royal Avenue, thence northerly along Sycamore Road Avenue Street, thence westerly to starting point.
57	Beginning at corner of Sycamore Avenue and Avenue Street, thence easterly to Canada Los Legas Creek, thence northerly to northern end of Tapo Road, thence westerly to northern end of Tapo Drive, thence south-westerly to starting point.
58	Beginning at Royal Avenue and Canada Los Legas Creek, thence east-erly to Los Angeles, Ventura county line, thence northwesterly to north-ern end of Horn Street, thence westerly to corner of Avenue Street and Sycamore Avenue, thence southerly to starting point.
59	Beginning at Patterson Road and Santa Clara River, thence westerly to ocean, thence southerly to Wooley Road, thence easterly to Patterson Road, thence northerly to starting point.
60	Beginning at intersection of Vineyard Avenue and Roosevelt Highway, thence southwest-erly to Gonzales Road and Patterson Road, thence southerly to Wooley Road, thence easterly to Rice Road, thence northerly to Highway 101, thence westerly to starting point.
61	Beginning at corner of Highway 101, thence southerly to East 5th Street, Oxnard, thence easterly to Wood Road, thence northerly to Highway 101, thence easterly along foothills to intersection of Los Angeles Avenue and Aggen Road, thence southwest-erly along Los Angeles Avenue and Santa Clara Avenue to starting point.
62	Beginning at intersection of Los Angeles Avenue and Aggen Road, thence southwest-erly to intersection of Highway 101 and Wood Road, thence easterly to Los Posas Road, thence northeast-erly to Somis Road, thence northwesterly to starting point.
63	Beginning at corner of Highway 101 and Los Posas Road, thence easterly to Camarillo Road and Conejo Road, thence northwesterly to in-tersection of Los Posas Road and Somis Road, thence southwest-erly along Los Posas Road to starting point. (Continued)

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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
VENTURA AREA - DELIVERY ZONES (Continued)	
64	Beginning at intersection of Los Posas Road and Highway 101, thence southerly to Eueneme Road, thence northeasterly along Eueneme Road and Callegues Creek to Highway 101, thence westerly to starting point.
65	Beginning at intersection of Highway 101 and Wood Road, thence southerly to Eueneme Road, thence northeasterly to Los Posas Road, thence northerly to Highway 101, thence westerly to starting point.
66	Beginning at intersection of Highway 101 and Rice Road, thence southerly to Roosevelt Highway, thence easterly along Roosevelt Highway and Eueneme Road to Wood Road, thence northerly to Highway 101 and westerly to starting point.
67	Beginning at corner of Wooley Road and Patterson Road, thence southerly to Pleasant Valley Road, thence easterly along Pleasant Valley Road to Rice Road, thence northerly to Wooley Road, thence westerly to starting point.
68	Beginning at Patterson Road and Wooley Road, thence westerly to ocean, thence southeasterly to Lehman Road, thence easterly to Patterson Road, thence northerly to starting point.
69	Beginning at Patterson Road and Lehman Road, thence westerly to ocean, thence southeasterly to Arnold Road, thence easterly along Arnold Road, Olds Road to Pleasant Valley Road, thence westerly and northerly along Pleasant Valley Road and Patterson Road to starting point.
70	Beginning at corner of Eueneme Road and Arnold Road, thence southerly to ocean, thence easterly to Ventura County Game Preserve, thence northeast to Roosevelt Highway and Wood Road to Eueneme Road, thence westerly to starting point.
71	Includes Pt. Magu Fishing Camp.
72	A strip from edge of mountains to ocean along Roosevelt Highway from Callegues Creek to State Maintenance Camp.
73	A strip from edge of mountains to ocean beach along Roosevelt Highway from State Camp to Big Sycamore Canyon.
74	A strip along Roosevelt Highway from Big Sycamore to Deere Creek.
75	A strip along Roosevelt Highway from Deere Creek to Little Sycamore Canyon.
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
VENTURA AREA - DELIVERY ZONES (Concluded)	
76	A strip along Roosevelt Highway from Little Syeamore Canyon to Los Angeles-Ventura County Line.
77	A strip approximately 1 mile either side of Highway 101 from Camarillo Road to foot of Conejo Grade.
78	A strip approximately 1/4 mile on either side of Highway 101 from foot of Conejo Grade to Borchard Road.
79	Beginning at corner of Highway 101 and Borchard Road, thence southerly along Borchard Road and Protero Road to corner of West Protero Road, thence easterly to Newberry Park, thence northwesterly along Highway 101 to starting point.
80	A strip approximately 1/2 mile on either side of Highway 101 from Newberry Park to Los Angeles-Ventura County Line.
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Area Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
VENTURA COUNTY - PRODUCTION AREAS	
A	Located in Delivery Zone No. 35 at point where Southern Pacific tracks cross Santa Clara River - On north bank of river.
B	Located in Delivery Zone No. 35 1/2 mile northwest of intersection of Vineland Avenue and Central Avenue - On south bank of Santa Clara River.
C	Located in Delivery Zone No. 36 at the intersection of Vineyard Avenue and Los Angeles Avenue - On south bank of Santa Clara River.
D	Located in Delivery Zone No. 19 on Ventura Avenue at the mouth of Shoal Canyon - On east bank of Ventura River.
E	Located in Delivery Zone No. 38 at intersection of South Mountain Road and Telegraph Road - On north bank of Santa Clara River.
F	Located in Delivery Zone No. 40 at the intersection of Telegraph Road and Piru Canyon Road - On east bank of Piru Creek.

