

ORIGINAL

Decision No. 34884

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 regu- )  
lations 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 trans- )  
portation, 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 regu- )  
lations 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 high- )  
ways 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:

SUPPLEMENTAL OPINION

An adjourned hearing was held in these proceedings before Examiner Bryant in Los Angeles on July 18, 1941, for the purpose of affording a hearing herein to certain highway carriers and city carriers who had not previously had an opportunity to be heard respecting the subject matter of these proceedings. Minimum rates, rules and regulations applicable to all other highway carriers and city carriers have heretofore been established herein by Decision

No. 32566, as amended.<sup>1</sup> The carriers for whom this hearing was held include those who first obtained permits as radial highway common carriers, highway contract carriers, or city carriers, between April 28, 1941 and June 14, 1941, inclusive, and radial highway common carriers, highway contract carriers and city carriers named in Appendix "A" hereof. The record shows that the Order Instituting Investigation herein was duly served on and notice of said hearing herein duly given all such carriers.

Evidence was introduced at the hearing, based upon studies of rates and costs of operation, that the minimum rates and charges and the rules and regulations established by said Decision No. 32566, as amended, and as set forth in City Carriers' Tariff No. 6 and Highway Carriers' Tariff No. 7, as supplemented, amended and modified, a copy of which said tariff is attached hereto, designated Appendix "C" and made a part hereof, are just, reasonable and nondiscriminatory for all highway carriers and city carriers, including those carriers hereinabove referred to as well as those previously subject thereto. No criticism was made of the propriety of those minimum rates and charges, rules and regulations and no reason was advanced why they should not be applied as minimum by said carriers. The minimum rates and charges and rules and regulations contained in said City Carriers' Tariff No. 6 and Highway Carriers' Tariff No. 7, are based upon favorable conditions affecting the various types of operation and appear

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Decision No. 32566 of November 14, 1939, in the above entitled proceedings established minimum rates and 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 carriers as defined in Chapter 312, Statutes 1935, as amended, (herein referred to as "city carriers"). These rates and rules and regulations were promulgated in the form of a loose-leaf tariff entitled City Carriers' Tariff No. 6 and Highway Carriers' Tariff No. 7 which was attached to said Decision No. 32566 as Appendix "A" thereof. Decision No. 32566 has been subsequently modified, supplemented and amended from time to time and new and revised pages incorporating such changes in the tariff have been issued.

to be equally proper for the carriers for whom this hearing was provided and for the others.

We therefore conclude that the minimum rates, charges, accessorial charges, and the ratings, rules and regulations established in and by Decision No. 32566, as supplemented, amended, and modified, and as set forth in said City Carriers' Tariff No. 6 and Highway Carriers' Tariff No. 7 (Appendix "C" hereof) should be established for and made applicable by all highway carriers and all city carriers.

#### F I N D I N G S

Upon consideration of all the evidence of record the Commission is of the opinion and finds:

1. That except as provided in Finding No. 2, the rates, charges, accessorial charges, ratings, rules and regulations set forth in City Carriers' Tariff No. 6 and Highway Carriers' Tariff No. 7, designated as Appendix "C" of the order herein, are and will be for the future, the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the just, reasonable and nondiscriminatory minimum ratings, 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 who first obtained permits between the dates of April 28, 1941 and June 14, 1941, inclusive, and by all radial highway common carriers, highway contract carriers and city carriers named in Appendix "A" hereof.

2. That subject to the terms and conditions of Items Nos. 70 and 90 series of said tariff, all said 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 the 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 nondiscriminatory in Finding No. 1.

3. That except as provided in Finding No. 2, all of said 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 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.

4. That all said radial highway common carriers, highway contract carriers and city carriers 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 "C" 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 form of shipping document set forth in Appendix "B" of the order herein will be suitable and proper.

5. That none of said radial highway common carriers, highway contract carriers or city carriers 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 herein provided as minimum for the same transportation or accessorial charges are stated.

O R D E R

An adjourned public hearing having been held in the above entitled proceedings, and based upon the evidence received therein 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 City Carriers' Tariff No. 6 and Highway Carriers' Tariff No. 7, designated as Appendix "C" attached hereto and by this reference made a part hereof, be and they are hereby established and approved 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, highway contract carriers and city carriers who first obtained permits between the dates of April 28, 1941 and June 14, 1941, inclusive, and by all radial highway common carriers, highway contract carriers and city carriers named in Appendix "A" hereof, for the transportation of the property and between the points for which rates and charges are provided in said tariff and for the accessorial services rendered incident thereto, except as provided in ordering paragraph No. 2 hereof.

2. That all of said radial highway common carriers and highway contract carriers be and they are hereby authorized to assess, charge and collect 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. 2 of the preceding opinion.

3. That on and after the effective date of this order all of said radial highway common carriers, highway contract carriers and city carriers be and they are hereby ordered and directed to cease and desist and thereafter to 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, and from observing rates, rules or regulations lower in volume or effect than those set forth or referred to therein.

4. That on and after the effective date of this order all of said radial highway common carriers, highway contract carriers and city carriers be and they are hereby ordered and directed to cease and desist and thereafter to abstain from quoting, assessing, charging or 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.

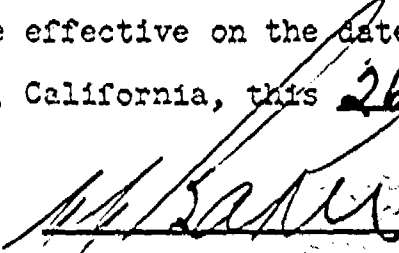
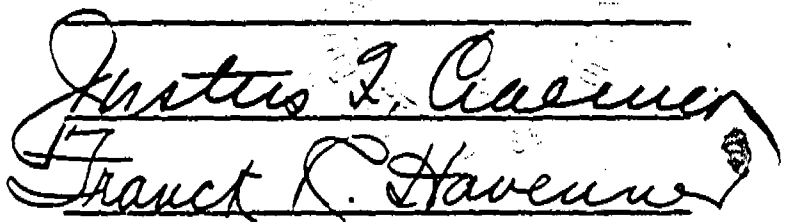
5. That all of said radial highway common carriers, highway contract carriers and city carriers be and they are and each of them is hereby ordered and directed to issue a shipping document for each shipment received for transportation, showing thereon the names of the shipper and consignee, the point 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 said tariff 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 form of shipping document set forth in Appendix "B" hereof will be suitable and proper.

6. That any and all supplements to or modifications and amendments of said City Carriers' Tariff No. 6 and Highway Carriers' Tariff No. 7, being Appendix "A" to Decision No. 32566, as amended, and Appendix "C" to this decision, hereinafter made in this proceeding, shall supplement, modify, or amend this decision also, without express reference to this decision therein.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 26<sup>th</sup> day of August, 1941.

  
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Commissioners

APPENDIX "A"

Arthur Garrison

Guy S. Alexander, dba Beacon Transport Co.

Albert Angus

A. DeGough

Fred Foth

L. D. Kirkpatrick

H. G. Goddard

A. W. Waldo

V. J. Carter

Forest Fredrick Smith

Eugene Saporetti

Frank A. Silva

H. J. Toews

Fred V. Young

Leonard Smith

Ysabel Vega

George Sakata

H. D. Hall

Arthur Verrinder, as copartner of  
Art's Express

Randall Witz



APPENDIX "B"  
**SHIPPING ORDER AND FREIGHT BILL**  
 (To be employed by all Highway and City Carriers)

Date \_\_\_\_\_ Bill No. \_\_\_\_\_  
 Truck No. \_\_\_\_\_ Permit No. \_\_\_\_\_  
 Level Capacity of Body \_\_\_\_\_ cubic yards. Shipper's No. \_\_\_\_\_

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 \_\_\_\_\_  
 Production Area Letter \_\_\_\_\_ (Zone rates only.)  
 Precise Point of Destination \_\_\_\_\_  
 Delivery Zone No. \_\_\_\_\_ (Zone rates only.)  
 Distance in Miles \_\_\_\_\_ (Distance rates only.)

KIND OF MATERIAL	WEIGHT OF SHIPMENT IN TONS OR AMOUNT OF LOAD IN CUBIC YARDS	RATE IN CENTS PER TON	CHARGES

FOR USE WITH HOURLY RATES

Service	Starting Time	Ending Time	Elapsed Time	Deductions (1)	Time for Computation of Charges	Rate	Charges
First Trip		xxx	xxx	xxx	xxx		
Last Trip Running				xxx	(2)		
Last Trip Unloading				xxx	(3)		
Total							

Driver's Signature \_\_\_\_\_

Received by \_\_\_\_\_  
Consignee Receipt

Accessorial Charges \_\_\_\_\_  
 Helpers' Charges \_\_\_\_\_  
 Other Charges \_\_\_\_\_  
 Prepaid \_\_\_\_\_  
 Total to Collect \_\_\_\_\_

- (1) Show time not chargeable, such as time for meals, and failure of equipment. Any deduction must be fully explained.
  - (2) Show double the running time of the last trip.
  - (3) Show double the running time of the last trip plus the time from starting of first trip to starting of last trip plus unloading time of last load.
- This record to be retained for a period of not less than three (3) years.

APPENDIX "C"

is

City Carriers' Tariff No. 6

and

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

**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 JANUARY 3, 1940**

2747

Issued by  
THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA  
State Building, Civic Center,  
San Francisco, California.

**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. These 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
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7	47	87	127	167	207	247
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**EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE**

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

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<b>EFFECTIVE FEBRUARY 1, 1941</b>	
Issued by The Railroad Commission of the State of California, San Francisco, California.	
Correction No. 62	

## **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.

**EFFECTIVE AS SHOWN ON TITLE PAGE**

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

Item No.	SECTION NO. 1 RULES AND REGULATIONS
10-A Cancels 10	<p style="text-align: center;"><b>DEFINITION OF TECHNICAL TERMS</b></p> <p>(a) <b>CARRIER</b> 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) <b>DUMP TRUCK EQUIPMENT</b> means any motor vehicle as defined in Section 1, paragraph (e) 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) <b>COMMON CARRIER RATE</b> 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) <b>RAILHEAD</b> 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) <b>POINT OF ORIGIN</b> 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) <b>POINT OF DESTINATION</b> means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) <b>RATE</b> includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(h) <b>SAME TRANSPORTATION</b> 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) <b>SHIPMENT</b> 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) <b>COMMERCIAL PRODUCING PLANT</b> 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) <b>TEAM TRACK</b> 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) <b>TON</b> means 2,000 pounds.</p> <p>(m) <b>DRY MIXTURES OF SAND, CRUSHED STONE AND GRAVEL IN BATCHES</b> means where such mixtures are loaded in dump truck equipment provided with one or more batch gates permitting of the loading or unloading of the contents of the individual portions of the load separately and distinctly from the other portions of the load.</p>
20 1-3-40	<p style="text-align: center;"><b>APPLICATION OF TARIFF—CARRIERS</b></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 1-3-40	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL</b></p> <p>Rates in this tariff apply for transportation of shipments between all points within the State of California.</p>
40 1-3-40	<p style="text-align: center;"><b>COMPUTATION OF DISTANCES</b></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>
*Change, Decision No. 33647	
<b>EFFECTIVE DECEMBER 1, 1940</b>	
Correction No. 53	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 RULES AND REGULATIONS (Continued)
*45	<p style="text-align: center;"><b>Ⓞ COLLECTION OF CHARGES</b></p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called shippers, for a period not to exceed 30 days, excluding Sundays and legal holidays other than Saturday half-holidays, following the last day of the calendar month in which the transportation was performed.</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the shippers within 5 days after the last calendar day of the month in which the transportation was performed.</p> <p>(e) Shippers may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>
*95-A Cancels 95	Cancelled. After date of cancellation the provisions of Item No. 45 will apply.
* Reduction * Change, Decision No. 33775	Ⓞ Will not apply to the transportation of property for the United States, state, county or municipal governments.
<b>EFFECTIVE FEBRUARY 1, 1941</b>	
Correction No. 63	Issued by The Railroad Commission of the State of California, San Francisco, California.



Item No.	SECTION NO. 1 RULES AND REGULATIONS (Concluded)
*50-B Cancels 50-A	<p style="text-align: center;"><b>MINIMUM CHARGE</b></p> <p>◆ Except as otherwise provided, the minimum charge per shipment shall be the charge for 7 tons at the applicable rate.</p>
60 1-3-40	<p style="text-align: center;"><b>METHOD OF DETERMINING WEIGHT OF SHIPMENT APPLICABLE IN SOUTHERN TERRITORY</b></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.          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 1-3-40	<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></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>
80 1-3-40	<p style="text-align: center;"><b>BRIDGE AND FERRY TOLLS</b></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 1-3-40	<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES APPLICABLE TO SOUTHERN TERRITORY OF THE STATE</b></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 railhead and point of destination is located at railhead, 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 railhead and point of destination is located beyond railhead, 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 railhead, add to the common carrier rate applying between any railhead, 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:          For loading and unloading—10 cents per ton.</p> <p>NOTE 2. When the point of origin located beyond railhead 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>◆ Increase.          * Change, Decision No. 33775</p> <p style="text-align: right;"><b>EFFECTIVE FEBRUARY 1, 1941</b></p>	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California,          San Francisco, California.</p> <p>Correction No. 64</p>	

## SECTION No. 2

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### DISTANCE RATES

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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.

**EFFECTIVE AS SHOWN ON TITLE PAGE**

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

Item No.	SECTION NO. 2	DISTANCE RATES
100	<p align="center"><b>DESCRIPTION OF SOUTHERN TERRITORY</b></p> <p align="center">Southern Territory means the Counties of Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Inyo and Mono.</p>	
110	<p align="center"><b>DESCRIPTION OF NORTHERN TERRITORY</b></p> <p align="center">Northern Territory means all of the other counties of the State not named in Item No. 100 Series.</p>	
120	<p align="center"><b>INTERTERRITORIAL MOVEMENTS</b></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>	
<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>		
Issued by The Railroad Commission of the State of California, San Francisco, California.		

