

Decision No. 34010

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4246

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

Case No. 4434

BY THE COMMISSION:

O P I N I O N

By Decision No. 32566 of November 14, 1939, as later amended, the Commission established minimum rates, rules and regulations for the transportation of property in dump trucks throughout California by radial highway common and highway contract carriers and carriers as defined in the City Carriers' Act.

This instant decision deals with the petition filed by the Blue Diamond Corporation seeking modification of the boundary lines of Production Area "O" contained in First Revised Page 21-G of City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7 (Appendix "A" of Decision No. 32566, as amended by Decision No. 33002), in order to include within the area the production plant of said corporation. The proposed change to enlarge Production Area "O" will result in moving the center of the proposed area

approximately 0.25 miles northerly of the center of the present area. This change would have but a slight effect upon the cost of transportation involving movements from this production area. The Commission is of the opinion that this request of the Blue Diamond Corporation is reasonable and not adverse to the public interest and should be granted.

The petitioner indicates that he is authorized by an officer of the Consolidated Rock Products Company, whose plant is located in the present Production Area "O" to state that that producer would have no objection to the enlargement of Production Area "O" to include the plant of the petitioner.

It appearing that a public hearing is not necessary herein and the petition should be granted,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7 (Appendix "A" to Decision No. 32566, as amended) be and it is hereby further amended by substituting therein, to become effective April 15, 1941, the page designated as ^{second} ~~First~~ Revised Page 21-G cancels ^{first revised} ~~Original~~ Page 21-G which is attached hereto and by this reference made a part hereof.

ITEM

IT IS HEREBY FURTHER ORDERED that in all other respects Decision No. 32566, as amended, shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 18th day of March, 1941.

[Signature]
By W. Riley

Justice A. C. ...
Francis X. Havenner
COMMISSIONERS

Area No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>LOS ANGELES - PRODUCTION AREAS (Concluded)</p>
*Q	<p>Beginning at the intersection of Santa Fe Avenue and 15th Street in the City of Los Angeles, thence westerly on 15th Street to Alameda Street; southerly on Alameda Street to 37th Street; easterly on 37th Street to Santa Fe Avenue; northerly on Santa Fe Avenue to the point of beginning.</p>
P	<p>Beginning at the intersection of Mar Vista Avenue and D Street, thence westerly on D Street and its westerly prolongation to a line parallel to and 1,000 feet westerly of Mar Vista Avenue; thence southerly along said line to its intersection with Wilmington & San Pedro Road; northeasterly on Wilmington & San Pedro Road to Mar Vista Avenue; northerly on Mar Vista Avenue to the point of beginning.</p>
R	<p>Beginning at the intersection of railroad of Pacific Electric Railway Company's Santa Monica Air Line with a line parallel to and 1,000 feet easterly of Jefferson Boulevard (Moynier Lane), thence westerly on said railroad to Jefferson Boulevard; southerly on Jefferson Boulevard to Rodeo Road; easterly on Rodeo Road to a line 1,000 feet easterly of and parallel to Jefferson Boulevard (Moynier Lane); thence northerly along said parallel line to the point of beginning.</p>
S	<p>Beginning at the intersection of railroad of The Atchison, Topeka & Santa Fe Railway Company's San Diego line with a line parallel to and 1,000 feet easterly of Indiana Street, thence northwesterly on said railroad to Soto Street; northerly on Soto Street to 8th Street; northwesterly on 8th Street and its northwesterly prolongation to the Los Angeles River; southerly on Los Angeles River to Soto Street; southerly on Soto Street to Vernon Avenue; easterly on Vernon Avenue to Downey Road; northerly on Downey Road to the Los Angeles River; southeasterly on Los Angeles River to the southerly prolongation of a line parallel to and 1,000 feet easterly of Indiana Street; thence northerly along said line to the point of beginning.</p>
T	<p>Beginning at the intersection of Cherry Avenue and Wardlow Road, thence westerly on Wardlow Road to Orange Avenue; southerly on Orange Avenue to Spring Street; easterly on Spring Street to Cherry Avenue; northerly on Cherry Avenue to the point of beginning.</p>
U	<p>Beginning at the intersection of the northerly prolongation of Dorothy Avenue with the railroad of Southern Pacific Company's Santa Ana Branch, thence westerly along said railroad to the northerly prolongation of Rhoem Avenue; southerly on said prolongation and Rhoem Avenue to Firestone Boulevard; easterly on Firestone Boulevard to Dorothy Avenue; northerly on Dorothy Avenue and its northerly prolongation to the point of beginning.</p>
W	<p>Beginning at the intersection of Picardie Road and Palos Verdes Drive East, thence west 1,000 feet to a point; thence south along a line to its intersection with Palos Verdes Drive East; thence along Palos Verdes Drive East in a general northerly direction to the point of beginning.</p>

X

Beginning at the intersection of East Road and North Oak Avenue, thence westerly on East Road to Normandie Avenue, southerly on Normandie Avenue to 212th Street, thence easterly on the easterly prolongation of 212th Street to its intersection with the southerly prolongation of North Oak Avenue, thence northerly along said prolongation to the point of beginning.

(Concluded)

*Change, Decision No. 34010

EFFECTIVE APRIL 15, 1941

Correction No. 73 Issued by The Railroad Commission of the State of California,
San Francisco, California.