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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
Delivery Zones Nos. 1 to 23, inclusive, and Production Areas "A" to "C", inclusive, as described individually herein comprise the "Orange County Area."	
ORANGE COUNTY AREA - DELIVERY ZONES	
1	<p>Commencing at the southwest corner of Section 14, R. 9 W., T. 4 S.; thence westerly on Orange Avenue to the intersection of Tustin Avenue and Orange Avenue; thence southerly on Tustin Avenue to the intersection of Taft Avenue; thence westerly on Taft Avenue to the intersection of Batavia Street and Taft Avenue; thence southerly on Batavia Street to the intersection of Parker Avenue and Batavia Street; thence westerly on Parker Avenue to the intersection of Jewel Place and Parker Avenue; thence southerly on Jewel Place to the intersection of Chapman Avenue and Jewel Place; thence westerly on Chapman Avenue to the intersection of Main Street and Chapman Avenue; thence southerly on Main Street to the intersection of Santa Ana City limits and Main Street; thence easterly on Fairhaven Avenue to the intersection of Skyline Drive and Fairhaven; thence southeasterly on Skyline Drive to the intersection of Skyline Drive and View Drive; thence northeasterly on View Drive to the intersection of Chapman Avenue and View Drive; thence westerly on Chapman Avenue to the intersection of Santiago Boulevard and Chapman Avenue; thence northerly on Santiago Boulevard to the intersection of Santiago Creek and Santiago Boulevard; thence northwesterly to the point of beginning.</p>
2	<p>Commencing at the southwest corner of Section 14, R. 9 W., T. 4 S., following a line drawn northwesterly to the intersection of the Santa Ana River and Jefferson Street; thence southwesterly along the Santa Ana River to the intersection of 17th Street and the Santa Ana River; thence easterly on 17th Street to the intersection of 17th Street and Red Mill Avenue; thence northwesterly on Red Mill Avenue to the intersection of La Lona Drive and Red Mill Avenue; thence northwesterly on La Lona Drive to the intersection of Newport Avenue and La Lona Drive; thence northeasterly on Newport Avenue to the intersection of Skyline Drive and Newport Avenue; thence northwesterly on Skyline Drive to the intersection of Fairhaven Avenue and Skyline Drive; thence westerly on Fairhaven Avenue to the intersection of Main Street and Fairhaven Avenue; thence northerly on Main Street to the intersection of Chapman Avenue and Main Street; thence easterly on Chapman Avenue to the intersection of Jewel Place and Chapman Avenue; thence northerly on Jewel Place to the intersection of Parker Avenue and Jewel Place; thence westerly on Parker Avenue to the intersection of Batavia Street and Parker Avenue; thence northerly on Batavia Street to the intersection of Taft Avenue and Batavia Street; thence easterly on Taft Avenue to the intersection of Tustin Avenue and Taft Avenue; thence northerly to the intersection of Orange and Taft Avenue; thence easterly on Orange Street to the point of beginning.</p>
3	<p>Commencing at the northeast corner of the Orange County Park; thence northwesterly along the boundary of the Orange County Park to the northwest corner; thence southwesterly along the west boundary of the Santiago Creek; thence northwesterly along Santiago Creek to the intersection</p> <p style="text-align: center;">(Continued)</p>
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Zone Number	SECTION NO.3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
ORANGE COUNTY AREA - DELIVERY ZONES (Continued)	
of Santiago Creek and Santiago Boulevard. Thence southerly along Santiago Boulevard to the intersection of Chapman Avenue and Santiago Boulevard. Thence easterly along Chapman Avenue and County Park Road to the southwest corner of the Orange County Park boundary, thence southwesterly to the southeasterly corner of Orange County Park. Thence northwest to point of beginning.	
4	Commencing at the northeast intersection of 17th Street and Newport Avenue thence westerly on 17th Street to the intersection of the Santa Ana River and 17th Street. Thence Southerly along the Santa Ana River to the intersection of the Santa Ana River and Wintersbury Avenue. Thence southeasterly on a line drawn between the intersection of Santa Ana River and Wintersbury Avenue and the intersection of Newport Road and Delhi Road, thence easterly on Delhi Road to the intersection of Browning Road and Delhi Road. Thence northwesterly on Browning Avenue to the intersection of 17th Street and Browning Avenue, thence northwesterly on 17th Street to the point of beginning.
5	Commencing at the intersection of Placentia-Yorba Boulevard and Peralta Road, thence westerly along Placentia-Yorba Boulevard to the intersection of Placentia Avenue and Placentia-Yorba Boulevard, thence southerly on Placentia Avenue to the intersection of La Palma Avenue and Placentia Avenue, thence westerly on La Palma Avenue to the intersection of Anaheim City limits and La Palma Avenue, thence westerly along the North City Limits of Anaheim to the northwesterly corner of the city limits, thence southerly along the west city limits of Anaheim to its intersection with Ball Road, thence southerly along the right of way of the Southern Pacific Railway Company to the intersection of Ceritas Avenue and 9th Street, thence southerly along 9th Street to the intersection of Acacia Avenue, thence westerly on Acacia Avenue to the intersection of Acacia Avenue and Newhope Street, thence southerly on Newhope to the intersection of Wintersbury Avenue and Newhope Street, thence westerly on Wintersbury Avenue to the intersection of Santa Ana River and Wintersbury Avenue. Thence northeasterly along the Santa Ana River to the intersection of the Santa Ana River and Jefferson Street, thence southeasterly on Jefferson Street to the intersection of Santa Ana Canyon Road and Jefferson Street, thence southwesterly to the point approximately in the center of Section 9, R9W, T4S, thence along a line drawn northeasterly to the intersection of Santa Ana Canyon Road and Peralta Road. Thence northerly on Peralta Road to the point of beginning.
6	Commencing at the intersection of Placentia-Yorba Boulevard and Orchard Avenue, thence westerly to the intersection of Placentia-Yorba Boulevard and Yorba Linda Boulevard. Thence westerly on Yorba Linda Boulevard to the intersection of Yorba Linda Boulevard and Olinda Boulevard, thence southerly on Olinda Boulevard to the intersection of Olinda and Palm, thence northwesterly on Palm to the intersection of Palm and Placentia Avenue, thence southerly on Placentia to the intersection of Pioneer and Placentia, thence westerly on Pioneer to the intersection of (Continued)
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>ORANGE COUNTY AREA - DELIVERY ZONES (Continued)</p>
	<p>Pioneer and Cypress Avenues, thence southwesterly on a line drawn from the intersection of Cypress and Pioneer to the intersection of Virginia Avenue and Raymond Avenue. Thence westerly on a straight line to the point of intersection with the Union Pacific Railroad, thence southwesterly along the Union Pacific Railroad to the intersection of West Commonwealth and Brookhurst Road, thence southerly on Brookhurst Road to the intersection of Brookhurst Road and La Palma Avenue. Thence east on La Palma to the intersection of La Palma and Placentia Avenue, thence northeasterly on Placentia Avenue to the intersection of Placentia Avenue and Placentia-Yorba Blvd., thence east on Placentia-Yorba Boulevard to the point of beginning.</p>
7	<p>Beginning at a point in Section 14, R9W, T3S which would be the intersection of Palm Avenue and Wabash Avenue, if extended, thence westerly on a straight line to the intersection of said line with the Pacific Electric Railway, thence northwesterly along the Pacific Electric Railway to the intersection of the Pacific Electric Railway and the West City limits of Brea, thence northerly along the west lines of Section 12, R10W, T3S to the Los Angeles County line, thence westerly along the Los Angeles County line to the County line and Magnolia Avenue. Thence southerly along the Magnolia Avenue and the Los Angeles County line to the intersection of La Mirado Road. Thence easterly along La Mirado Road and the Santa Fe Railway to the intersection of Brookhurst Road and West Commonwealth, thence northeasterly along the Union Pacific Railroad to the intersection of the Union Pacific Railroad and a line drawn directly west from the intersection of Virginia Avenue and Raymond Avenue, thence easterly along this line to the intersection of Virginia Avenue and Raymond Avenue, thence northwesterly on a line drawn to the intersection of Cypress Avenue and Pioneer Avenue, thence easterly along Pioneer Avenue to the intersection of Placentia Avenue and Pioneer Avenue, thence northerly on Placentia Avenue to the intersection of Placentia Avenue and Palm Avenue, thence southeasterly on Palm Avenue to the intersection of Palm Avenue and Olinda Boulevard, thence northerly on Olinda Boulevard to the intersection of Linda Boulevard and Yorba Linda Boulevard, thence easterly on Yorba Linda Boulevard to the intersection of Yorba Linda Boulevard and Palm Avenue; thence northerly on Palm Avenue on a direct line to point of beginning.</p>
8	<p>Beginning at the northwest corner of Section 3, R9W, T3S, thence westerly along the Los Angeles County line to the northwest corner of Section 1, R10W, T3S; thence south to the intersection of Pacific Electric Railway and the East City Limits of Brea; thence southeasterly along Pacific Electric Railway to the intersection of Pacific Electric Railway and Wabash Avenue, thence easterly on Wabash to the intersection of Wabash and the West line of Section 15, R9W, T3S.; thence north to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
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APPENDIX "B"