Item No.	SECTION NO. 2	DISTANCE RATES (Continued) In cents per ton		
	<p><b>MATERIAL, viz.:</b></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;">           Granite, decomposed,            Gravel,            Sand,            Stone, crushed, chips, waste,            Stone, natural, blocks, pieces or slabs,                rough quarried,            Stone, natural, sawed, not further                finished,         </td> <td style="width: 50%; vertical-align: top;">           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), except that portion of San Diego County for which rates are provided in Item No. 135 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		
	0	4	♦ RATE	
	4	6	25	
	6	8	29	
	8	10	30	
	10	12	42	
	12	14	48	
	14	16	54	
	16	18	59	
	18	20	63	
	20	25	60	
	25	30	78	
	30	35	91	
	35	40	104	
	40	45	118	
	45	50	129	
	50	55	141	
	55	60	154	
	60	65	167	
	65	70	179	
	70	75	192	
	75	80	205	
	80	85	217	
	85	90	230	
	90	95	243	
	95	100	255	
	100		268	
			Add to rate for 100 miles 12 cents per ton for each 5 miles or fraction thereof.	
*130-C Cancels 130-B				
♦ Increase * Change, Decision No. 33775				
<b>EFFECTIVE FEBRUARY 1, 1941</b>				
Issued by The Railroad Commission of the State of California, San Francisco, California.				
Correction No. 65				

Item No.	SECTION NO. 2		DISTANCE RATES (Continued) In cents per ton																			
	135-A Cancels 135	<p><b>MATERIAL, viz.:</b></p> <table border="0"> <tr> <td>Granite, decomposed,</td> <td>Barium, clay or silicate mud compounds,</td> </tr> <tr> <td>Gravel,</td> <td>dry, oilwell drilling,</td> </tr> <tr> <td>Sand,</td> <td>Cement clinker,</td> </tr> <tr> <td>Stone, crushed, chips, waste,</td> <td>Clay,</td> </tr> <tr> <td>Stone, natural, blocks, pieces or slabs,</td> <td>Earth,</td> </tr> <tr> <td>rough quarried,</td> <td>Loam,</td> </tr> <tr> <td>Stone, natural, sawed, not further finished,</td> <td>Mud, dry, oilwell drilling,</td> </tr> <tr> <td></td> <td>Shale,</td> </tr> <tr> <td></td> <td>Slug,</td> </tr> </table> <p>Between points in SAN DIEGO COUNTY. (See Exception.)</p>				Granite, decomposed,	Barium, clay or silicate mud compounds,	Gravel,	dry, oilwell drilling,	Sand,	Cement clinker,	Stone, crushed, chips, waste,	Clay,	Stone, natural, blocks, pieces or slabs,	Earth,	rough quarried,	Loam,	Stone, natural, sawed, not further finished,	Mud, dry, oilwell drilling,		Shale,	
Granite, decomposed,		Barium, clay or silicate mud compounds,																				
Gravel,		dry, oilwell drilling,																				
Sand,		Cement clinker,																				
Stone, crushed, chips, waste,		Clay,																				
Stone, natural, blocks, pieces or slabs,		Earth,																				
rough quarried,		Loam,																				
Stone, natural, sawed, not further finished,		Mud, dry, oilwell drilling,																				
		Shale,																				
		Slug,																				
MILES			RATE																			
Over		But not over																				
0		4		25																		
4		6		33																		
6		8		42																		
8		10		51																		
10		12		58																		
12		14		64																		
14		16		70																		
16		18		76																		
18		20		82																		
20		25		93																		
25		30		108																		
30		35		123																		
35		40		138																		
40		45		153																		
45		50		168																		
50		55		183																		
55		60		198																		
60		65		213																		
65		70		228																		
70		75		243																		
75		80		258																		
80		85		273																		
85		90		288																		
90		95		303																		
95		100		318																		
100				Add to rate for 100 miles 12 cents per ton for each 5 miles or fraction thereof.																		
<p>EXCEPTION.—Rates in this item do not apply on shipments originating at points located between Vista and Oceanside and destined to points on U. S. Highway 101 or 5 miles laterally therefrom, between Oceanside and the southern boundary of Orange County. For rates see Item No. 130 series.</p> <p>Reduction, Decision No. 33647</p>																						
<b>EFFECTIVE DECEMBER 1, 1940</b>																						
<p>Issued by The Railroad Commission of the State of California,                  San Francisco, California.</p>																						
Correction No. 57																						

Item No.	SECTION NO. 2		DISTANCE RATES (Continued)
			In cents per ton
	<b>MATERIAL, viz.:</b> 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), except that portion of San Diego County for which rates are provided in Item No. 145 series.		
	MILES		♦ RATE
	Over	But not over	
	0	2	31
	2	4	35
	4	6	39
	6	8	40
	8	10	52
	10	12	58
*140-C Cancels 140-B	12	14	64
	14	16	69
	16	18	73
	18	20	79
	20	25	88
	25	30	101
	30	35	114
	35	40	126
	40	45	139
	45	50	151
	50	55	164
	55	60	177
	60	65	189
	65	70	202
	70	75	215
	75	80	227
	80	85	240
	85	90	253
	90	95	265
	95	100	278
	100		Add to rate for 100 miles 12 cents per ton for each 5 miles or fraction thereof.
♦ Increase * Change, Decision No. 33775			
<b>EFFECTIVE FEBRUARY 1, 1941</b>			
Issued by The Railroad Commission of the State of California, San Francisco, California.			
Correction No. 66			

Item No.	SECTION NO. 2		DISTANCE RATES * (Concluded)
			In cents per ton
145-A Cancels 145	<b>MATERIAL, viz.:</b>		
	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 SAN DIEGO COUNTY. (See Exception.)		
	MILES		RATE
	Over	But not over	
	0	2	25
	2	4	31
	4	6	38
	6	8	47
	8	10	58
	10	12	63
	12	14	69
	14	16	75
	16	18	81
	18	20	87
	20	25	98
	25	30	113
	30	35	128
	35	40	143
	40	45	158
	45	50	173
50	55	188	
55	60	203	
60	65	218	
65	70	233	
70	75	248	
75	80	263	
80	85	278	
85	90	293	
90	95	308	
95	100	323	
100		Add to rate for 100 miles 12 cents per ton for each 5 miles or fraction thereof.	
<p>*EXCEPTION.—Rates in this item do not apply on shipments originating at points located between Vista and Oceanside and destined to points on U. S. Highway No. 101 or 5 miles laterally therefrom, between Oceanside and the southern boundary of Orange County. For rates see Item No. 140 series.</p> <p>*Reduction } Decision No. 33647          *Change }</p>			
<b>EFFECTIVE DECEMBER 1, 1940</b>			
Correction No. 59		Issued by The Railroad Commission of the State of California, San Francisco, California.	

## SECTION No. 3

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### RATES FROM PRODUCTION AREAS TO DELIVERY ZONES

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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.

**EFFECTIVE AS SHOWN ON TITLE PAGE**

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



Item No.	<b>SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES</b>
*200	<p style="text-align: center;"><b>RULES GOVERNING BOUNDARY DESCRIPTIONS</b></p> <p>Rules applicable to the descriptions of boundaries of Delivery Zones and Production Areas contained in this section</p> <p>Where streets, railway lines, rights of way of railway companies and water courses are used to define boundaries, the center line of such streets, railway lines, rights of way and water courses will constitute the definite boundary line. (See Item No. 205 series.)</p> <p>Unless otherwise noted, where a street is named as a boundary line which has an offset at any intersecting street, and carries the same name at either side of the offset, such portion of the intersecting street encompassed in the offset will become a part of such boundary line.</p> <p>The term "street" as used above will be synonymous with "avenue", "boulevard", "drive", "lane", "terrace", "road", or other designations thereof.</p> <p>Where the term "shore line" is employed as a boundary line, such boundary line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p> <p>Where the terms "north", "west", "south" and "east" are used on a course in the following descriptions, they are referenced to the true meridian and indicative of a true direction.</p> <p>The term "parallel" as used herein denotes an equidistant course with relation to the line referred to whether said line is straight or curved.</p> <p>Where section lines are employed they are in each instance referenced to the San Bernardino Base and Meridian.</p>
*205	<p style="text-align: center;"><b>APPLICATION OF ZONE RATES</b></p> <p>Zone rates contained in this section will apply to all points within the described boundaries of the respective zones, provided however, that deliveries may be made to the property lines of streets used as the boundaries of delivery zones.</p>
<p>* Change, Decision No. 33002.</p>	
<p><b>EFFECTIVE MAY 15, 1940</b></p>	
Correction No. 8	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
	<b>APPLICATION OF TARIFF—TERRITORIAL</b>
	Delivery Zones Nos. 1 to 16; 20 to 28; 35 to 37; 40 to 46; 60-A to 69 and 80 to 86 inclusive and Production Areas A to P; R to V, and W inclusive; as*described individually herein, comprise the "Los Angeles Area."
	<b>* LOS ANGELES AREA—DELIVERY ZONES</b>
1	<p>Beginning at the intersection of Little Tujunga Road and the city limit of the City of Los Angeles, thence along said city limit in a general westerly direction to its intersection with Vaughn Street; southwesterly on Vaughn Street to San Fernando Road; northwesterly on San Fernando Road to Fox Street; southwesterly on Fox Street to Chatsworth Street; westerly on Chatsworth Street to Sepulveda Boulevard; southerly on Sepulveda Boulevard to Vanowen Street; easterly on Vanowen Street to its intersection with the westerly city limit of the City of Burbank; northerly and easterly along the city limit of said city to the intersection of said city limit with a line parallel to and 500 feet northeasterly from Remsen Avenue; northwesterly along said line to its intersection with a line parallel to and 500 feet easterly of Wheatland Avenue and its southerly prolongation; northerly along said line to its intersection with a line parallel to and 1,000 feet southerly of La Tuna Canyon Road; easterly along said line to its intersection with a line parallel to and two miles easterly of Sunland Boulevard; northerly along said line to a point 1,000 feet northerly of La Tuna Canyon Road; westerly in a direct line from said point to the intersection of Wheatland Avenue and Tuxford Street; westerly on Tuxford Street to Sunland Boulevard; northerly and easterly on Sunland Boulevard to Foothill Boulevard; northwesterly on Foothill Boulevard to Conover Street; thence north to a line parallel to and 500 feet northerly of Foothill Boulevard; thence westerly along said line to its intersection with a line parallel to and 500 feet easterly of Orcas Avenue; thence northerly along said line to its intersection with the city limit of the City of Los Angeles; thence westerly along said city limit to the point of beginning.</p> <p>Beginning at a point in Haines Canyon Avenue located 1,000 feet northerly of the intersection of Haines Canyon Avenue and Apperson Street, thence northwesterly along a direct line to the intersection of Pinyon Avenue and Hillrose Street; westerly on Hillrose Street to Tujunga Canyon Boulevard; northwesterly on Tujunga Canyon Boulevard to Plainview Avenue; northwesterly on Plainview Avenue to Mount Gleason Avenue; northerly on Mount Gleason Avenue to Rim Canyon Road; thence westerly along a direct line to a point 500 feet north of the intersection of Conover Street and Foothill Boulevard; thence south along a direct line to said intersection; southeasterly on Foothill Boulevard to Sherman Grove Avenue; southerly on Sherman Grove Avenue to Day Street; easterly on Day Street to Oro Vista Avenue; southerly on Oro Vista Avenue to McGroarty Drive; easterly on McGroarty Drive and McGroarty Street to Valaho Drive; southeasterly on Valaho Drive and Foothill Boulevard to Commerce Avenue; southerly on Commerce Avenue to St. Estaban Street; southeasterly on St. Estaban Street to Haines Canyon Avenue; northerly on Haines Canyon Avenue to Day Street; easterly on Day Street to Haines Canyon Avenue; northerly on Haines Canyon Avenue to the point of beginning.</p> <p>Beginning at the intersection of the westerly prolongation of Loma Alta Drive with Windsor Avenue, thence northwesterly along a direct line to the intersection of Knight Way and Trombly Street; northwesterly on Trombly Street and the continuation thereof to Angeles Crest Highway; westerly on Angeles Crest Highway and Vista del Valle to La Canada Boulevard; northerly on La Canada Boulevard to El Vago Street; westerly on El Vago Street to Alta Canyon Road; northerly on Alta Canyon Road to Fairmont Avenue; westerly on Fairmont Avenue to Jensen Drive; northerly on Jensen Drive to Los Amigos Street; westerly on Los Amigos Street and its westerly prolongation to Castle Road; thence northwesterly along a direct line to the intersection of Briggs Avenue and Shields Street; thence northwesterly along a direct line to the intersection of Day Street and Marnice Avenue; westerly on Day Street to the southerly extension of Haines Canyon Avenue; southerly on Haines Canyon Avenue to St. Estaban Street; southeasterly on St. Estaban Street and Tujunga Canyon Boulevard to Honolulu Avenue; southeasterly on Honolulu Avenue to New York Avenue; southerly on New York Avenue to Mills Avenue; southeasterly on Mills Avenue to Pennsylvania Avenue; southerly on Pennsylvania Avenue to Honolulu Avenue; southeasterly on Honolulu Avenue to Sycamore Avenue; southeasterly on Sycamore Avenue to Ramadell Avenue; southerly on Ramadell Avenue to Oakendale Place; southeasterly on Oakendale Place to Glenwood Avenue; south-easterly on Glenwood Avenue to La Crescenta Avenue; southeasterly on La Crescenta Avenue to Roselawn Avenue; thence southerly along a direct line to the intersection of San Gabriel Avenue and Valana Drive; westerly on Valana Drive to Oakmont Drive; southerly on Oakmont Drive to Beaudry Boulevard; easterly on Beaudry Boulevard to San Gabriel Avenue; south-easterly on San Gabriel Avenue to Hermonita Drive; southerly on Hermonita Drive to El Rito Avenue; westerly on El Rito Avenue to Andenes Drive; southerly on Andenes Drive to Opechee Way; westerly and southerly on Opechee Way to Hillside Drive; southerly and easterly on Hillside Drive to Colina Drive; thence southwesterly along a direct line to the intersection of Catalina Drive and Arboles Drive; southerly on Arboles Drive to Royal Boulevard; westerly on Royal Boulevard to Imperial Drive; southeasterly on Imperial Drive to Royal Boulevard; southerly on Royal Boulevard to Mountain Street; southeasterly on Mountain Street to Verdugo Road; southerly on Verdugo Road to Chevy Chase Drive; northeasterly on Chevy Chase Drive to Hill Drive; southerly and easterly on Hill Drive to Colorado Boulevard; easterly on Colorado Boulevard and Colorado Street to Linda Vista Avenue; northerly on Linda Vista Avenue to La Canada Verdugo Road; easterly on La Canada Verdugo Road to Windsor Avenue; northerly on Windsor Avenue to the point of beginning. (Continued)</p>
2	
3	
<p>* Change, Decision No. 33002.          Ⓛ For Delivery Zones Nos. 4 and 5 formerly carried on this page, see first Revised Page 12.</p>	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 9	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b> <b>* ① LOS ANGELES AREA—DELIVERY ZONES (Continued)</b>
4	<p>Beginning at the intersection of Verdugo Road and Mountain Street in the City of Glendale, thence westerly on Mountain Street to La Zanja Drive; northwesterly on La Zanja Drive to Rossmoyne Avenue; southwesterly on Rossmoyne Avenue to Mountain Street; westerly on Mountain Street to Central Avenue; northerly on Central Avenue to Kenneth Road; westerly on Kenneth Road to Valley View Road; northerly on Valley View Road to Cumberland Road; northwesterly on Cumberland Road to Highland Avenue; northerly on Highland Avenue to Mountain Street; northwesterly on Mountain Street to Grandview Avenue; southerly on Grandview Avenue to San Fernando Road; southeasterly on San Fernando Road to Aviation Drive; westerly on Aviation Drive and its prolongation to the Los Angeles River; southeasterly along Los Angeles River to Fletcher Drive; northeasterly on Fletcher Drive and Eagle Rock Boulevard to Hill Drive; westerly and northerly on Hill Drive to Chevy Chase Drive; southwesterly on Chevy Chase Drive to Verdugo Road; northerly on Verdugo Road to the point of beginning.</p> <p>Beginning at the intersection of Grandview Avenue and a line parallel to and 1,000 feet northeasterly of Mountain Street, thence northwesterly along said line equidistant from Mountain Street, Sunset Canyon Drive and Country Club Boulevard to its intersection with the northeasterly prolongation of Kimberly Avenue; southwesterly along said prolongation and Kimberly Avenue to the northeast city limit of the City of Burbank; thence along city limit of said city in a general westerly and southerly direction to its intersection with the Los Angeles River; easterly along Los Angeles River to the westerly prolongation of Aviation Drive; easterly along said prolongation and Aviation Drive to San Fernando Road; northwesterly on San Fernando Road to Grandview Avenue; northerly on Grandview Avenue to the point of beginning.</p>
5	<p>Beginning at the intersection of Barham Boulevard and Los Angeles River, thence westerly along Los Angeles River to Lankershim Boulevard; southerly on Lankershim Boulevard to Ventura Boulevard; northwesterly on Ventura Boulevard to Fruitland Drive; northwesterly on Fruitland Drive to Sunshine Terrace; westerly on Sunshine Terrace to Berry Drive; southerly on Berry Drive to Sunshine Terrace; westerly on Sunshine Terrace to Laurel Canyon Boulevard; southeasterly on Laurel Canyon Boulevard to Mulholland Highway; easterly on Mulholland Highway to Cahuenga Boulevard; thence northerly along a direct line to the southwesterly intersection of Tareco Drive and Wonder View Drive; northeasterly on Wonder View Drive to its northerly terminus; thence northwesterly along a direct line to the point of beginning.</p>
6	<p>Beginning at the intersection of Vanowen Street with the westerly city limit of the City of Burbank, thence westerly on Vanowen Street to Sepulveda Boulevard; southerly on Sepulveda Boulevard to Valley Vista Boulevard; easterly on Valley Vista Boulevard to Van Nuys Boulevard; easterly on Van Nuys Boulevard to Valley Vista Boulevard; easterly on Valley Vista Boulevard to its intersection with Longridge Avenue; thence easterly from said intersection along a direct line to the intersection of Mary Ellen Avenue and Valley Vista Boulevard; northeasterly on Valley Vista Boulevard to Greenleaf Street; easterly on Greenleaf Street to Van Noord Avenue; southerly on Van Noord Avenue to Coldwater Canyon Avenue; northerly on Coldwater Canyon Avenue to Halkirk Street; easterly on Halkirk Street to Goodland Avenue; northwesterly on Goodland Avenue to Ventura Boulevard; easterly on Ventura Boulevard to Laurel Terrace Drive; easterly on Laurel Terrace Drive and Sunshine Terrace to Berry Drive; northerly on Berry Drive to Sunshine Terrace; easterly on Sunshine Terrace to Fruitland Drive; southeasterly on Fruitland Drive to Ventura Boulevard; southeasterly on Ventura Boulevard to Lankershim Boulevard; northerly on Lankershim Boulevard to Los Angeles River; easterly along Los Angeles River to the westerly city limit of the City of Burbank; thence along said city limit in a general northerly direction to the point of beginning.</p>
7	<p>Beginning at the intersection of Sepulveda Boulevard and Vanowen Street, thence westerly on Vanowen Street to White Oak Avenue; southerly on White Oak Avenue to Rancho Street; easterly on Rancho Street to Balboa Avenue; northeasterly on Balboa Avenue to Ventura Boulevard; easterly on Ventura Boulevard to Petit Avenue; southerly on Petit Avenue to Libbit Avenue; easterly on Libbit Avenue to its intersection with Noeline Avenue; thence easterly along a direct line from said intersection to the intersection of Woodley Avenue and Valley Vista Boulevard; easterly on Valley Vista Boulevard to its intersection with Denmore Avenue; thence southeasterly along a direct line to the intersection of Firmament Avenue and Valley Vista Boulevard; easterly on Valley Vista Boulevard to Sepulveda Boulevard; northerly on Sepulveda Boulevard to the point of beginning.</p>
8	<p>(Continued)</p>
	<p>① For Delivery Zones Nos. 9 to 15, inclusive, formerly shown on this page, see First Revised Pages 13 and 14.        * Change, Decision No. 33002.</p>
	<b>EFFECTIVE MAY 15, 1940</b>
	Issued by The Railroad Commission of the State of California, San Francisco, California.
	Correction No. 10