of

DECISION NO. 32566

In Cases Nos. 4246 and 4434

Consisting of A
Suitable and Proper Form of Shipping Document
for the Transportation of
Property in Dump Truck Equipment

SHIPPING ORDER AND FREIGHT BILL

Date _____

Bill No. _____

Truck No. _____

Permit No. _____

Level Capacity of Body _____ cubic yards.

NAME OF CARRIER _____
 (Name of carrier must be the same as shown on permit)

NAME OF SHIPPER _____

ADDRESS OF SHIPPER _____

NAME OF CONSIGNEE _____

ADDRESS OF CONSIGNEE _____

FOR USE WITH DISTANCE OR ZONE RATES	Precise Point of Origin _____			
	Precise Point of Destination _____			
	KIND OF MATERIAL	WEIGHT OF SHIPMENT IN TONS OR AMOUNT OF LOAD IN CU. YDS.	RATE CENTS PER TON	CHARGES

FOR USE WITH HOURLY RATES	TIME			RATE CENTS PER HOUR	CHARGES
	Starting	Ending	Elapsed		

Driver's Signature _____

Accessorial Charges _____

Helpers' Charges _____

Received by _____

Other Charges _____

* Prepaid _____

Consignee Receipt _____

Total to Collect _____

Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	ORANGE COUNTY AREA - DELIVERY ZONES (Continued)
9	Commencing at the intersection of West Commonwealth and Brookhurst Road; thence northwesterly along Santa Fe Railroad to the intersection of Santa Fe Railroad and Los Angeles County line; thence southwest along the Los Angeles County line to the intersection of La Palma Avenue, and Los Angeles County line; thence easterly along La Palma Avenue to intersection of La Palma Avenue and Brookhurst Road; thence northerly on Brookhurst Road to point of beginning.
10	Commencing at the intersection of West Anaheim city limits and La Palma Avenue; thence westerly on La Palma Avenue to the intersection of La Palma Avenue and Dale Avenue; thence southerly on Dale Avenue to the intersection of Ocean Avenue; thence easterly on Ocean Avenue to the intersection of Ocean Avenue and Newland Street; thence southerly on Newland Street to the intersection of Newland Street and Wintersburg Avenue; thence easterly on Wintersburg Avenue to the intersection of Wintersburg Avenue and Newhope Avenue; thence northerly on Newport to the intersection of Ocean Avenue and Newport Avenue; thence westerly on Ocean Avenue to the intersection of Ninth Street and Ocean Avenue; thence northerly on Ninth Street to the intersection of Ninth Street and the Anaheim City Limits; thence northerly along Anaheim City Limits to the point of beginning.
11	Commencing at the intersection of La Palma Avenue and Dale Street; thence westerly on La Palma Avenue to the intersection of La Palma Avenue and Moody Street; thence southerly on Moody Street and on a line drawn as an extension of Moody Street to its intersection with Ocean Avenue; thence easterly on Ocean Avenue to the intersection of Ocean Avenue and Bolsa Chica Street; thence southerly on Bolsa Chica Street to the intersection of Bolsa Chica Street and Los Patos Avenue; thence westerly on Los Patos Avenue to the Pacific Ocean; thence southeasterly along the Ocean to the intersection of a line drawn directly west from the intersection of Ellis Street and Edwards Street with the Ocean line; thence easterly along this line to the intersection of Edwards Street and Ellis Street; thence easterly along Ellis Street and Cordero Avenue to the intersection of Cordero Avenue and the Santa Ana River; thence northeasterly along the Santa Ana River to the intersection of Santa Ana River and Wintersburg Avenue; thence westerly along Wintersburg Avenue to the intersection of Wintersburg Avenue and Newland Street; thence north on Newland Street to the intersection of Newland Street and Ocean Avenue; thence westerly on Ocean Avenue to the intersection of Dale Street and Ocean Avenue; thence north on Dale Street to the point of beginning.
12	Commencing at the intersection of La Palma Avenue and Moody Street; thence westerly on La Palma Avenue to the intersection of La Palma Avenue and the Los Angeles County Line; thence southerly along the Los Angeles County line to the intersection of the Los Angeles County line and the Pacific Ocean; thence southeasterly along the Pacific Ocean to the intersection of the Pacific Ocean and Los Patos; thence easterly on Los Patos (Continued)
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	ORANGE COUNTY AREA - DELIVERY ZONES (Continued)
	Avenue to the intersection of Los Patos Avenue and Bolsa Chica Street; thence northerly along Bolsa Chica Street to the intersection of Bolsa Chica Street and Ocean Avenue; thence westerly, along Ocean Avenue to the intersection of the extension of Moody Street and Ocean Avenue; thence northerly along this line and along Moody Avenue to the point of beginning.
13	Commencing at the intersection of Cordero Avenue and the Santa Ana River; thence westerly along Cordero Avenue and Ellis Street and along a line drawn westerly as an extension of Ellis Street to the point of intersection of said line with the Pacific Ocean; thence southwesterly along the Pacific Ocean to the mouth of the Santa Ana River; thence northeasterly along the Santa Ana River to the point of beginning.
14	Commencing at the intersection of Paularino Avenue and Newport Avenue; thence westerly on Paularino Avenue to the intersection of Paularino Avenue and Bristol Avenue; thence northerly on Bristol Avenue to the intersection of Bristol Avenue and Gilser Avenue; thence westerly on Gilser Avenue to the intersection of Gilser Avenue and the Santa Ana River; thence southwesterly along the Santa Ana River to the intersection of Roosevelt Highway and the Santa Ana River; thence southeasterly along Roosevelt Highway to the Newport City limits; thence northeasterly and southeasterly along the Newport City limits to the intersection of 15th Street and Roosevelt Highway; thence northeasterly along the west bank of Newport Bay to the intersection of Palisades Road and Riverside Drive; thence northwesterly on Palisades Drive to the intersection of Newport Road; thence northeasterly on Newport Road to the point of beginning.
15	Commencing at the intersection of Bayside Drive and Mesa Drive; thence southwesterly on Mesa Drive and along the westerly bank of Newport Bay to the intersection of 15th Street and Roosevelt Highway; thence northwesterly along the North City boundary of Newport Beach to the intersection of said boundary and Roosevelt Highway; thence westerly on Roosevelt Highway to the Santa Ana River; thence southerly along the Santa Ana River to the intersection of the Santa Ana River with the Pacific Ocean; thence southwesterly along the Pacific Ocean to the intersection of the Pacific Ocean with the Southern City boundary of Newport Beach; thence northeasterly and northwesterly along the Newport Beach City boundary to the intersection with the Roosevelt Highway; thence northwesterly along Roosevelt Highway to the intersection of Roosevelt Highway and Bayside Drive; thence northerly on Bayside Drive to the point of beginning.
	(Continued)