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b> <b>* LOS ANGELES AREA—DELIVERY ZONES (Continued)</b>
9	<p>Beginning at the intersection of Sepulveda Boulevard and Chatsworth Street, thence northerly on Sepulveda Boulevard to Stranwood Avenue, northwesterly on Stranwood Avenue to Rinaldi Street, westerly on Rinaldi Street to Zelzah Avenue; southerly on Zelzah Avenue to Parthenia Street; westerly on Parthenia Street to Lindley Avenue; southerly on Lindley Avenue to Roscoe Boulevard; easterly on Roscoe Boulevard to White Oak Avenue; southerly on White Oak Avenue to Vanowen Street; easterly on Vanowen Street to Sepulveda Boulevard; northerly on Sepulveda Boulevard to the point of beginning.</p>
10	<p>Beginning at the intersection of White Oak Avenue and Vanowen Street, thence westerly on Vanowen Street to Mason Avenue; southerly on Mason Avenue and its southerly prolongation to Topham Street; easterly on Topham Street to Winnetka Avenue; southerly on Winnetka Avenue to Chalk Hills Road; southwesterly on Chalk Hills Road to Serrania Avenue; southerly on Serrania Avenue to its intersection with Dumetz Road; thence easterly along a direct line to the intersection of Kelvin Avenue and Wells Drive; easterly on Wells Drive to Mecca Avenue; southerly on Mecca Avenue to Tarzana Drive; easterly on Tarzana Drive to its intersection with Avenida Oriente; thence southeasterly from said intersection along a direct line to the intersection of Rosita Street and Lindley Avenue; easterly on Rosita Street to its intersection with Zelzah Avenue; thence easterly from said intersection along a direct line to that point in White Oak Avenue where its first turn south of Ventura Boulevard is encountered; northerly on White Oak Avenue to the point of beginning.</p>
11	<p>Beginning at the intersection of Zelzah Avenue and San Fernando Mission Boulevard, thence westerly along San Fernando Mission Boulevard and the northerly alternate to its intersection with the northerly prolongation of Mason Avenue; southerly along said prolongation and Mason Avenue to Vanowen Street; easterly on Vanowen Street to White Oak Avenue; northerly on White Oak Avenue to Roscoe Boulevard; westerly on Roscoe Boulevard to Lindley Avenue; northerly on Lindley Avenue to Parthenia Street; easterly on Parthenia Street to Zelzah Avenue; northerly on Zelzah Avenue to the point of beginning.</p>
12	<p>Beginning at the intersection of Natoma Avenue and Wells Drive, thence westerly on Wells Drive to its intersection with Kelvin Avenue; thence westerly along a direct line to the intersection of Serrania Avenue and Dumetz Road; westerly on Dumetz Road to San Feliciano Drive; northerly on San Feliciano Drive to Avenue San Luis; westerly on Avenue San Luis to Macfarlane Drive; westerly on Macfarlane Drive to Fallbrook Avenue; northerly on Fallbrook Avenue to Ventura Boulevard; southwesterly on Ventura Boulevard to Mulholland Highway; southeasterly on Mulholland Highway to Natoma Avenue; thence on Natoma Avenue in a General northerly direction to the point of beginning.</p>
13	<p>Beginning at the intersection of Mason Avenue and Vanowen Street, thence westerly on Vanowen Street to the westerly limit of the City of Los Angeles; thence along the limit of said city in a general southerly direction to its intersection with Ventura Boulevard; northeasterly on Ventura Boulevard to Fallbrook Avenue; southerly on Fallbrook Avenue to Macfarlane Drive; easterly on Macfarlane Drive to Avenue San Luis; easterly on Avenue San Luis to San Feliciano Drive; southerly on San Feliciano Drive to Dumetz Road; easterly on Dumetz Road to Serrania Avenue; northerly on Serrania Avenue to Chalk Hills Road; northeasterly on Chalk Hills Road to Winnetka Avenue; northerly on Winnetka Avenue to Topham Street; westerly on Topham Street to the southerly prolongation of Mason Avenue; northerly on said Prolongation and Mason Avenue to the point of beginning.</p>
14	<p>Beginning at the intersection of San Fernando Mission Boulevard and the northerly prolongation of Mason Avenue, thence westerly on San Fernando Mission Boulevard to Canoga Avenue; northerly on Canoga Avenue to the northerly limit of the City of Los Angeles; thence in a general southwesterly direction along the limit of said city to its intersection with Vanowen Street; easterly on Vanowen Street to Mason Avenue; northerly on Mason Avenue and its northerly prolongation to the point of beginning.</p>
	(Continued)
	<p>⊙For Delivery Zones formerly shown on this page, see First Revised Pages 14 and 15.        *Change, Decision No. 33002.</p>
	<b>EFFECTIVE MAY 15, 1940</b>
	Issued by The Railroad Commission of the State of California, San Francisco, California.
	Correction No. 11

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p style="text-align: center;"><b>* LOS ANGELES AREA—DELIVERY ZONES (Continued)</b></p> <p>15 Beginning at the intersection of Vaughn Street and the city limit of the City of Los Angeles, thence along said city limit in a general northerly and westerly direction to its intersection with Cobalt Avenue; southerly on Cobalt Avenue to Olive View Avenue; westerly and southerly on Olive View Avenue to Roxford Street; southwesterly on Roxford Street and its southwesterly prolongation to Sepulveda Boulevard; southerly on Sepulveda Boulevard to Rinaldi Street; westerly on Rinaldi Street to Stranwood Avenue; southeasterly on Stranwood Avenue to Sepulveda Boulevard; southerly on Sepulveda Boulevard to Chatsworth Street; easterly on Chatsworth Street to Fox Street; northeasterly on Fox Street to San Fernando Road; southeasterly on San Fernando Road to Vaughn Street; northeasterly on Vaughn Street to the point of beginning.</p> <p>16 Beginning at the intersection of Roxford Street with Foothill Boulevard, thence westerly on Foothill Boulevard to its intersection with Yarnell Street; thence northwesterly in a direct line to the intersection of Needham Street with the southeasterly prolongation of the northern limit of the City of Los Angeles; thence northwesterly along said prolongation to the limit of said city; thence along the limit of the City of Los Angeles in a general westerly and southerly direction to its intersection with Hesperia Avenue; southerly on Hesperia Avenue to Rinaldi Street; easterly on Rinaldi Street to Sepulveda Boulevard; northerly on Sepulveda Boulevard to its intersection with the southwesterly prolongation of Roxford Street; thence northeasterly along said prolongation and Roxford Street to the point of beginning.</p> <p>20 Beginning at the intersection of Los Angeles River and North Broadway, thence southwesterly on North Broadway to Bernard Street; westerly on Bernard Street to Figueroa Street; southwesterly on Figueroa Street to Chavez Ravine Road; northwesterly on Chavez Ravine Road to Lilac Terrace; westerly on Lilac Terrace and Sunset Boulevard to Alvarado Street; southwesterly on Alvarado Street to Marathon Street; westerly on Marathon Street and Melrose Avenue to Hoover Street; southerly on Hoover Street to Temple Street; southeasterly on Temple Street to Micheltorena Street; southwesterly on Micheltorena Street to Hoover Street; southerly on Hoover Street to Sixth Street; southeasterly on Sixth Street to Lafayette Park Place; southwesterly on Lafayette Park Place to Hoover Street; southerly on Hoover Street to Hoover Boulevard; southerly on Hoover Boulevard to Figueroa Street; southerly on Figueroa Street to Vernon Avenue; easterly on Vernon Avenue and East Vernon Avenue to Santa Fe Avenue; northerly on Santa Fe Avenue to East Vernon Avenue; easterly on East Vernon Avenue to Soto Street; northerly on Soto Street to the Los Angeles River; northerly along Los Angeles River to the point of beginning.</p> <p>21-A Beginning at the intersection of Beachwood Drive and Gower Street, thence southerly on Gower Street to Primrose Avenue; westerly on Primrose Avenue to Alcyona Drive; southwesterly on Alcyona Drive to Vine Street; northerly on Vine Street to Primrose Avenue; westerly on Primrose Avenue to Holly Drive; northerly on Holly Drive to Odin Street; westerly on Odin Street to Cahunega Boulevard; northwesterly on Cahunega Boulevard to Mulholland Highway; westerly on Mulholland Highway to Laurel Canyon Boulevard; southerly on Laurel Canyon Boulevard to Selma Avenue; southwesterly on Selma Avenue to Crescent Heights Boulevard; southerly on Crescent Heights Boulevard to Melrose Avenue; easterly on Melrose Avenue to Gower Street; northerly on Gower Street to Franklin Avenue; easterly on Franklin Avenue to Beachwood Drive; northerly on Beachwood Drive to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>ⓄFor Delivery Zones formerly shown on this page, see First Revised Pages 16, 17 and 18.          * Change, Decision No. 33002.</p>
	<p><b>EFFECTIVE MAY 15, 1940</b></p>
	<p style="text-align: center;">Issued by The Railroad Commission of the State of California,          San Francisco, California.</p> <p>Correction No. 12</p>

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
21-B	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>  <b>* ① LOS ANGELES AREA—DELIVERY ZONES (Continued)</b></p> <p>Beginning at the intersection of Victory Boulevard and the Los Angeles River, thence westerly along Los Angeles River to Barham Boulevard; thence southeasterly along a direct line to the northerly terminus of Wonder View Drive; southwesterly on Wonder View Drive to its southwesterly intersection with Tareco Drive; thence southerly along a direct line to the intersection of Cahuenga Boulevard and Mulholland Highway; southwesterly on Cahuenga Boulevard to Odin Street; easterly on Odin Street to Holly Drive; southerly on Holly Drive to Primrose Avenue; easterly on Primrose Avenue to Vine Street; southerly on Vine Street to Alcyona Drive; northeasterly on Alcyona Drive to Primrose Avenue; easterly on Primrose Avenue to Gower Street; northerly on Gower Street to Beachwood Drive; southerly on Beachwood Drive to Beachwood Terrace; thence southeasterly in a direct line to the intersection of Cheremoya Avenue and Foothill Drive; easterly on Foothill Drive to Wilton Place; thence easterly along a direct line to the intersection of Western Avenue and Los Feliz Boulevard; northerly on the northerly continuation of Western Avenue to the southerly boundary line of Griffith Park; thence easterly along said line to Griffith Park Boulevard; northerly on Griffith Park Boulevard and its continuation through Griffith Park via the western alternate to its intersection with Riverside Drive; westerly on Riverside Drive to Victory Boulevard, northerly on Victory Boulevard to the point of beginning.</p>
21-C	<p>Beginning at the intersection of Victory Boulevard and the Los Angeles River, thence southerly on Victory Boulevard to Riverside Drive; easterly on Riverside Drive to the northerly continuation of Griffith Park Boulevard; southerly on said continuation via the western alternate through Griffith Park to the southerly boundary line of Griffith Park; thence westerly along said line to the northerly continuation of Western Avenue; southerly on said continuation to the intersection of Los Feliz Boulevard and Western Avenue; thence westerly along a direct line to the intersection of Wilton Place and Foothill Drive; westerly on Foothill Drive to Cheremoya Avenue; thence northwesterly along a direct line to the intersection of Beachwood Drive and Beachwood Terrace; southerly on Beachwood Drive to Franklin Avenue; westerly on Franklin Avenue to Gower Street; southerly on Gower Street to Melrose Avenue; easterly on Melrose Avenue to Hoover Street; northerly on Hoover Street to Santa Monica Boulevard; northeasterly on Santa Monica Boulevard to Sunset Boulevard; southwesterly on Sunset Boulevard to Hyperion Avenue; northeasterly on Hyperion Avenue and the Hyperion Bridge to the Los Angeles River; northwesterly and westerly along Los Angeles River to the point of beginning.</p>
22	<p>Beginning at the intersection of Hoover Street and Melrose Avenue, thence westerly on Melrose Avenue to Crescent Heights Boulevard; northerly on Crescent Heights Boulevard to its intersection with the southerly city limit of the City of Los Angeles southerly of and adjacent to Sunset Boulevard; thence southwesterly along said city limit to its intersection with Sierra Alta Way; thence along a westerly prolongation of the last course of said city limit to its intersection with the northeasterly limit of the City of Beverly Hills; thence along the limit of said city in a general westerly and southerly direction to its intersection with Wilshire Boulevard; thence southeasterly along a direct line to the intersection of Santa Monica Boulevard and Heath Avenue; southeasterly on Heath Avenue to Pico Boulevard; easterly on Pico Boulevard to Hoover Street; northerly on Hoover Street to Lafayette Park Place; northeasterly on Lafayette Park Place to Sixth Street; northwesterly on Sixth Street to Hoover Street; northerly on Hoover Street to Micheltorena Street; northeasterly on Micheltorena Street to Temple Street; northwesterly on Temple Street to Hoover Street; northerly on Hoover Street to the point of beginning.</p>
23	<p>Beginning at the intersection of Pico Boulevard and Hoover Street, thence westerly along Pico Boulevard to Motor Avenue; southeasterly on Motor Avenue to Monte Mar Drive; northeasterly on Monte Mar Drive to McConnell Drive; southeasterly on McConnell Drive to Monte Mar Terrace; southeasterly on Monte Mar Terrace to McConnell Drive; southerly on McConnell Drive to its intersection with Club Drive; thence southeasterly along a direct line from said intersection to the intersection of Club Drive and Kincardine Avenue; southerly on Club Drive to National Boulevard; southerly on National Boulevard to Hughes Avenue; southeasterly on Hughes Avenue to Washington Boulevard; northeasterly on Washington Boulevard to Ince Boulevard; southeasterly on Ince Boulevard and its prolongation to Jefferson Boulevard; northeasterly on Jefferson Boulevard to Higuera Street; easterly on Higuera Street and Rodeo Road to La Brea Avenue; southerly on La Brea Avenue to Stocker Street; northeasterly on Stocker Street to Palmero Boulevard; southeasterly on Palmero Boulevard to Vernon Avenue; easterly on Vernon Avenue to Figueroa Street; northerly on Figueroa Street to Hoover Boulevard; northerly on Hoover Boulevard and Hoover Street to the point of beginning.</p>
<p>① For Delivery Zones formerly shown on this page, see First Revised Pages 18 and 19.        *Change, Decision No. 33002.</p>	
<p><b>EFFECTIVE MAY 15, 1940</b></p>	
<p>Correction No. 13</p>	<p>Issued by The Railroad Commission of the State of California,        San Francisco, California.</p>

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p style="text-align: center;"><b>* ① LOS ANGELES AREA—DELIVERY ZONES (Continued)</b></p> <p>Beginning at the intersection of the westerly city limit of the City of Beverly Hills and Benedict Canyon Drive, thence northwesterly on Benedict Canyon Drive to Hillgrove Drive; westerly on Hillgrove Drive to Angelo Drive; thence southwesterly along a direct line to the intersection of Greendale Drive and Beverly Glen Boulevard; southerly on Beverly Glen Boulevard to Saint Pierre Road; northwesterly and southerly on Saint Pierre Road to Bellagio Road; westerly on Bellagio Road to Copa de Oro Road; northerly on Copa de Oro Road to Bellagio Road; northwesterly on Bellagio Road to Stone Canyon Road; northerly on Stone Canyon Road to Chalon Road; southwesterly on Chalon Road to its intersection with Tarcuto Way; thence southwesterly along a direct line to the intersection of Roscomare Road and Bellagio Road; westerly on Bellagio Road to Ledo Way; thence southwesterly along a direct line to the intersection of Estrellita Way and Bellagio Road; northwesterly on Bellagio Road to Moraga Drive; southwesterly on Moraga Drive to Sepulveda Boulevard; thence southwesterly along a direct line to the intersection of Firth Avenue and MacCulloch Drive; southwesterly on Firth Avenue to Sultair Avenue; northwesterly on Sultair Avenue to Bundy Drive; thence southwesterly along a direct line to the intersection of Kenter Avenue and Tuallitan Road; southeasterly on Kenter Avenue and Bundy Drive to Montana Avenue; southwesterly on Montana Avenue to Centinella Avenue; southeasterly on Centinella Avenue to Olympic Boulevard; easterly on Olympic Boulevard to Centinella Avenue; southeasterly on Centinella Avenue and Centinella Boulevard to Bejack Avenue; northeasterly on Bejack Avenue to Florence Avenue; easterly on Florence Avenue to Centinella Avenue; northwesterly on Centinella Avenue to Jefferson Boulevard; northeasterly on Jefferson Boulevard and Playa Street to Overland Avenue; northerly on Overland Avenue to Jefferson Boulevard; north-easterly on Jefferson Boulevard to its intersection with the southeasterly prolongation of Ince Boulevard; northwesterly along said prolongation and Ince Boulevard to Washington Boulevard; southwesterly on Washington Boulevard to Hughes Avenue; northwesterly on Hughes Avenue to National Boulevard; northerly on National Boulevard to Club Drive; northerly on Club Drive to Kincardine Avenue, thence northwesterly along a direct line to the intersection of McConnell Drive with Club Drive; northerly on McConnell Drive to Monte Mar Terrace; northwesterly on Monte Mar Terrace to McConnell Drive; northwesterly on McConnell Drive to Monte Mar Drive; southwesterly on Monte Mar Drive to Motor Avenue; northwesterly on Motor Avenue to Pico Boulevard; northeasterly on Pico Boulevard to Heath Avenue; northwesterly on Heath Avenue to Santa Monica Boulevard; thence northwesterly along a direct line to the intersection of Wilshire Boulevard and the westerly city limit of the City of Beverly Hills; thence along said city limit in a northerly direction to the point of beginning.</p> <p>Beginning at the intersection of Kenter Avenue and Tuallitan Road, thence south-westerly along a direct line to the intersection of Carmelina Avenue and Cliffwood Avenue; northwesterly and southwesterly on Cliffwood Avenue and Rockingham Avenue to Sunset Boulevard; northwesterly on Sunset Boulevard to Rockingham Avenue; southerly on Rocking-ham Avenue to city limit of the City of Santa Monica adjacent to 26th Street; thence along city limit of said city in a general southwesterly direction to the Pacific Ocean; southeasterly along shore line of Pacific Ocean to Culver Boulevard; northeasterly on Culver Boulevard to its intersection with city limit of Los Angeles City adjacent to Nicholson Street; thence easterly along city limit of said city to Centinella Boulevard; northwesterly on Centinella Boulevard and Centinella Avenue to Olympic Boulevard; westerly on Olympic Boulevard to Centinella Avenue; northwesterly on Centinella Avenue to Montana Avenue; north-easterly on Montana Avenue to Bundy Drive; northwesterly on Bundy Drive to Kenter Avenue; northwesterly on Kenter Avenue to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
24	<p>① For Delivery Zones formerly shown on this page see First Revised Page 20 and Second Revised Page 21.</p> <p>* Change, Decision No. 33002.</p>
25	<p style="text-align: right;"><b>EFFECTIVE MAY 15, 1940</b></p> <p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 14</p>

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b> <b>* ○ LOS ANGELES AREA—DELIVERY ZONES (Continued)</b>
26	<p>Beginning at the intersection of Sunset Boulevard and the southerly extension of Rockingham Avenue, thence northwesterly and southwesterly on Sunset Boulevard to San Remo Drive; northerly on San Remo Drive to Casale Road; southwesterly on Casale Road to Capri Drive; southeasterly on Capri Drive to Amalfi Drive; southerly on Amalfi Drive to Sunset Boulevard; northerly and southwesterly on Sunset Boulevard to Chautauqua Boulevard; northerly on Chautauqua Boulevard to Bestor Boulevard; westerly on Bestor Boulevard to Monument Street; southerly on Monument Street to Sunset Boulevard; westerly on Sunset Boulevard to Marquez Avenue; southwesterly on Marquez Avenue to Sunset Boulevard; northerly and southwesterly on Sunset Boulevard to Paseo Miramar; northwesterly on Paseo Miramar to Espera Avenue; thence westerly along a direct line to the intersection of Sabbidoro Way and Bellino Drive; westerly on Sabbidoro Way to Monte Grigio Drive; thence westerly along a direct line to a point in the westerly city limit of the City of Los Angeles 1,000 feet northerly from the Pacific Ocean measured along said city limit; thence southerly along said city limit to the Pacific Ocean; easterly along the shore line of Pacific Ocean to its intersection with the northwesterly city limit of the City of Santa Monica; thence along city limit of said city in a general northeasterly direction to Rockingham Avenue; northerly on Rockingham Avenue to the point of beginning.</p>
27	<p>Beginning at the intersection of the westerly city limit of the City of Los Angeles and the Pacific Ocean, thence northwesterly along said city limit 2,000 feet to a point; thence westerly along a course northerly of and equidistant from the shore line of Pacific Ocean to its intersection with Las Flores Canyon Road; southerly on Las Flores Canyon Road and its prolongation to the Pacific Ocean; easterly along the shore line of Pacific Ocean to the point of beginning.</p>
28	<p>Beginning at the intersection of the Pacific Ocean and the southeasterly prolongation of Las Flores Canyon Road, thence northwesterly along said prolongation and Las Flores Canyon Road 2,000 feet to a point; thence westerly along a course northerly of and equidistant from the shore line of Pacific Ocean to its intersection with Malibu Creek; southerly along said creek to Pacific Ocean, easterly along shore line of Pacific Ocean to the point of beginning.</p>
35	<p>Beginning at the intersection of Onage Avenue with the northerly city limit of the City of Los Angeles, thence northwesterly along city limit of said city to Sepulveda Boulevard; northerly on Sepulveda Boulevard to Centinella Avenue; northwesterly on Centinella Avenue to Florence Avenue; westerly on Florence Avenue to Bejack Avenue; southwesterly on Bejack Avenue to Centinella Boulevard; southerly on Centinella Boulevard to its intersection with the northern city limit of the City of Los Angeles; thence westerly along city limit of said city to Culver Boulevard; southwesterly on Culver Boulevard to the Pacific Ocean; south-easterly along shore line of Pacific Ocean to Rosecrans Avenue; easterly on Rosecrans Avenue to Inglewood &amp; Redondo Road; northerly on Inglewood &amp; Redondo Road to Arbor Vitae Street; westerly on Arbor Vitae Street to Portal Avenue; northerly on Portal Avenue and Onage Avenue to the point of beginning.</p>
36	<p>Beginning at the intersection of Figueroa Street and Vernon Avenue, thence westerly on Vernon Avenue to Palmero Boulevard; northwesterly on Palmero Boulevard to Stocker Street; southwesterly on Stocker Street to La Brea Avenue; northerly on La Brea Avenue to Rodeo Road; westerly on Rodeo Road and Higuera Street to Jefferson Boulevard; southwesterly on Jefferson Boulevard to Overland Avenue; southerly on Overland Avenue to Playa Street; southwesterly on Playa Street and Jefferson Boulevard to Centinella Avenue; south-easterly on Centinella Avenue to Sepulveda Boulevard; southerly on Sepulveda Boulevard to the northern city limit of the City of Los Angeles; southeasterly along city limit of said city to Onage Avenue; southerly on Onage Avenue and Portal Avenue to Arbor Vitae Street; easterly on Arbor Vitae Street to Inglewood and Redondo Road; southerly on Inglewood and Redondo Road to Century Boulevard; easterly on Century Boulevard to Figueroa Street; northerly on Figueroa Street to the point of beginning.</p>
	(Continued)
	<p>○ For Delivery Zones formerly shown on this page see Second Revised Page 21 and Original Page 21-A.        * Change, Decision No. 33002.</p>
	<b>EFFECTIVE MAY 15, 1940</b>
	Issued by The Railroad Commission of the State of California, San Francisco, California.
	Correction No. 15



Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p style="text-align: center;"><b>* ① LOS ANGELES AREA—DELIVERY ZONES (Continued)</b></p> <p>Beginning at the intersection of Figueroa Street and Century Boulevard, thence westerly on Century Boulevard to Inglewood &amp; Redondo Road; southerly on Inglewood &amp; Redondo Road and Wiseburn Avenue to Robinson Street; westerly on Robinson Street to Dewey Avenue; southerly on Dewey Avenue to Redondo Beach Boulevard; easterly on Redondo Beach Boulevard to Flagler Lane; southerly on Flagler Lane to Dominguez Street; easterly on Dominguez Street and 190th Street to Figueroa Street; northerly on Figueroa Street to the point of beginning.</p> <p>Beginning at the intersection of Wiseburn Avenue and Rosecrans Avenue, thence westerly on Rosecrans Avenue to the Pacific Ocean; southerly along the shore line of Pacific Ocean to the southerly city limit of the City of Torrance; easterly along city limit of said city to Via Colusa; thence northerly along a direct line to the intersection of Calle Major and Via Los Altos; northerly on Via Los Altos and Paseo de Gracia to Redondo &amp; Wilmington Boulevard; easterly on Redondo &amp; Wilmington Boulevard to westerly city limit of City of Torrance; northerly along said city limit to the southerly city limit of the City of Redondo Beach; easterly and northerly along city limits of the City of Redondo Beach to Flagler Lane; northerly on Flagler Lane to Redondo Beach Boulevard; westerly on Redondo Beach Boulevard to Dewey Avenue; northerly on Dewey Avenue to Robinson Street; easterly on Robinson Street to Wiseburn Avenue; northerly on Wiseburn Avenue to the point of beginning.</p> <p>Beginning at the intersection of Figueroa Street and 190th Street, thence westerly on 190th Street and Dominguez Street to Flagler Lane; southerly on Flagler Lane to easterly city limit of City of Redondo Beach; thence southerly along said city limit to northern city limit of the City of Torrance at Sepulveda Boulevard; thence westerly and southerly along city limit of said city to Redondo &amp; Wilmington Boulevard; westerly on Redondo &amp; Wilmington Boulevard to Paseo de Gracia; southerly on Paseo de Gracia to Via Los Altos; southerly on Via Los Altos to Calle Major; thence southerly along a direct line to the intersection of Via Colusa and the southerly city limit of the City of Torrance; easterly and south-easterly along city limit of said city to Hawthorne Avenue; easterly and northerly on Hawthorne Avenue to Newton Street; easterly on Newton Street to Redondo &amp; Wilmington Boulevard; southeasterly on Redondo &amp; Wilmington Boulevard to easterly city limit of the City of Torrance; thence southerly along city limit of said city to its intersection with Pennsylvania Drive; thence easterly along a direct line to the intersection of North Palms Verden Drive and the westerly city limit of the City of Los Angeles; thence southeasterly along said city limit to Gatun Street; easterly on Gatun Street to Gaffey Street; southerly on Gaffey Street to Battery Street; easterly on Battery Street to Wilmington &amp; San Pedro Road; southeasterly on Wilmington &amp; San Pedro Road to Channel Street; thence easterly along a direct line to the center of Southern Pacific Company's Bascule Bridge over entrance to West Basin; thence northerly along a direct line to the intersection of "E" Street and Frigate Avenue; northerly on Frigate Avenue to "E" Street; westerly on "E" Street to Figueroa Street; northerly on Figueroa Street to the point of beginning.</p> <p>Beginning at the intersection of Bort Street and Long Beach Boulevard, thence westerly along a direct line to the intersection of Wilmington Avenue and Victoria Street; westerly on Victoria Street to Figueroa Street; southerly on Figueroa Street to E Street; easterly on E Street to Frigate Avenue; southerly on Frigate Avenue to B Street; thence southerly along a direct line to center of Southern Pacific Company's Bascule Bridge over entrance to West Basin; thence easterly along a water course (northerly of Terminal Island) through Turning Basin and East Basin to Cerritos Channel; easterly along Cerritos Channel to water course at eastern end of Terminal Island; southerly along said water course to the Pacific Ocean; easterly along shore line of Pacific Ocean to Los Angeles River; northerly along Los Angeles River to Long Beach Boulevard; northerly on Long Beach Boulevard to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>① For Delivery Zones formerly shown on this page, see Original Pages 21-B and 21-C.        * Change, Decision No. 33002.</p>
<b>EFFECTIVE MAY 15, 1940</b>	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Zone No.	<b>SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)</b>
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>
	<b>* ① LOS ANGELES AREA—DELIVERY ZONES (Continued)</b>
43	<p>Beginning at the intersection of the westerly county limit of the County of Orange with Del Amo Street, thence westerly on Del Amo Street to San Gabriel River; northerly on San Gabriel River to Orangethorpe Avenue; westerly on Orangethorpe Avenue to South Street; westerly on South Street and its westerly prolongation to the Los Angeles River; southerly along Los Angeles River to the Pacific Ocean; southeasterly along shore line of Pacific Ocean to the westerly county limit of the County of Orange; thence along said county limit in a general northeasterly direction to the point of beginning.</p>
44	<p>Beginning at the intersection of the water course at eastern end of Terminal Island with the Pacific Ocean, thence northerly along said water course to Cerritos Channel; westerly along Cerritos Channel northerly of Terminal Island through East Basin and Turning Basin to center of Southern Pacific Company's Bascule Bridge over entrance to West Basin; thence westerly along a direct line to the intersection of Channel Street with Wilmington &amp; San Pedro Road; northwesterly on Wilmington &amp; San Pedro Road to Battery Street; westerly on Battery Street to Gaffey Street; northerly on Gaffey Street to Gatun Street; westerly on Gatun Street to the westerly city limit of the City of Los Angeles; thence along city limit of said city in a general southerly direction to the Pacific Ocean; thence along the shore line of the Pacific Ocean including an extension across the Main Channel where said channel meets Pacific Ocean in a general easterly direction to the point of beginning.</p>
45	<p>Beginning at the intersection of Hawthorne Avenue with the southerly city limit of the City of Torrance, thence northwesterly and westerly along city limit of said city to the Pacific Ocean; southwestly along the shore line of Pacific Ocean to the southerly city limit of the City of Palom Verdes Estates; thence along city limit of said city in a general northeasterly direction to its intersection with the southerly city limit of the City of Torrance; northwesterly along said city limit to the point of beginning.</p>
46	<p>Beginning at the intersection of Palom Verdes Drive North with the westerly city limit of the City of Los Angeles, thence westerly along a direct line to the intersection of Pennsylvania Drive with the easterly city limit of the City of Torrance; southeasterly along a direct line to the intersection of Palom Verdes Drive North with Palom Verdes Drive East; thence along Palom Verdes Drive East and Palom Verdes Drive South in a general southerly direction to its intersection with the westerly continuation of Twenty-fifth Street; thence south to the Pacific Ocean; southeasterly along the shore line of Pacific Ocean to the westerly city limit of the City of Los Angeles; thence along city limit of said city in a general northerly direction to the point of beginning.</p>
60-A	<p>Beginning at the intersection of Lake Avenue and Loma Alta Drive, thence westerly on Loma Alta Drive and its westerly prolongation to Windsor Avenue; southerly on Windsor Avenue to La Canada Verdugo Road; westerly on La Canada Verdugo Road to Linda Vista Avenue; southerly on Linda Vista Avenue to its intersection with the westerly prolongation of Montana Street; thence easterly along said prolongation and Montana Street to Marengo Avenue; southerly on Marengo Avenue to Montana Street; easterly on Montana Street to Los Robles Avenue; northerly on Los Robles Avenue to Woodbury Road; southeasterly on Woodbury Road to Lake Avenue; northerly on Lake Avenue to the point of beginning.</p>
60-B	<p>Beginning at the intersection of New York Avenue and Foothill Boulevard, thence northwesterly on Foothill Boulevard to Crescent Drive; northerly on Crescent Drive to Rubio Drive; northerly and westerly on Rubio Drive to Palm Drive; thence northwesterly along a direct line to the intersection of Loma Alta Drive and Lake Avenue; southerly on Lake Avenue to New York Avenue; easterly on New York Avenue to the point of beginning.</p>
	(Continued)
	<p>① For Delivery Zones formerly shown on this page see Original Pages 21-C and 21-D.        * Change, Decision No. 33002.</p>
	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 17	<p>Issued by The Railroad Commission of the State of California,        San Francisco, California.</p>