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p style="text-align: center;">ORANGE COUNTY AREA - DELIVERY ZONES (Continued)</p> <p>16 Commencing at the intersection of 17th Street and Browning Avenue; thence southwesterly along Browning Avenue to the intersection of Browning Avenue and Delhi Road; thence westerly along Delhi Road to the intersection of Delhi Road and the Santa Ana River; thence southwesterly along the Santa Ana River to the intersection of the Santa Ana River with Gilser Avenue; thence easterly on Gilser Avenue to the intersection of Bristol Street and Gilser Avenue; thence southerly on Bristol Street to the intersection of Bristol Street and Paularino Avenue; thence easterly on Paularino Avenue to the intersection of Paularino Avenue and Newport Avenue; thence southwesterly on Newport Avenue to the intersection of Newport Avenue and Palisades Road; thence southeasterly on Palisades Road to the intersection of Bayside Drive and Palisades Road; thence northeasterly on Bayside Drive to the intersection of Lane Road; thence southeasterly on the Lane Road to the intersection of the Lane Road and Culver Road; thence northeasterly on Culver Road to the intersection of Culver Road and the Santa Fe Railroad; thence southeasterly along the Santa Fe Railroad to the intersection of Jeffrey Road and the Santa Fe Railroad; thence northeasterly on Jeffrey Road to the intersection of Jeffrey Road and Irvine Boulevard; thence northwesterly along a line drawn from the intersection of Irvine Boulevard and Jeffrey Road to the point of beginning.</p> <p>17 Commencing at the intersection of Irvine Boulevard and Jeffrey Road; thence southwesterly along Jeffrey Road to the intersection of Jeffrey Road and the Santa Fe Railroad; thence northwesterly along the Santa Fe Railroad to the intersection of the Santa Fe Railroad and Culver Road; thence southwesterly on Culver Road to the intersection of the Lane Road and Culver Road; thence northwesterly on Lane Road to the intersection of the Lane Road and Bayside Drive; thence southwesterly on Bayside Drive to the intersection of Bayside Drive and Palisades Road; thence easterly on a line drawn from the intersection of Palisades Road and Bayside Drive to the intersection of Laguna Canyon Road and Tomato Springs Road; thence northeasterly on Tomato Springs Road to the intersection of Tomato Springs Road and Irvine Boulevard; thence on Irvine Boulevard to the point of beginning.</p> <p>18 Commencing at the intersection of Irvine Boulevard and Tomato Springs Road; thence southwesterly along Tomato Springs Road to the intersection of Tomato Springs Road and Laguna Canyon Road; thence southeasterly on a line drawn to the intersection of State Highway (U.S. 80) and Aliso Creek; thence northeasterly on a straight line drawn parallel to El Toro Road to a point one mile northeasterly of the Santa Fe Railway; thence northwesterly on a line drawn from the point one mile northeasterly of the Santa Fe Railway to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) ORANGE COUNTY AREA - DELIVERY ZONES (Concluded)
19	One mile on each side of Highway No. 101 to point where Santa Fe tracks underpass highway, from Zone 18 on north.
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.
20-B	City Limits of the City of Laguna Beach.
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.
21	Beginning at the intersection of the Southeast Ranch Line of Rancho Miguel and the Ocean; thence one mile northeasterly of highway, paralleling highway to Aliso Creek; thence to Ocean.
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 southerly to Northwest Ranch line of Rancho Mission; thence to Ontego Highway; thence southerly to intersection of West City Limits of San Clemente and the Ocean.
23	City Limits of the City of San Clemente.
(Continued)	
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Area Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
ORANGE COUNTY - PRODUCTION AREAS	
A	Beginning at northeast corner of Section 23, R. 9 W., T. 4 S., thence westerly along northern boundary of Section 23, thence westerly along Orange Avenue to intersection of Tustin Street, thence southerly on Tustin Street to intersection of Chapman Avenue, thence easterly on Chapman Avenue and County Park Road to intersection of easterly line of Section 26, R. 9 W., T. 3 S., thence northerly to point of beginning.
B	Center of Section 25, R. 8 W., T. 7 S., on Trabuco Creek, approximately 2 miles north of San Juan Capistrano.
C	1/4 mile north of Los Angeles-Orange County Line on Cypress Avenue.
(Concluded)	
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Zone Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES(Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued)	
Delivery Zones Nos. 1-A to 4, inclusive, and Production Areas "A" and "B", as described individually herein, comprise the "San Diego County Area."	
SAN DIEGO COUNTY AREA - DELIVERY ZONES	
1-A	Including San Diego proper; bounded on the north by underpass of La Jolla Street Car line at La Jolla Road and Turquoise Street; northerly on Rose Canyon Road to lower brick yard; northeasterly on Escondido Road to Miramar Store; easterly on El Cajon Road to intersection of El Cajon Avenue and Lookout Avenue at 8400 block in La Mesa; thence southerly one block to Lemon Avenue; thence westerly on Lemon Avenue to Fourth Street; thence southerly on Fourth Street to Fresno Avenue; thence westerly on Fresno Avenue to Palm Street; thence southerly on Palm Street to Campo Road intersection; thence easterly on Campo Road to Spring Valley Store; thence southerly on Spring Valley Road to Sweetwater Dam; thence westerly to Bonita-Otay Lake Road, also including an area within two miles of Summyside Store; thence southerly on Otay Lake Road to a point one mile east of Cock-A-Too ranch house; thence southerly to international border; thus including Otay, Otay Mesa, San Ysidro, Nestor, Palm City, Imperial Beach, Coronado, Chula Vista, National City, Loma Portal, Point Loma, Ocean Beach, Mission Beach and Pacific Beach. (Portion south of Division Street or a line extended easterly therefrom.)
1-B	Same as 1-A, except that for last sentence in parentheses the following should be substituted - "(Portion north of Laurel Street or a line extended easterly therefrom.)"
2-A	Northerly on Highway 101 to northern city limits; northeasterly on Escondido Road to Poway Junction; easterly on Mission Valley Road to Santee; also easterly on Highway 80 to eastern city limits of El Cajon; easterly on Campo Road to Sweetwater River Bridge; easterly up Telegraph Canyon Road to the eastern limits of both Upper and Lower Otay Reservoirs. (Portion south of Division Street or a line extended easterly therefrom.)
2-B	Same as 2-A, except that for last sentence in parentheses the following should be substituted - "(Portion north of Laurel Street or a line extended easterly therefrom.)"
3-A	Bounded on north by northern city limits of Solano Beach and easterly up the San Denguito Creek not to exceed two miles from Highway 101, northerly on Escondido Road to southerly line of Lake Hodges; easterly on Ramona Road to Foster and Lakeside; easterly on Alpine Road to Flynn Springs and easterly on Dehesa Road to intersection of Sweetwater Valley Road at foot of Dehesa Grade; easterly on Campo Road to intersection of Campo Road and Dulzura Creek Road. (Portion south of Division Street or a line extended easterly therefrom.)
3-B	Same as 3-A, except that for last sentence in parentheses the following should be substituted - "(Portion north of Laurel Street or a line extended easterly therefrom.)"
4	North Island only.
(Continued)	
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Area Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Concluded)	
SAN DIEGO COUNTY - PRODUCTION AREAS	
A	Delivery Zone No. 1, south of Laurel Street, or a line extending east therefrom.
B	Delivery Zone No. 1, north of Division Street, or a line extending east therefrom.
(Concluded)	
	