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>	
<b>* LOS ANGELES AREA—DELIVERY ZONES (Continued)</b>	
60-C	<p>Beginning at the intersection of Lake Avenue and Woodbury Road, thence northwesterly on Woodbury Road to Los Robles Avenue; southerly on Los Robles Avenue to Montana Street; westerly on Montana Street to Marengo Avenue; northerly on Marengo Avenue to Montana Street; westerly on Montana Street and the westerly prolongation thereof to its intersection with Linda Vista Avenue; southerly on Linda Vista Avenue to Colorado Street; easterly on Colorado Street to Lake Avenue; northerly on Lake Avenue to the point of beginning.</p>
60-D	<p>Beginning at the intersection of Fairview Avenue and Michillinda Boulevard in the City of Sierra Madre, thence northwesterly along a direct line to the intersection of Sierra Madre Villa Avenue and Fairpoint Street; westerly on Fairpoint Street and its westerly prolongation to its intersection with New York Avenue; northwesterly on New York Avenue to Lake Street; southerly on Lake Street to Colorado Street; easterly on Colorado Street to Michillinda Avenue; northerly on Michillinda Avenue and Michillinda Boulevard to the point of beginning.</p>
60-E	<p>Beginning at the intersection of Lake Avenue and Colorado Street, thence westerly on Colorado Street to the westerly city limit of the City of Pasadena; thence along city limit of said city in a general southerly and easterly direction to its intersection with Fair Oaks Avenue; northerly on Fair Oaks Avenue to State Street; southeasterly on State Street and Garfield Avenue to Huntington Drive; northeasterly on Huntington Drive to Granada Avenue; southeasterly on Granada Avenue to Alhambra Road; northeasterly on Alhambra Road to railroad of Southern Pacific Company west of Valencia Street; thence northeasterly on said railroad to Alhambra Road; northerly on Alhambra Road to Virginia Road; northwesterly on Virginia Road to Oak Grove Avenue; northwesterly on Oak Grove Avenue to Arden Road; westerly on Arden Road to Lake Avenue; northerly on Lake Avenue to the point of beginning.</p>
60-F	<p>Beginning at the intersection of Michillinda Avenue and Colorado Street, thence westerly on Colorado Street to Lake Avenue; southerly on Lake Avenue to Arden Road; easterly on Arden Road to Oak Grove Avenue; southeasterly on Oak Grove Avenue to Virginia Road; southeasterly on Virginia Road to Alhambra Road; southerly on Alhambra Road to railroad of Southern Pacific Company north of Domingo Drive; easterly on said railroad to San Marino Avenue; southerly on San Marino Avenue to Longden Avenue; easterly on Longden Avenue to Rose Avenue; northeasterly on Rose Avenue to Duarte Road; easterly on Duarte Road to San Gabriel Boulevard; northerly on San Gabriel Boulevard to Huntington Drive; easterly on Huntington Drive to Michillinda Avenue; northerly on Michillinda Avenue to the point of beginning.</p>
61-A	<p>Beginning at the intersection of Figueroa Street and Avenue 50, thence northwesterly on Avenue 50 to El Paso Drive; northwesterly on El Paso Drive to Eagle Rock Boulevard; southwesterly on Eagle Rock Boulevard to Fletcher Drive; southwesterly on Fletcher Drive to the Los Angeles River; southeasterly along Los Angeles River to North Broadway; easterly on North Broadway to Workman Street; northerly on Workman Street to Pasadena Avenue; northerly on Pasadena Avenue to Figueroa Street; northerly on Figueroa Street to the point of beginning.</p>
61-B	<p>Beginning at the intersection of the west city limit of the City of Pasadena and Colorado Boulevard, thence westerly on Colorado Boulevard to Hill Drive; westerly on Hill Drive to Eagle Rock Boulevard; southerly on Eagle Rock Boulevard to El Paso Drive; southeasterly on El Paso Drive to Avenue 50; southeasterly on Avenue 50 to Figueroa Street; northeasterly on Figueroa Street to Pasadena Avenue; easterly on Pasadena Avenue to Avenue 64; northerly on Avenue 64 to its intersection with the city limit of the City of Pasadena; thence along said city limit in a general northerly direction to the point of beginning.</p>
(Continued)	
<p>⊙ For Production Areas formerly shown on this page, see Original Page 21-E.        * Change, Decision No. 33002.</p>	
<b>EFFECTIVE MAY 15, 1940</b>	
Correction No. 18	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>	
<b>* ① LOS ANGELES AREA—DELIVERY ZONES (Continued)</b>	
61-C	<p>Beginning at the intersection of State Street and Fair Oaks Avenue in the City of Pasadena, thence southerly on Fair Oaks Avenue to the city limit of the City of Pasadena; thence along said city limit in a general westerly direction to Avenue 64 at Adelaide Place; southerly on Avenue 64 to Pasadena Avenue; westerly on Pasadena Avenue to Figueroa Street; southwesterly on Figueroa Street to Pasadena Avenue; southerly on Pasadena Avenue and Workman Street to North Broadway; easterly on North Broadway to Mission Road; northeasterly on Mission Road to Huntington Drive North; northeasterly on Huntington Drive North to Garfield Avenue; northwesterly on Garfield Avenue and State Street to the point of beginning.</p>
61-D	<p>Beginning at Fletcher Drive and the Los Angeles River, thence northwesterly along Los Angeles River to Hyperion Bridge; southwesterly on Hyperion Bridge and Hyperion Avenue to Sunset Boulevard; northwesterly on Sunset Boulevard to Santa Monica Boulevard; southwesterly on Santa Monica Boulevard to Hoover Street; southerly on Hoover Street to Melrose Avenue; easterly on Melrose Avenue and Marathon Street to Alvarado Street; northeasterly on Alvarado Street to Sunset Boulevard; easterly on Sunset Boulevard to Lilac Terrace; easterly on Lilac Terrace to Chavez Ravine Road; southeasterly on Chavez Ravine Road to Figueroa Street; northeasterly on Figueroa Street to Bernard Street; easterly on Bernard Street to North Broadway; northeasterly on North Broadway to the Los Angeles River; northwesterly along Los Angeles River to the point of beginning.</p>
62-A	<p>Beginning at the intersection of Eastern Avenue and Huntington Drive North, thence southwesterly on Huntington Drive North to Mission Road; southwesterly on Mission Road to North Broadway; westerly on North Broadway to the Los Angeles River; southerly and southeasterly along Los Angeles River to Atlantic Boulevard; northeasterly on Atlantic Boulevard to Brooklyn Avenue; westerly on Brooklyn Avenue to Eastern Avenue; northerly and westerly on Eastern Avenue to Marianna Avenue; northerly and northeasterly on Marianna Avenue to Valley Boulevard; southwesterly on Valley Boulevard to Eastern Avenue; northerly on Eastern Avenue to the point of beginning.</p>
62-B	<p>Beginning at the intersection of Garfield Avenue and Huntington Drive, thence southwesterly on Huntington Drive and Huntington Drive North to Eastern Avenue; southerly on Eastern Avenue to Valley Boulevard; northeasterly on Valley Boulevard to Marianna Avenue; southwesterly and southerly on Marianna Avenue to Eastern Avenue; easterly and southerly on Eastern Avenue to Brooklyn Avenue; easterly on Brooklyn Avenue to Atlantic Boulevard; northeasterly and northerly on Atlantic Boulevard to Garfield Avenue; northwesterly on Garfield Avenue to the point of beginning.</p>
63	<p>Beginning at the intersection of Michillinda Avenue and Huntington Drive, thence westerly on Huntington Drive to San Gabriel Boulevard; southerly on San Gabriel Boulevard to Duarte Road; westerly on Duarte Road to Rose Avenue; southwesterly on Rose Avenue to Longdon Avenue; westerly on Longdon Avenue to San Marino Avenue; northerly on San Marino Avenue to railroad of Southern Pacific Company; westerly and southwesterly along said railroad to its intersection with Alhambra Road westerly from Valencia Street; southwesterly on Alhambra Road to Granada Avenue; northwesterly on Granada Avenue to Huntington Drive; southwesterly on Huntington Drive to Garfield Avenue; southeasterly on Garfield Avenue to Atlantic Boulevard; southerly on Atlantic Boulevard to Harding Avenue; easterly on Harding Avenue to El Mercado Avenue; southerly on El Mercado Avenue to Graves Avenue; easterly on Graves Avenue to Garfield Avenue; northeasterly on Garfield Avenue to Graves Avenue; easterly on Graves Avenue to Del Mar Avenue; southerly on Del Mar Avenue to La Merced Road; southeasterly and easterly on La Merced Road to Mesa Drive; southwesterly on Mesa Drive to Hill Drive; southeasterly on Hill Drive and San Gabriel Boulevard to Muscatel Avenue; northeasterly and northerly on Muscatel Avenue to Fawcett Avenue; easterly on Fawcett Avenue to Rio Hondo; northeasterly on Rio Hondo to Rosemead Boulevard; northwesterly and northerly on Rosemead Boulevard to Duarte Road; easterly on Duarte Road and Duarte County Road to its intersection with the southerly prolongation of Michillinda Avenue; northerly along said prolongation to the point of beginning.</p>
(Continued)	
<p>①For Production Areas formerly carried on this page, see Original Pages 21-F and 21-G.      * Change, Decision No. 33002.</p>	
<b>EFFECTIVE MAY 15, 1940</b>	
Correction No. 19	<p>Issued by The Railroad Commission of the State of California,          San Francisco, California.</p>

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>  <b>*LOS ANGELES AREA—DELIVERY ZONES (Continued)</b></p> <p>Beginning at the intersection of the Rio Hondo with Fawcett Avenue, thence westerly on Fawcett Avenue to Muscatel Avenue; southerly and southwesterly on Muscatel Avenue to San Gabriel Boulevard; northwesterly on San Gabriel Boulevard to Hill Drive; northwesterly on Hill Drive to Mesa Drive; northeasterly on Mesa Drive to La Merced Road; westerly and northwesterly on La Merced Road to Del Mar Avenue; northerly on Del Mar Avenue to Graves Avenue; westerly on Graves Avenue to Garfield Avenue; southwesterly on Garfield Avenue to Graves Avenue; northerly and westerly on Graves Avenue to El Mercado Avenue; northerly on El Mercado Avenue to Harding Avenue; westerly on Harding Avenue to Atlantic Boulevard; southwesterly on Atlantic Boulevard to the Los Angeles River; southeasterly along Los Angeles River to railroad of Pacific Electric Railway Company's Whittier Line; easterly on said railroad to Rio Hondo; northeasterly and northerly on Rio Hondo to the point of beginning.</p> <p>Beginning at the intersection of Pellissier Road and Durfee Avenue, thence southwesterly on Durfee Avenue to San Gabriel Boulevard; northwesterly on San Gabriel Boulevard to the Rio Hondo; southwesterly on Rio Hondo to railroad of Pacific Electric Railway Company's Whittier Line; easterly on said railroad and the La Habra branch of said company to Gunn Avenue; northeasterly on Gunn Avenue to Whittier Boulevard; northwesterly on Whittier Boulevard to Catalina Avenue; northeasterly on Catalina Avenue to 6th Street; northwesterly on 6th Street to the easterly city limit of the City of Whittier; thence along city limit of said city in a general northerly direction to Beverly Boulevard; westerly on Beverly Boulevard to Painter Avenue; northerly on Painter Avenue to Orange Drive; westerly on Orange Drive to Panorama Drive; northerly and westerly on Panorama Drive to Pickering Avenue; northerly on Pickering Avenue to Honolulu Terrace; northwesterly on Honolulu Terrace to Citrus Avenue; southerly on Citrus Avenue to Beverly Drive; northwesterly on Beverly Drive to Workman Mill Road; northeasterly on Workman Mill Road to Pellissier Road; westerly on Pellissier Road to the point of beginning.</p> <p>Beginning at the northwest corner of the County of Orange, more particularly described by the intersection of the south line of Township 2 South with the east line of Range 11 West, S. B. B &amp; M., thence northwesterly along a direct line to the intersection of Fourth Street and Catalina Avenue; southwesterly on Catalina Avenue to Whittier Boulevard; southwesterly on Whittier Boulevard to Gunn Avenue; southwesterly on Gunn Avenue to La Habra Branch of Pacific Electric Railway Company; westerly on said railroad and the Whittier line of said company to the Los Angeles River; southerly on Los Angeles River to Century Boulevard; easterly on Century Boulevard and Main Street to Paramount Boulevard; southerly on Paramount Boulevard to Golden Avenue; southeasterly on Golden Avenue to Grant Avenue; northeasterly on Grant Avenue to Gardendale Street; southeasterly on Gardendale Street to Lakewood Boulevard; northeasterly on Lakewood Boulevard to Imperial Highway; easterly on Imperial Highway to Cordova Road; easterly on Cordova Road and Imperial Highway to westerly county limit of the County of Orange; northerly along said county limit to the point of beginning.</p> <p>Beginning at the intersection of the westerly county limit of the County of Orange with Imperial Highway; thence westerly on Imperial Highway to Cordova Road; westerly on Cordova Road to Imperial Highway; westerly on Imperial Highway to Lakewood Boulevard; southwesterly and southerly on Lakewood Boulevard to South Street; easterly on South Street and Orangethorpe Avenue to the San Gabriel River; southerly on San Gabriel River to Del Amo Street; easterly on Del Amo Street to the westerly county limit of the County of Orange; thence along county limit of said county in a general northeasterly direction to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>* Change, Decision No. 33002.</p>
<p><b>EFFECTIVE MAY 15, 1940</b></p>	
<p>Correction No. 20</p>	<p>Issued by The Railroad Commission of the State of California,                  San Francisco, California.</p>