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Item Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)										
	MATERIAL, viz.: Granite, decomposed, Stone, crushed, chips or waste, Gravel, Stone, natural, blocks, pieces or slabs, rough quarried, Sand, Stone, natural, sawed, not further finished.										
Between Points in LOS ANGELES AREA as described on Pages 2 to 28 inclusive.											
To Delivery Zones	FROM Production Areas					To Delivery Zones	FROM Production Areas				
	A	B	C	D	E		A	B	C	D	E
1	18	23	37	23	63	45	101	106	108	93	95
2	27	18	18	34	44	46	115	109	113	108	100
3	49	41	32	53	27	60A	62	49	42	58	22
4	40	47	40	40	34	60B	65	52	47	60	18
5	26	35	45	25	47	60C	60	50	42	54	18
6	29	41	53	23	57	60D	62	54	47	57	28
7	25	35	50	18	57	60E	56	54	45	52	22
8	37	47	56	31	73	60F	60	58	51	56	18
9	35	40	50	37	78	61A	51	58	51	47	37
10	45	53	62	41	82	61B	50	56	45	45	30
11	41	47	60	44	82	61C	56	62	52	52	32
12	54	62	74	49	84	61D	49	56	49	48	40
13	54	62	72	47	89	62A	60	66	58	58	39
14	51	53	63	51	89	62B	60	67	56	60	29
15	31	31	44	38	70	63	66	73	58	67	25
16	34	40	51	41	74	64	73	79	70	65	40
20	55	65	58	50	44	65	82	88	79	79	44
21A	43	49	56	34	51	66	82	89	82	82	53
21B	50	53	53	43	51	67	95	102	95	91	62
21C	44	53	51	35	46	68	66	74	66	64	55
22	52	56	64	44	59	69	77	84	77	75	66
23	57	62	65	50	59	80	75	75	66	70	30
24	60	67	74	52	70	81	68	65	58	66	18
25	67	73	81	60	77	82	91	91	82	89	46
26	73	81	89	68	85	83	100	100	91	98	55
27	80	86	95	74	89	84	87	88	82	84	44
28	86	95	99	79	95	85A	95	96	89	91	53
35	73	79	82	66	74	85B	102	103	96	98	60
36	63	70	73	55	62	85C	109	110	104	109	68
37	73	82	84	66	71	86	113	113	103	107	67
40	88	95	96	81	86						
41	91	97	97	83	85						
42	93	100	93	86	80						
43	98	105	97	93	75						
44	106	113	106	99	95						

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Item Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (continued)										
	FROM					FROM					
To Delivery Zones	F	G	H	I	J	To Delivery Zones	F	G	H	I	J
1	80	87	114	102	100	45	106	112	140	44	91
2	66	73	104	96	98	46	102	108	136	40	91
3	48	55	85	84	73	60A	46	53	82	86	73
4	49	56	89	74	70	60B	39	46	77	89	66
5	59	66	100	82	82	60C	40	47	77	82	67
6	68	75	109	80	80	60D	35	42	75	84	62
7	75	82	112	94	91	60E	37	44	77	77	64
8	85	92	125	106	102	60F	32	39	70	78	57
9	91	98	129	113	111	61A	48	55	89	71	69
10	94	101	134	109	105	61B	44	51	84	76	71
11	98	105	136	122	120	61C	40	47	80	69	64
12	98	105	139	120	111	61D	54	61	94	64	64
13	103	110	141	118	114	62A	46	53	80	70	57
14	102	109	142	125	125	62B	35	42	75	60	55
15	86	93	127	109	109	63	29	36	68	75	51
16	89	96	130	111	111	64	44	51	77	59	44
20	51	58	87	57	57	65	39	45	70	59	33
21A	62	69	98	70	73	66	48	53	75	55	32
21B	64	71	104	73	70	67	55	60	86	46	39
21C	58	65	96	70	68	68	57	64	93	46	55
22	66	73	106	77	75	69	64	71	98	35	55
23	65	72	100	64	70	80	18	27	57	77	54
24	78	85	112	77	84	81	29	35	64	91	64
25	84	91	119	77	91	82	27	18	42	89	50
26	93	100	121	89	98	83	39	32	27	106	60
27	100	107	136	93	109	84	28	28	51	80	31
28	106	113	140	98	114	85A	38	37	44	87	38
35	80	87	121	64	77	85B	45	44	37	94	39
36	68	75	106	62	69	85C	53	51	28	102	46
37	78	95	111	46	68	86	50	42	18	107	57
40	91	98	124	46	80						
41	85	91	121	31	77						
42	74	80	109	25	67						
43	69	75	100	25	58						
44	95	101	129	32	84						

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Item Number SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (continued)

MATERIAL, viz:

Granite, decomposed Stone, crushed, chips or waste,
Gravel, Stone, natural, blocks, pieces or slabs, rough
Sand quarried,
Stone, natural, sawed, not further finished.

Between Points in LOS ANGELES AREA as described on Pages 12 to 28 inclusive.