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>
	<b>* LOS ANGELES AREA—DELIVERY ZONES (Continued)</b>
68	<p>Beginning at the intersection of the railroad of Pacific Electric Railway Company's Whittier Line with the Los Angeles River, thence northwesterly along Los Angeles River to Soto Street; southerly on Soto Street to East Vernon Avenue; westerly on East Vernon Avenue to Santa Fe Avenue; southerly on Santa Fe Avenue to East Vernon Avenue; westerly on East Vernon Avenue and Vernon Avenue to Figueroa Street; southerly on Figueroa Street to 98th Street; easterly on 98th Street to Clovis Avenue; southerly on Clovis Avenue to Century Boulevard; easterly on Century Boulevard to Compton Avenue; northerly on Compton Avenue to 97th Street; easterly on 97th Street to Alameda Street; southerly on Alameda Street to Tweedy Boulevard; easterly on Tweedy Boulevard to the Los Angeles River; northerly on Los Angeles River to the point of beginning.</p>
69	<p>Beginning at the intersection of the Los Angeles River and Tweedy Boulevard, thence westerly on Tweedy Boulevard to Alameda Street; northerly on Alameda Street to 97th Street; westerly on 97th Street to Compton Avenue; southerly on Compton Avenue to Century Boulevard; westerly on Century Boulevard to Clovis Avenue; northerly on Clovis Avenue to 98th Street; westerly on 98th Street to Figueroa Street; southerly on Figueroa Street to Victoria Street; easterly on Victoria Street to Wilmington Avenue; thence easterly along a direct line to the intersection of Bort Street and Long Beach Boulevard; southerly on Long Beach Boulevard to its intersection with the westerly prolongation of South Street; easterly on said prolongation and South Street to Lakewood Boulevard; northerly on Lakewood Boulevard to Gardendale Street; northwesterly on Gardendale Street to Grant Avenue; southwestly on Grant Avenue to Golden Avenue; northwesterly on Golden Avenue to Paramount Boulevard; northerly on Paramount Boulevard to Main Street; westerly on Main Street and Century Boulevard to the Los Angeles River; northerly on Los Angeles River to the point of beginning.</p>
80	<p>Beginning at the intersection of the northerly prolongation of Bradbury Avenue in the town of Duarte with the easterly prolongation of Lemon Avenue from the City of Monrovia, thence westerly along last-mentioned prolongation and Lemon Avenue to Bradbury Avenue in the City of Monrovia; northerly on Bradbury Avenue to Wild Rose Avenue; easterly on Wild Rose Avenue to Mountain Avenue; northerly on Mountain Avenue and Canon Drive to Oak Park Lane; thence northwesterly along a direct line to the intersection of Prospect Avenue and Grand Avenue; northwesterly on Grand Avenue to Canyon Boulevard; northerly on Canyon Boulevard to Scenic Drive; westerly on Scenic Drive and North Street to Primrose Avenue; southerly on Primrose Avenue to Hillcrest Boulevard; southwestly on Hillcrest Boulevard to Fifth Avenue; southerly on Fifth Avenue to Foothill Boulevard; westerly on Foothill Boulevard (also White Oak Avenue) to Michillinda Avenue; southerly on Michillinda Avenue and its southerly prolongation to Duarte County Road; westerly on Duarte County Road and Duarte Road to Rosemead Boulevard; southerly and southeasterly on Rosemead Boulevard to Rio Hondo; southerly on Rio Hondo to San Gabriel Boulevard; southeasterly on San Gabriel Boulevard to Durfee Avenue; northeasterly on Durfee Avenue to Pellissier Road; easterly on Pellissier Road and Workman Mill Road to Second Avenue; northeasterly on Second Avenue to Proctor Avenue; southeasterly on Proctor Avenue to Third Avenue; northeasterly on Third Avenue to Pomona Boulevard; southeasterly on Pomona Boulevard to the southwestly prolongation of Puente Avenue; northeasterly on said prolongation and Puente Avenue to Holt Avenue; northwesterly on Holt Avenue to Maine Avenue; northerly on Maine Avenue to Dalton Road; thence northerly along a direct line to the intersection of Berry Street and Bradbury Avenue; northerly on Bradbury Avenue and its northerly prolongation to the point of beginning.</p>
81	<p>Beginning at the intersection of Fifth Avenue and Hillcrest Boulevard in the City of Monrovia, thence northwesterly along a direct line to the intersection of Grand View Avenue and Santa Anita Avenue; westerly on Grand View Avenue to Foothill Avenue; northwesterly on Foothill Avenue to Camillo Street; thence northerly along a direct line to the intersection of Sturtevant Drive and Alta Vista Drive; westerly on Sturtevant Drive to Mountain Trail Avenue; northerly on Mountain Trail Avenue to Miramonte Avenue; westerly on Miramonte Avenue to Carter Avenue; westerly on Carter Avenue and the westerly prolongation thereof to its intersection with Michillinda Boulevard; southerly on Michillinda Boulevard to Foothill Boulevard; easterly on Foothill Boulevard to Fifth Avenue; northerly on Fifth Avenue to the point of beginning.</p>
	(Continued)
	* Change, Decision No. 33002.
	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 21	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p style="text-align: center;"><b>* LOS ANGELES AREA—DELIVERY ZONES (Continued)</b></p> <p>Beginning at the intersection of Loraine Avenue and Sierra Madre Avenue, thence westerly on Sierra Madre Avenue and the westerly continuation thereof to its intersection with Fish Canyon Road; westerly on Fish Canyon Road to railroad of Pacific Electric Railway Company; westerly on said railroad to the northerly prolongation of Bradbury Avenue in the town of Duarte; southerly on said prolongation and Bradbury Avenue to Berry Street; thence southerly along a direct line to the intersection of Dalton Road and Maine Avenue; southerly on Maine Avenue to Holt Avenue; southeasterly on Holt Avenue to Puente Avenue; southwesterly on Puente Avenue to Francisquito Avenue; southeasterly on Francisquito Avenue to Glendora Avenue; northeasterly on Glendora Avenue to Francisquito Avenue; easterly on Francisquito Avenue to Azusa Avenue; northerly on Azusa Avenue to Merced Avenue; easterly on Merced Avenue to Hollenbeck Street; northerly on Hollenbeck Street to Vine Avenue; easterly on Vine Avenue to Citrus Street; northerly on Citrus Street to Cameron Avenue; easterly on Cameron Avenue to Barranca Street; northerly on Barranca Street to Cortez Street; easterly on Cortez Street to Oregon Avenue; northwesterly on Oregon Avenue to Arroyo Avenue; thence northerly along a direct line to the intersection of Range Avenue and Workman Avenue; northerly on Range Avenue to Puente Street; easterly on Puente Street to Lyman Street; northerly on Lyman Street to railroad of Pacific Electric Railway Company; northeasterly on said railroad to Sunflower Avenue; northerly on Sunflower Avenue to Gladstone Avenue; thence northerly along a direct line to the intersection of Alosta Avenue and Loraine Avenue; thence northerly on Loraine Avenue to the point of beginning.</p> <p>Beginning at the intersection of Wheeler and La Verne Road with the easterly prolongation of Foothill Boulevard as located within the City of Glendora, thence westerly along said prolongation to Loraine Avenue; southerly on Loraine Avenue to Alosta Avenue; thence southerly along a direct line to the intersection of Gladstone Avenue and Sunflower Avenue; southerly on Sunflower Avenue to the railroad of the Pacific Electric Railway Company; northeasterly on said railroad to Cypress Avenue; easterly on Cypress Avenue to Amelia Avenue; northerly on Amelia Avenue to Covina Boulevard; easterly on Covina Boulevard to Walnut Avenue; northerly on Walnut Avenue to railroad of Southern Pacific Company; easterly on said railroad to Grand Avenue; northeasterly on Grand Avenue to Foothill Boulevard; southeasterly on Foothill Boulevard to Wheeler and La Verne Road; northerly on Wheeler and La Verne Road to the point of beginning.</p> <p>Beginning at the intersection of Francisquito Avenue with Pass and Covina Road, thence westerly on Francisquito Avenue to Glendora Avenue; southwesterly on Glendora Avenue to Francisquito Avenue; northwesterly on Francisquito Avenue to Puente Avenue; southwesterly on Puente Avenue and its southwesterly prolongation to Pomona Boulevard; northwesterly on Pomona Boulevard to Third Avenue; southwesterly on Third Avenue to Proctor Avenue; northwesterly on Proctor Avenue to Second Avenue; southwesterly on Second Avenue to Workman Mill Road; westerly and southerly on Workman Mill Road to its intersection with railroad of Union Pacific Railroad Company; easterly on said railroad to Sixth Avenue; southwesterly on Sixth Avenue and the southwesterly prolongation thereof to its intersection with Orange Grove Avenue; southeasterly on Orange Grove Avenue to Canon Road; southerly on Canon Road to Low Altos Drive; southerly and easterly on Low Altos Drive to Hacienda Boulevard; northerly on Hacienda Boulevard to Tetley Street; thence easterly along a direct line to the intersection of La Monde Street and Stimson Avenue; northerly on Stimson Avenue to railroad of Union Pacific Railroad Company; easterly on said railroad to Anaheim and Puente Road; northerly on Anaheim and Puente Road to Pomona Boulevard; easterly on Pomona Boulevard to Pass and Covina Road; northerly on Pass and Covina Road to the point of beginning.</p> <p>Beginning at the intersection of Center Street and La Puente Road, thence westerly on La Puente Road to Nogales Street; thence westerly from said point along a line parallel to Pomona Boulevard to the intersection of said line with Pass and Covina Road; southwesterly on Pass and Covina Road to Pomona Boulevard; westerly on Pomona Boulevard to Anaheim and Puente Road; southerly and easterly on Anaheim and Puente Road to Graziade Road; easterly on Graziade Road and Fifth Avenue to Brea Canyon Cut-off Road; northwesterly and northerly on Brea Canyon Cut-off Road to Walnut Drive; westerly on Walnut Drive to Otterbein Avenue; northerly on Otterbein Avenue and its northerly prolongation to Front Street; easterly on Front Street to Center Street; northerly on Center Street to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
82	
83	
84	
85-A	
*Change, Decision No. 33002.	
<b>EFFECTIVE MAY 15, 1940</b>	
Issued by The Railroad Commission of the State of California, San Francisco, California.	
Correction No. 22	

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF--TERRITORIAL (Continued)</b></p> <p style="text-align: center;"><b>* LOS ANGELES AREA—DELIVERY ZONES (Concluded)</b></p> <p>85-B Beginning at the intersection of La Puente Road and Pomona Boulevard, thence south-westerly on La Puente Road to Center Street; southerly on Center Street to Front Street; westerly on Front Street to the northerly prolongation of Otterbein Avenue; southerly on said prolongation and Otterbein Avenue to Walnut Drive; easterly on Walnut Drive to Brea Canyon Cut-off Road; southerly and southeasterly on Brea Canyon Cut-off Road to Fifth Avenue; northeasterly on Fifth Avenue and Brea Canyon Road to the south line of Section 3, T. 2 S., R. 9 W., S. B. B. &amp; M., thence westerly along said south line and the south line of Section 4, T. 2 S., R. 9 W., S. B. B. &amp; M. to its intersection with the railroad of Union Pacific Railroad Company, thence northwesterly along a direct line to the point of beginning.</p> <p>85-C Beginning at the intersection of Holt Avenue and Loma Vista Street, thence south-westerly on Holt Avenue to Arroyo Avenue; westerly on Arroyo Avenue to the easterly intersection of Arroyo Avenue and Holt Avenue located adjacent to the intersection of the south-westerly line of Rancho San Jose with Arroyo Avenue; thence southeasterly along a direct line to the intersection of Collins Street with Covina and Spadra Road; northwesterly on Covina and Spadra Road to Temple Avenue; westerly on Temple Avenue to its intersection with the southeasterly continuation of San Jose Hills Road (also known as Grand Avenue); southerly on Grand Avenue to Pomona Boulevard; thence southeasterly along a direct line to the intersection of the railroad of Union Pacific Railroad Company with the south line of Section 4, T. 2 S., R. 9 W., S. B. B. &amp; M., thence easterly along said south line and the south line of Section 3, T. 2 S., R. 9 W., S. B. B. &amp; M., to Brea Canyon Road; northeasterly on Brea Canyon Road to the southerly continuation of North Roselawn Avenue; northerly on said continuation to Pomona Boulevard; westerly on Pomona Boulevard to Pomona Covina Road; northwesterly on Pomona and Covina Road and Holt Avenue to the point of beginning.</p> <p>86 Beginning at the intersection of the easterly limit of the County of Los Angeles with the south line of Section 26, T. 1 N., R. 8 W., S. B. B. &amp; M., thence westerly along said line and Pomello Drive to Mills Avenue; southerly on Mills Avenue to Miramar Avenue; westerly on Miramar Avenue and its westerly continuation to Oxford Street; southerly on Oxford Street to Base Line Road; westerly on Base Line Road to Live Oak Canon Road; south-westerly on Live Oak Canon Road to Base Line Road; westerly on Base Line Road to Wheeler and La Verne Road; southerly on Wheeler and La Verne Road to Foothill Boulevard; northwesterly on Foothill Boulevard to Grand Avenue; southwesterly on Grand Avenue to railroad of Southern Pacific Company; easterly on said railroad to the westerly city limit of the City of La Verne; thence easterly along city limit of said city to Tonner Avenue; southerly on Tonner Avenue to Walnut Avenue; easterly on Walnut Avenue to the western city limit of the City of Pomona; thence southwesterly along city limit of said city to Murchison Avenue; westerly on Murchison Avenue to Dudley Street; southerly on Dudley Street to Elwood Avenue; westerly on Elwood Avenue and its continuation to Holt Avenue; south-easterly on Holt Avenue to Pomona and Covina Road; southeasterly on Pomona and Covina Road to Pomona Boulevard; easterly on Pomona Boulevard to North Roselawn Avenue; southerly on the southerly extension of North Roselawn Avenue to Brea Canyon Road; easterly on Brea Canyon Road to the westerly city limit of the City of Pomona; thence southerly and easterly along the city limits of said city to Garey Avenue; southerly on Garey Avenue to Garey Avenue Extension; southeasterly on Garey Avenue Extension to the southerly limit of Los Angeles County; thence easterly and northeasterly along limits of said county to the point of beginning.</p> <p style="text-align: center;">(Concluded)</p>
	<p>* Change, Decision No. 33002.</p>
<p><b>EFFECTIVE MAY 15, 1940</b></p>	
<p>Correction No. 23</p>	<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>