To Delivery Zones	FROM Production Areas					To Delivery Zones	FROM Production Areas				
	K	L	M	N	O		K	L	M	N	O
1	64	74	95	87	61	45	80	82	22	118	70
2	59	64	103	73	62	46	75	82	27	115	66
3	41	45	93	55	48	60A	39	46	100	53	49
4	36	48	82	56	37	60B	41	39	102	46	52
5	44	59	82	66	46	60C	35	40	93	47	48
6	45	59	76	75	44	60D	37	35	95	42	46
7	57	66	82	82	53	60E	30	37	91	44	40
8	64	80	98	92	66	60F	31	30	91	39	46
9	76	82	105	98	73	61A	31	48	82	57	33
10	70	81	102	101	70	61B	33	39	89	51	37
11	81	95	112	105	80	61C	26	37	83	49	34
12	77	90	109	105	78	61D	26	39	75	63	28
13	80	93	112	110	79	62A	18	26	71	58	24
14	87	100	112	109	85	62B	21	26	79	46	32
15	75	80	106	93	74	63	27	22	86	41	40
16	75	82	111	96	76	64	21	29	71	67	32
20	26	36	63	62	19	65	32	22	73	53	40
21A	38	51	65	73	37	66	35	30	68	61	41
21B	40	53	82	75	44	67	41	42	59	62	49
21C	32	47	69	69	32	68	30	36	55	71	18
22	42	53	64	77	38	69	39	44	44	78	31
23	40	51	55	76	27	80	38	32	91	33	50
24	53	60	57	89	41	81	45	39	102	35	56
25	57	65	57	95	49	82	52	42	106	28	66
26	67	77	68	104	62	83	70	59	115	42	80
27	72	82	75	111	68	84	44	32	93	36	58
28	77	88	82	119	76	85A	51	42	100	45	67
35	54	63	42	92	42	85B	58	47	107	52	74
36	42	48	46	80	29	85C	66	55	115	59	83
37	53	57	36	101	41	86	72	66	129	52	91
40	66	70	28	104	54						
41	62	66	20	97	56						
42	55	55	30	87	46						
43	55	50	44	83	52						
44	71	75	27	108	62						

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Item Number	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (continued)													
	FROM							FROM						
To Delivery Zones	A	B	C	D	E	F	To Delivery Zones	A	B	C	D	E	F	
10	75	82	82	57	75	117	45	59	54	50	75	71	75	
11	73	80	80	54	75	117	46	57	54	50	75	71	75	
12	67	71	71	49	65	107	47	50	46	42	67	63	67	
13	61	67	67	42	59	101	48	61	57	52	78	54	59	
14	54	61	61	34	59	101	49	69	67	65	78	40	44	
15	59	65	65	40	59	101	50	69	65	61	86	44	49	
16	52	59	59	31	63	105	51	65	61	49	82	52	57	
17	49	54	54	25	63	105	52	59	65	61	89	59	63	
18	42	49	49	18	59	101	53	65	65	65	82	63	67	
19	34	38	38	18	54	97	54	69	69	69	89	91	133	
20	37	44	44	22	59	101	55	71	71	71	91	92	135	
21	42	49	49	28	63	105	56	80	75	71	97	69	73	
22	50	57	57	40	71	113	57	92	89	84	119	82	86	
23	59	65	65	49	80	122	58	92	89	84	119	78	82	
24	71	78	78	52	54	97	59	28	28	34	50	78	99	
25	67	73	73	49	54	95	60	25	25	31	49	54	97	
26	73	80	80	54	50	92	61	28	28	34	50	57	99	
27	75	82	82	57	40	82	62	42	42	42	61	63	105	
28	69	67	63	63	37	80	63	40	40	40	59	61	103	
29	63	61	57	69	31	75	64	46	46	46	65	67	119	
30	57	54	50	75	22	69	65	40	40	40	59	61	103	
31	28	37	37	22	50	92	66	34	34	37	54	59	101	
32	31	40	40	28	52	94	67	31	31	37	52	59	101	
33	18	34	34	34	50	92	68	37	37	42	57	63	107	
34	22	31	31	28	46	88	69	40	40	44	59	65	107	
35	19	28	28	37	44	86	70	44	44	49	63	69	112	
36	28	19	18	44	40	82	71	49	49	52	63	73	115	
37	40	37	28	49	25	71	72	50	50	52	69	73	115	
38	49	46	40	57	18	61	73	54	54	59	73	80	122	
39	69	67	61	78	37	40	74	59	59	63	78	84	126	
40	89	86	80	97	59	19	75	61	63	67	82	89	130	
41	99	97	91	107	63	22	76	67	67	71	86	92	135	
42	40	34	28	57	52	94	77	44	44	44	63	65	107	
43	46	42	37	63	59	101	78	50	50	50	69	71	113	
44	52	41	44	69	65	69	79	57	57	57	75	78	120	
							80	63	63	63	82	84	126	

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Item Number SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
In Cents per Ton

MATERIAL, viz.:
Granite, decomposed, Stone, crushed, chips or waste,
Gravel, Stone, natural, blocks, pieces or slabs,
Sand, rough quarried,
Stone, natural, sawed, not further finish-
ed.

Between Points in ORANGE COUNTY AREA as described on pages 37 to 44 inclu-
sive.

250

TO Delivery Zones	FROM Production Areas		
	A	B	C
1	18	68	49
2	24	75	48
3	22	71	59
4	29	66	57
5	32	78	41
6	42	84	29
7	52	94	22
8	50	93	34
9	48	92	34
10	40	78	49
11	49	85	52
12	54	93	57
13	54	75	67
14	46	69	67
15	50	61	73
16	34	65	59
17	40	46	71
18	48	40	78
19	63	28	88
20-A	63	46	88
20-B	67	49	92
20-C	63	57	88
21	75	40	105
22	78	19	102
23	97	42	117

MATERIAL, as described in Item No. 250 series
Between Points in SAN DIEGO AREAS as described on pages 45 to 46 inclu-
sive.