Area No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p style="text-align: center;"><b>* LOS ANGELES—PRODUCTION AREAS</b></p> <p><b>A</b> Beginning at the intersection of Stonehurst Avenue and Tujunga Avenue, thence southerly on Tujunga Avenue to Sheldon Street; southwesterly on Sheldon Street to Remsen Avenue; northwesterly on Remsen Avenue to Wentworth Street; southwesterly on Wentworth Street to Woodman Avenue; southerly on Woodman Avenue to Sherman Way; easterly on Sherman Way to Vineland Avenue; northerly on Vineland Avenue to Strathern Street; easterly on Strathern Street to Clybourn Avenue; northerly on Clybourn Avenue and Sunland Boulevard to Clybourn Avenue; northerly on Clybourn Avenue to Stonehurst Avenue; northwesterly on Stonehurst Avenue to the point of beginning.</p> <p><b>B</b> Beginning at the intersection of Foothill Boulevard and Wheatland Avenue, thence southerly on Wheatland Avenue to McBroom Street; southwesterly on McBroom Street to Clybourn Avenue; southerly on Clybourn Avenue to Art Street; easterly on Art Street to Wheatland Avenue; southerly on Wheatland Avenue to Sunland Boulevard; northeasterly on Sunland Boulevard to Foothill Boulevard; northwesterly on Foothill Boulevard to the point of beginning.</p> <p><b>C</b> Northeast quarter of Section 18, T. 2 N., R. 13 W., S. E. B. &amp; M.</p> <p><b>D</b> Beginning at the intersection of the westerly city limit of the City of Burbank with Sherman Place, thence westerly on Sherman Place and Sherman Way to Coldwater Canyon Avenue; southerly on Coldwater Canyon Avenue to Burbank Boulevard; easterly on Burbank Boulevard to the westerly city limit of the City of Burbank; northerly along said city limit to the point of beginning.</p> <p><b>E</b> Beginning at the intersection of Vosburg Street and Sierra Madre Villa Avenue, thence westerly along a direct line to the intersection of Glenview Terrace and Foothill Boulevard; southerly on Foothill Boulevard and North Foothill Boulevard to Paloma Street; easterly on Paloma Street and the easterly prolongation thereof to Sierra Madre Villa Avenue; northerly on Sierra Madre Villa Avenue to the point of beginning.</p> <p><b>F</b> Beginning at the intersection of Colorado Boulevard and Shamrock Avenue in the City of Monrovia, thence westerly on Colorado Boulevard to a line 500 feet westerly of and parallel to Santa Anita Avenue; southerly along said line to Live Oak Avenue; easterly on Live Oak Avenue to Tyler Avenue; southerly on Tyler Avenue and Tyler Street to Columbia Avenue; easterly on Columbia Avenue, San Bernardino Road and West Ramona Boulevard to Center Street; northerly on Center Street to Olive Street; thence northerly along a direct line to the intersection of Meridian Street and Buena Vista Street; northerly on Buena Vista Street and the northerly prolongation thereof to Lemon Avenue; westerly on Lemon Avenue to Shamrock Avenue; southerly on Shamrock Avenue to the point of beginning.</p> <p><b>G</b> Beginning at the intersection of Azusa Avenue and Eleventh Street in the City of Azusa, thence westerly on Eleventh Street to the railroad of Pacific Electric Railway Company's Glendora line; westerly on said railroad to the intersection of the northerly prolongation of Orange Avenue; southerly along said prolongation and Orange Avenue to Bonita Avenue; westerly on Bonita Avenue to Maine Avenue; southerly on Maine Avenue to railroad of Pacific Electric Railway Company's Covina line; easterly on said railroad to Azusa Avenue; northerly on Azusa Avenue to the point of beginning.</p> <p><b>H</b> Beginning at the intersection of Tenth Street and Central Avenue in the County of San Bernardino, thence westerly on Tenth Street to the easterly county limit of Los Angeles County; southerly along said county limit to railroad of Pacific Electric Railway Company; westerly on said railroad to Alexander Avenue in the City of Claremont; southerly on Alexander Avenue to San Bernardino Avenue; easterly on San Bernardino Avenue to Mills Avenue; southerly on Mills Avenue to Orchard Avenue; easterly on Orchard Avenue to Central Avenue; northerly on Central Avenue to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	* Change, Decision No. 33002.
	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 24	Issued by The Railroad Commission of the State of California, San Francisco, California.

Area No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p style="text-align: center;"><b>* LOS ANGELES—PRODUCTION AREAS (Continued)</b></p> <p><b>I</b> That area in the City of Long Beach adjacent to the westerly end of Seventh Street and having Slip 2 for its northerly boundary, Long Beach Turning Basin for its westerly boundary, Slip 3 for its southerly boundary and a straight line between the easterly extremities of Slips 2 and 3 for its easterly boundary.</p> <p><b>J</b> Beginning at the intersection of Kashlan Road and Chota Road, thence westerly along a direct line to the intersection of Cypress Street and Nabal Road; westerly on Cypress Street to Walnut Street; southwesterly on Walnut Street to Eliatt Street; southerly on Eliatt Street to the northerly county limit of the County of Orange; easterly along said county limit to Fullerton Road; northeasterly on Fullerton Road to Kashlan Road; westerly on Kashlan Road to the point of beginning.</p> <p><b>K</b> Beginning at the intersection of the westerly city limit of the City of Alhambra with Ramona Boulevard, thence westerly on Ramona Boulevard to its intersection with the northerly prolongation of Rollins Avenue; southerly along said prolongation and Rollins Avenue to Partin Way; westerly on Partin Way to Booth Avenue; southwesterly on Booth Avenue to its intersection with the northerly prolongation of Eastern Way; southerly along said prolongation and Eastern Way to Blanchard Street; easterly on Blanchard Street to McBride Avenue; thence easterly along a direct line to the intersection of Ladrillo Avenue and Coyote Pass Road; northeasterly on Coyote Pass Road to its intersection with the southerly prolongation of the westerly city limit of the City of Alhambra; thence northerly along said prolongation and city limit to the point of beginning.</p> <p><b>L</b> Beginning at the intersection of Arroyo Drive and Mesa Drive, thence southwesterly on Mesa Drive to Third Street; westerly on Third Street to Wilcox Avenue; southerly on Wilcox Avenue to Lincoln Avenue; easterly and northeasterly on Lincoln Avenue to San Gabriel Boulevard; northwesterly on San Gabriel Boulevard to Arroyo Drive; northwesterly on Arroyo Drive to the point of beginning.</p> <p><b>M</b> Beginning at a point on Redondo &amp; Wilmington Boulevard 1,000 feet easterly of Narbonne Avenue, thence westerly and northwesterly on Redondo &amp; Wilmington Boulevard to Newton Street; westerly on Newton Street to Hawthorne Avenue; southerly and westerly on Hawthorne Avenue to the southwesterly city limit of the City of Torrance; southeasterly along said city limit and the southeasterly prolongation thereof to its intersection with a line 1,000 feet equidistant from and southeasterly of Narbonne Avenue; thence northeasterly and northerly along said equidistant line to the point of beginning.</p> <p><b>N</b> Beginning at the northeast corner of the west half of the west half of Section 22, T. 1. N., R. 10 W., S. E. B. &amp; M., thence westerly along the north lines of Sections 22 and 21 to the west line of the east half of Section 21; southerly along said line and the southerly prolongation thereof to its intersection with a line parallel to and 500 feet northerly of Fish Canyon Road; westerly along said parallel line to its intersection with the northerly continuation of Mount Olive Drive; southerly on said continuation and Mount Olive Drive to the railroad of Southern Pacific Company's Duarte branch; easterly along said railroad to Las Lomas Avenue; northerly on Las Lomas Avenue to Fish Canyon Road; northeasterly on Fish Canyon Road to the south line of Section 21; easterly along said south line and the south line of Section 22 to the southeast corner of the west half of the west half of Section 22; thence northerly along the east line of said fractional area to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>* Change, Decision No. 33002.</p>
	<p style="text-align: right;"><b>EFFECTIVE MAY 15, 1940</b></p>
Correction No. 25	<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>

Area No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b> <b>LOS ANGELES—PRODUCTION AREAS (Concluded)</b>
O	<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 &amp; San Pedro Road; northeasterly on Wilmington &amp; San Pedro Road to Mar Vista Avenue; northerly on Mar Vista Avenue to the point of beginning.</p>
*R	<p>Beginning at that intersection of the northerly city limit of the City of Culver City and Moynier Lane, located approximately 1,000 feet southerly of the intersection of Jefferson Blvd. and Rodeo Road; thence southerly on Moynier Lane to the intersection of Moynier Lane and the easterly city limit of the City of Culver City; thence northerly along said city limits to the point of beginning.</p>
S	<p>Beginning at the intersection of railroad of The Atchison, Topeka &amp; 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 Rheem Avenue; southerly on said prolongation and Rheem 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 a point on Palom Verdes South, one mile westerly of the intersection Palom Verdes Drive South and Pacific Avenue (formerly Fifth Street) measured along said Palom Verdes Drive South, thence easterly from said point along Palom Verdes Drive South to its intersection with the westerly prolongation of the southerly city limit of the City of Los Angeles (adjacent to Sixteenth Street, San Pedro area), easterly from said intersection along said prolongation to the southwest corner of the city limits of the City of Los Angeles, northerly along the westerly city limits of the City of Los Angeles to the northwest corner of the city limits of the City of Los Angeles in the proximity of the intersection of Mirpleste Drive and First Street, thence westerly along the westerly prolongation of the northerly city limit of the City of Los Angeles to its intersection with a line extending north from the point of beginning, thence south along said line to the point of beginning.</p>
X	<p>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.</p>
	(Concluded)
	*Change, Decision No. 34233
	<b>EFFECTIVE MAY 28, 1941</b>
	Issued by The Railroad Commission of the State of California, San Francisco, California.
	Correction No. 74

Zone No.	<b>SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)</b>
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>
	Delivery Zones Nos. 10 to 80, inclusive, and Production Areas "A" to "F", inclusive, as described individually herein comprise the Ventura Area.
	<b>VENTURA AREA—DELIVERY ZONES</b>
10	A strip approximately $\frac{1}{2}$ mile 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 $\frac{1}{2}$ mile either side of Maricopa Road, starting at the intersection of said road and Matilija Road, running northerly to the first tunnel above Wheeler Hot Springs.
12	A strip approximately $\frac{1}{2}$ 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 Melners 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 Antonia 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 $\frac{1}{2}$ 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 $\frac{1}{2}$ 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 $\frac{1}{2}$ mile on either side of Ventura Avenue to School Canyon.
19	Beginning at School Canyon, southerly approximately $\frac{1}{2}$ 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 Seaciff.
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.
	(Continued)
	<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>
	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>
	<b>VENTURA AREA—DELIVERY ZONES (Continued)</b>
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 $\frac{1}{2}$ mile on either side of Ojai-Santa Paula Road from foot of Dennison Grade to Sulphur Mountain Road.
28	A strip approximately $\frac{1}{2}$ mile either side of Ojai-Santa Paula Road from Sulphur Mountain Road to Koeingston Road.
29	A strip approximately $\frac{1}{2}$ mile on either side of Ojai-Santa Paula Road from Koeingston Road to Sulphur Mountain Springs.
30	A strip $\frac{1}{2}$ 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.
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.
	(Continued)
	<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>
	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	<b>SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)</b>
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>
	<b>VENTURA AREA—DELIVERY ZONES (Continued)</b>
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 Balcom 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.
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 Posas 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 $\frac{1}{2}$ mile on either side of Bradley Road from Berlywood Road to Balcom Canyon Road.
45	A strip approximately $\frac{1}{2}$ mile on either side of Balcom Canyon Road from Bradley Road to South Mountain Road.
46	Beginning at intersection of Bradley Road and Berlywood Road, thence easterly to intersection of Balcom Canyon Road and Stockton Road, thence northerly to end of Balcom 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 Balcom Canyon Road, thence northerly to Stockton Road, thence westerly to starting point.
48	Beginning at corner of Balcom 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 southwesterly along Stockton Road and Balcom Canyon Roads to starting point.
49	A strip approximately $\frac{1}{2}$ 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 southerly to Poindexter Road and Simi Creek to Simi Road, thence northerly to point approximately $\frac{1}{2}$ mile north of Los Angeles Avenue, thence westerly to Walnut Canyon Road, thence northerly to Broadway, thence westerly to starting point.
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.
	(Continued)
	<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>
	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b> <b>VENTURA AREA—DELIVERY ZONES (Continued)</b>
54	A strip approximately $\frac{1}{2}$ 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 $\frac{1}{2}$ 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 southwesterly to starting point.
58	Beginning at Royal Avenue and Canada Los Legas Creek, thence easterly to Los Angeles-Ventura county line, thence northwesterly to northern 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 southwesterly 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 southwesterly along Los Angeles Avenue and Santa Clara Avenue to starting point.
62	Beginning at intersection of Los Angeles Avenue and Aggen Road, thence southwesterly to intersection of Highway 101 and Wood Road, thence easterly to Los Posas Road, thence northeasterly 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 intersection of Los Posas Road and Somis Road, thence southwesterly along Los Posas Road to starting point.
64	Beginning at intersection of Los Posas Road and Highway 101, thence southerly to Hueneme Road, thence northeasterly along Hueneme 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 Hueneme 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 Hueneme 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 south-easterly to Lehman Road, thence easterly to Patterson Road, thence northerly to starting point.
	(Continued)
<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>	
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Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>	
<b>VENTURA AREA—DELIVERY ZONES (Concluded)</b>	
69	Beginning at Patterson Road and Lehman Road, thence westerly to ocean, thence south-easterly 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 Hueneme Road and Arnold Road, thence southerly to ocean, thence easterly to Ventura County Game Preserve, thence northeast to Roosevelt Highway and Wood Road to Hueneme 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 Calleguas 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.
76	A strip along Roosevelt Highway from Little Sycamore 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 $\frac{1}{2}$ 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 $\frac{1}{2}$ mile on either side of Highway 101 from Newberry Park to Los Angeles-Ventura County Line.
(Concluded)	
<p style="margin-top: 100px;"><b>EFFECTIVE AS SHOWN ON TITLE PAGE</b></p>	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	