260

TO Delivery Zones	FROM Production Areas	
	A	B
1-A	75	100
1-B	100	75
2-A	100	125
2-B	125	100
3-A	125	150
3-B	150	125
4	80	80

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SECTION NO. 4

HOURLY RATES

Rates in this Section apply only when notice is given to the carrier, before the transportation commences, of the shippers' intention to ship under such rates. When such notice is given, rates in Sections Nos. 2 and 3 will not apply.

Item No.	SECTION NO. 4 - HOURLY RATES
300	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates in this section are Hourly Rates and apply from, to and between points in California subject to the description of Southern Territory defined in Item No. 100 series and Northern Territory defined in Item No. 110 series.</p> <p>Rates in this section apply only when notice in writing is given to the carrier, before the transportation commences, of the shippers' intention to ship under such rates. When such notice is given rates in Sections Nos. 2 and 3 will not apply.</p>
310	<p style="text-align: center;">INTER-TERRITORIAL MOVEMENTS</p> <p>(a) Where the movement originates within the Southern Territory of the State and terminates with the Northern Territory of the State, the hourly rates applicable shall be those set forth in Item No. 360 series under heading "Southern Territory."</p> <p>(b) Where the movement originates within the Northern Territory of the State and terminates within the Southern Territory of the State, the hourly rates applicable shall be those set forth in Item No. 360 series under heading "Northern Territory."</p>
320	<p style="text-align: center;">COMMODITIES</p> <p>Rates in this Section apply to the transportation of the following commodities:</p> <p><u>MATERIAL, viz.</u></p> <p>Sand; Gravel; Stone - natural, blocks, pieces or slabs rough quarried; Stone - natural, sawed not further finished; Stone - crushed, chips, waste; Sand, crushed stone and gravel, mixed dry;</p> <p>Earth; Clay; Loam; Slag; Shale; Mud, dry, oilwell drilling; Barium, clay or silicate mud compounds, dry, oilwell drilling; Decomposed granite; Asphaltic Concrete (commonly called "Hot stuff"); Cold Road Oil Mixture (commonly called "Plant Mix");</p> <p>Debris from street or highway maintenance; Debris from demolition of buildings and structures; Fertilizer; Manure; Ore; Salt Cake (Crude Sulphate of Soda); Soap Stone or Talc, crude, blocks, pieces or slabs rough quarried or not further finished than sawed or chipped on four sides; Cement Clinker.</p>
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Item No.	SECTION NO. 4 - HOURLY RATES (Continued)
330	<p style="text-align: center;">CONSTRUCTION OF RATES</p> <p>The hourly rates are constructed by combination of the vehicle hourly rates shown in Item No. 360 series and the Drivers' and Helpers' wage rate shown in Item No. 340 series.</p>
340	<p style="text-align: center;">DRIVERS' AND HELPERS' WAGE RATE</p> <p>The drivers' and helpers' wage rate shall be the general prevailing rate of wages per diem (converted, however, to an hourly basis) last determined as such pursuant to the provisions of Chapter 397, Statutes of 1931, as amended, for drivers and/or helpers of dump trucks employed on public work of a similar character in the locality in which the work is performed; provided, however, that whenever the Federal Government, the State of California, or any political subdivision thereof shall have fixed or determined the rate of wages to be paid dump truck drivers and/or helpers in connection with any work performed for or on behalf of the Federal Government, the State of California, or any political subdivision thereof, then said rate of wages so fixed and determined shall be the "general prevailing rate of wages" to be used in determining the minimum rates for transportation by dump trucks of the commodities herein mentioned in connection with said work.</p>
350	<p style="text-align: center;">COMPUTATION OF TIME</p> <p>Hourly rates shall be computed from the time the truck and driver report for service pursuant to the shipper's order, to the time of the completion of the last trip. The amount of time of the last trip shall be deemed to be twice the running time between the loading and unloading points plus the unloading time.</p>
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Item No. SECTION NO. 4 - HOURLY RATES (Concluded)

MATERIAL as described in Item No. 320 series.

COLUMN "A" rates apply where the loading is performed by power loading device, excepting processed sand, gravel or crushed stone in stock piles at a commercial producing plant, at point of consumption or at intermediate point of transfer. A hopper chute or bunker shall not be deemed to be a power loading device.

COLUMN "B" rates apply where the loading is performed by hand and where the average mileage of the vehicle does not exceed eight (8) miles per hour for the period of time the vehicle is in use each day.

COLUMN "C" rates apply where transportation or loading is under conditions other than described under application of Column "A" or Column "B" rates.

(1) Rates in cents per hour (See Item No. 330 series)

360

Level Capacity of Dump Truck Body in cubic yards (See Note 1)	NORTHERN TERRITORY (See Item No. 110 series)			SOUTHERN TERRITORY (See Item No. 100 series)		
	Column A	Column B	Column C	Column A	Column B	Column C
	Over But not over					
0 2	100	75	90	90	65	80
2 2½	120	85	105	110	75	95
But less than						
2½ 3½	165	100	140	140	90	115
* 3½ 4½	200	120	170	170	105	140
* 4½ 5½	230	145	200	195	120	165
But not over						
* 5½ 7	270	185	240	225	160	195
7 Add to rate for 7 cubic yards capacity for each cubic yard or fraction thereof	35	25	30	30	20	25

(1) Minimum charge shall be the rate for one hour.

* Includes the capacity shown.

NOTE 1. Level capacity of Dump Truck body means the cubical content of the body in cubic yards calculated by multiplying the inside length by the average inside width and the average inside height of the sides of the body, including temporary side boards, if such boards are used, with no allowance for the crown of the load or for low head board or low tail gate.

In the case of a Dump Truck body not constructed for use of a tail gate (such as the so-called "rock body"), the inside length shall be deemed to mean the average of the measurement along the top of the sides from the inside of the head board to the point of the angle where the sides are diverted downward to meet the floor, and the measurement along the floor from the inside of the head board to the end of the body.

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