Area No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b> <b>VENTURA COUNTY—PRODUCTION AREAS</b>	
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 $\frac{1}{4}$ mile northwest of intersection of ▲Vineyard 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.
<p>▲Change, neither increase nor reduction, Decision No. 33002.</p>	
<b>EFFECTIVE MAY 15, 1940</b>	
Correction No. 27	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p>Delivery Zones Nos. 1 to 25, inclusive, and Production Areas "A" to "C", inclusive, as described individually herein comprise the "Orange County Area."</p> <p><b>* ① ORANGE COUNTY AREA—DELIVERY ZONES</b></p>
1	<p>Beginning at the intersection of Santiago Creek and Santiago Boulevard, thence northwesterly on Santiago Boulevard to Sycamore Street; northerly on Sycamore Street to Serrano Avenue; northwesterly on Serrano Avenue to Santiago Boulevard; southerly on Santiago Boulevard to Orange Street; westerly on Orange Street to Tustin Street; southerly on Tustin Street to Taft Avenue; westerly on Taft Avenue to Batavia Street; southerly on Batavia Street to Parker Avenue; westerly on Parker Avenue to Bandick Street; southerly on Bandick Street to Chapman Avenue; westerly on Chapman Avenue to Main Street; southerly on Main Street to Santiago Creek; easterly along Santiago Creek to Glassell Street; southerly on Glassell Street to Fairhaven Avenue; easterly on Fairhaven Avenue to Foothill Avenue; southeasterly on Foothill Avenue to the intersection of Newport Avenue and Skyland Drive; southeasterly on Skyland Drive to Arroyo Avenue; northeasterly on Arroyo Avenue to Sky Line Drive; northerly and northwesterly on Sky Line Drive to Crawford Road; northwesterly on Crawford Road to Chapman Avenue; westerly on Chapman Avenue to Santiago Boulevard; northerly on Santiago Boulevard to the point of beginning.</p>
2	<p>Beginning at the intersection of Santiago Boulevard and Santiago Creek, thence north-easterly along Santiago Creek to its intersection with the southerly prolongation of Placentia Yorba Boulevard; thence northerly along the southerly prolongation of Placentia Yorba Boulevard to a point 1,000 feet from Santa Ana Canyon Road; thence southwesterly along a line 1,000 feet southerly of and equidistant from Santa Ana Canyon Road to its intersection with the southerly prolongation of Jefferson Street; thence northwesterly along said prolongation and Jefferson Street to its intersection with Santa Ana River; thence southwesterly along Santa Ana River to 17th Street; easterly on 17th Street to Newport Avenue; southwesterly on Newport Avenue to East 17th Street; southeasterly on East 17th Street to Red Hill Avenue; northeasterly on Red Hill Avenue to La Lona Drive; northwesterly on La Lona Drive to Arroyo Avenue; northeasterly on Arroyo Avenue to Skyland Drive; northwesterly on Skyland Drive and Foothill Avenue to Fairhaven Avenue; westerly on Fairhaven Avenue to Glassell Avenue; northerly on Glassell Avenue to Santiago Creek; southwesterly along Santiago Creek to Main Street; northerly on Main Street to Chapman Avenue; easterly on Chapman Avenue to Bandick Street; northerly on Bandick Street to Parker Avenue; easterly on Parker Avenue to Batavia Street; northerly on Batavia Street to Taft Avenue; easterly on Taft Avenue to Tustin Avenue; northerly on Tustin Avenue to Orange Street; easterly on Orange Street to Santiago Boulevard; northwesterly on Santiago Boulevard to Serrano Avenue; southwesterly on Serrano Avenue to Sycamore Street; southerly on Sycamore Street to Santiago Boulevard; southeasterly on Santiago Boulevard to the point of beginning.</p>
3	<p>Beginning at the easterly corner of Orange County Park (Irvine Park), thence northwesterly along the northeasterly boundary of said part to northerly corner of said park; thence northwesterly along the northwesterly prolongation of the northeasterly boundary of said park to its intersection with Santiago Creek; thence westerly along Santiago Creek to its intersection with Santiago Boulevard; southerly on Santiago Boulevard to Chapman Avenue; easterly on Chapman Avenue to the northwesterly boundary of Orange County Park; thence southwesterly along said boundary of said park to the westerly corner thereof; thence south-easterly along southwesterly boundary of said park to the southerly corner of said park; thence northeasterly along southeasterly boundary of said park to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>① For Delivery Zone No. 4 formerly shown on this page, see First Revised Page 29.        * Change, Decision No. 33002.</p>
	<b>EFFECTIVE MAY 15, 1940</b>
	<p>Issued by The Railroad Commission of the State of California,        San Francisco, California.</p>
	Correction No. 28

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>  <b>* ○ ORANGE COUNTY AREA—DELIVERY ZONES (Continued)</b>
4	<p>Beginning at the intersection of 17th Street and Newport Avenue, thence westerly on 17th Street to its intersection with Santa Ana River; southwesterly along Santa Ana River to its intersection with Harbor Boulevard; southerly on Harbor Boulevard to its intersection with the westerly prolongation of Delhi Road; thence easterly along said prolongation and Delhi Road to its intersection with the southwesterly prolongation of Browning Avenue; thence northeasterly along the southwesterly prolongation of Browning Avenue and Browning Avenue to its intersection with the southeasterly prolongation of East 17th Street; thence northwesterly on the southeasterly prolongation of East 17th Street and East 17th Street to its intersection with Newport Avenue; northeasterly on Newport Avenue to the point of beginning.</p>
5	<p>Beginning at the intersection of Placentia-Yorba Boulevard and Santa Ana Canyon Road, thence northerly and westerly on Placentia-Yorba Boulevard to Crowther Avenue; southwesterly on Crowther Avenue to Placentia Avenue; southwesterly on Placentia Avenue to La Palma Avenue (North Street); westerly on La Palma Avenue to its intersection with the most westerly city limit of the City of Anaheim; thence along the westerly limit of said city in a general southerly direction to Orange Avenue; thence southerly along a direct line to the intersection of railroad of Southern Pacific Company with Ball Road; thence southerly along said railroad to its intersection with 9th Street; southerly on 9th Street to Garden Grove Boulevard (Ocean Avenue); easterly on Garden Grove Boulevard to Newhope Street; southerly on Newhope Street to Winterburg Avenue; easterly along the easterly prolongation of Winterburg Avenue to its intersection with Santa Ana River; thence northeasterly along Santa Ana River to Jefferson Street; southeasterly on Jefferson Street and the southeasterly prolongation thereof to a point 1,000 feet southeasterly from Santa Ana Canyon Road; thence northeasterly along a line southeasterly of and 1,000 feet equidistant from Santa Ana Canyon Road to its intersection with the southerly prolongation of Placentia-Yorba Boulevard; thence northerly along the said prolongation to the point of beginning.</p>
6	<p>Beginning at the intersection of Placentia-Yorba Boulevard and Orchard Drive, thence northerly on Orchard Drive and the northeasterly prolongation thereof to its intersection with the southerly prolongation of Palm Avenue; thence northerly on the southerly prolongation of Palm Avenue to Yorba Linda Boulevard; thence westerly on Yorba Linda Boulevard to Olinda Boulevard; southerly on Olinda Boulevard to Palm Drive; northwesterly on Palm Drive to Placentia Avenue; southwesterly on Placentia Avenue to Pioneer Avenue; westerly on Pioneer Avenue and its westerly prolongation to Pomona Boulevard (Brea Canyon Boulevard); thence southwesterly along Pomona Boulevard to State Highway Route No. 2; northwesterly on State Highway Route No. 2 to the railroad of Union Pacific Railroad Company; southwesterly along said railroad to Commonwealth Avenue; westerly on Commonwealth Avenue to Brookhurst Road; southerly on Brookhurst Road to La Palma Avenue; easterly on La Palma Avenue to Placentia Avenue; northeasterly on Placentia Avenue to Crowther Avenue; northeasterly on Crowther Avenue to Placentia-Yorba Boulevard; northeasterly on Placentia-Yorba Boulevard to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>○For Delivery Zone No. 7 formerly shown on this page, see First Revised Page 30.          *Change, Decision No. 33002.</p>
	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 29	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	<b>SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)</b>
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>
	<b>* Ⓞ ORANGE COUNTY AREA—DELIVERY ZONES (Continued)</b>
7	<p>Beginning at the intersection of the northerly prolongation of Palm Avenue and the easterly prolongation of Wabash Avenue; thence westerly along the easterly prolongation of Wabash Avenue and Wabash Avenue and westerly prolongation thereof to its intersection with the railroad of the Pacific Electric Railway Company; thence northwesterly along said railroad to its intersection with the easterly city limit of the City of Brea; northerly along the easterly city limit of said city and the northerly prolongation thereof to its intersection with the northerly county limit of the county of Orange; thence westerly along said county limit to the northwesterly corner of the county of Orange; thence along county limit of said county in a general southwesterly direction to the railroad of The Atchison, Topeka &amp; Santa Fe Railway Company; thence easterly along said railroad to Brookhurst Avenue; southerly on Brookhurst Avenue to Commonwealth Avenue; easterly on Commonwealth Avenue to the railroad of Union Pacific Railroad Company; northeasterly along said railroad to State Highway Route No. 2; southeasterly on State Highway Route No. 2 to Pomona Boulevard (Brea Canyon Boulevard); northeasterly on Pomona Boulevard to its intersection with the westerly prolongation of Pioneer Avenue; thence easterly along said prolongation and Pioneer Avenue to Placentia Avenue; northeasterly on Placentia Avenue to Palm Drive; southeasterly on Palm Drive to Olinda Boulevard; northerly on Olinda Boulevard to Yorba Linda Boulevard; easterly on Yorba Linda Boulevard to Palm Avenue; northerly on Palm Avenue and the northerly prolongation thereof to the point of beginning.</p>
8	<p>Beginning at the intersection of the easterly prolongation of Wabash Avenue and the northerly prolongation of Eureka Avenue, thence northerly along said northerly prolongation to its intersection with the northerly county limit of the County of Orange; thence westerly along said county limit to its intersection with the northerly prolongation of the easterly limit of the City of Brea; thence southerly along said prolongation and the easterly city limit of said city to its intersection with the railroad of Pacific Electric Railway Company; southwesterly along said railroad to the westerly prolongation of Wabash Avenue; easterly along said prolongation and Wabash Avenue and the easterly prolongation thereof to the point of beginning.</p>
9	<p>Beginning at the intersection of Commonwealth Avenue and the railroad of The Atchison, Topeka &amp; Santa Fe Railway Company, thence northwesterly along said railroad to its intersection with the northwesterly county limit of the County of Orange; thence along county limit of said county of Orange in a general southwesterly direction to La Palma Avenue; easterly on La Palma Avenue to Brookhurst Avenue; northerly on Brookhurst Avenue to Commonwealth Avenue; easterly on Commonwealth Avenue to the point of beginning.</p>
10	<p>Beginning at the intersection of the westerly city limit of the City of Anaheim and La Palma Avenue, thence westerly on La Palma Avenue to Dale Avenue; southerly on Dale Avenue to Garden Grove Boulevard (Ocean Avenue); easterly on Garden Grove Boulevard to Newland Street; southerly on Newland Street to Winterburg Avenue; easterly on Winterburg Avenue to Newhope Street; northerly on Newhope Street to Garden Grove Boulevard; westerly on Garden Grove Boulevard to 9th Street; northerly on 9th Street to the railroad of Southern Pacific Company; northerly along said railroad to its intersection with Ball Road; northerly along a direct line to the intersection of Orange Avenue and the westerly city limit of the City of Anaheim; thence along city limit of said city in a general northerly direction to the point of beginning.</p>
	(Continued)
	<p>ⓄFor Delivery Zones Nos. 11 and 12, formerly shown on this page, see First Revised Page 31.          *Change, Decision No. 33002.</p>
	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 30	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	<b>SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)</b>
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>
	<b>* Ⓞ ORANGE COUNTY AREA—DELIVERY ZONES (Continued)</b>
11	<p>Beginning at the intersection of La Palma Avenue and Dale Avenue, thence westerly on La Palma Avenue to Moody Street; southerly along Moody Street and its southerly prolongation to Garden Grove Boulevard (Ocean Avenue); easterly on Garden Grove Boulevard to Bolsa Chica Street; southerly on Bolsa Chica Street to Low Paton Avenue; westerly on Low Paton Avenue to the Pacific Ocean; southeasterly along the shore line of Pacific Ocean to its intersection with the westerly prolongation of Ellis Street; thence easterly along said prolongation and Ellis Street to the Santa Ana River; northeasterly along Santa Ana River to the easterly prolongation of Winterburg Avenue; thence westerly along said prolongation and Winterburg Avenue to Newland Street; northerly on Newland Street to Garden Grove Boulevard; westerly on Garden Grove Boulevard to Dale Avenue; northerly on Dale Avenue to the point of beginning.</p>
12	<p>Beginning at the intersection of La Palma Avenue and Moody Street, thence westerly on La Palma Avenue to its intersection with the northwesterly county limit of the County of Orange; thence along county limit of said county in a general southwesterly direction to the Pacific Ocean; southeasterly along the shore line of Pacific Ocean to Low Paton Avenue; easterly on Low Paton Avenue to Bolsa Chica Street; northerly on Bolsa Chica Street to Garden Grove Boulevard; westerly on Garden Grove Boulevard to the southerly prolongation of Moody Street; thence northerly along said prolongation and Moody Street to the point of beginning.</p>
13	<p>Beginning at the intersection of Ellis Avenue and the Santa Ana River, thence westerly along Ellis Avenue and the westerly prolongation thereof to the Pacific Ocean; southeasterly along the shore line of Pacific Ocean to Santa Ana River; northeasterly along Santa Ana River to the point of beginning.</p>
14	<p>Beginning at the intersection of Paularino Avenue and Newport Avenue, thence westerly on Paularino Avenue to Bear Street; northerly on Bear Street to Gisler Avenue; westerly on Gisler Avenue and its westerly prolongation to the Santa Ana River; thence southwesterly along Santa Ana River to State Highway Route No. 60 (U. S. No. 101 West Alternate); southeasterly on said highway to the northwesterly limit of the City of Newport Beach; thence along the northerly limit of said city in a general easterly direction to Irvine Avenue; thence northeasterly on Irvine Avenue and its northeasterly prolongation to Palisades Road; northwesterly on Palisades Road to Newport Avenue; northeasterly on Newport Avenue to the point of beginning.</p>
15	<p>Beginning at the intersection of the southeasterly limit of the City of Newport Beach and the Pacific Ocean, thence along city limit of said city in a northeasterly and northwesterly direction to its intersection with State Highway Route No. 60 (U. S. No. 101 West Alternate); northwesterly along said highway to Palisades Road (Bay View Drive); thence along Palisades Road in a general northerly direction to the northeasterly prolongation of Irvine Avenue; thence southwesterly on said prolongation and Irvine Avenue to its intersection with the northerly city limit of the City of Newport Beach; thence along the limit of said city in a general westerly direction to State Highway Route No. 60 (U. S. No. 101 West Alternate); northwesterly on said highway to Santa Ana River; southwesterly along Santa Ana River to the Pacific Ocean; southwesterly along shore-line of the Pacific Ocean across entrance to Newport Bay to the point of beginning.</p>
	(Continued)
	<p>Ⓞ For Delivery Zones Nos. 16 and 17, formerly shown on this page, see First Revised Page 32.        * Change, Decision No. 33002.</p>
	<b>EFFECTIVE MAY 15, 1940</b>
	<p>Issued by The Railroad Commission of the State of California,          San Francisco, California.</p>
	Correction No. 31

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b> <b>* ◊ ORANGE COUNTY AREA—DELIVERY ZONES (Continued)</b>
16	<p>Beginning at intersection of Jeffrey Road and the railroad of The Atchison, Topeka and Santa Fe Railway Company, thence northeasterly along Jeffrey Road and its northeasterly prolongation to the southeasterly prolongation of La Colina Drive; thence northwesterly on said prolongation and La Colina Drive to Browning Avenue; southwesterly on Browning Avenue and its southwesterly prolongation to Delhi Road; westerly on Delhi Road and its westerly prolongation to Harbor Boulevard; northerly on Harbor Boulevard to the Santa Ana River; southwesterly along Santa Ana River to the westerly prolongation of Gisler Avenue; thence easterly along said prolongation and Gisler Avenue to Bear Street; southerly on Bear Street to Paularino Avenue; easterly on Paularino Avenue to Newport Avenue; southwesterly on Newport Avenue to Palisades Road; southeasterly on Palisades Road to Cypress Street; northeasterly on Cypress Street and its northeasterly prolongation to The Lane Road; southeasterly on The Lane Road to Culver Road; northwesterly on Culver Road to the railroad of The Atchison, Topeka and Santa Fe Railway Company; southeasterly along said railroad to the point of beginning.</p>
17	<p>Beginning at the intersection of Irvine Boulevard and Jeffrey Road, thence southwesterly on Jeffrey Road to the railroad of The Atchison, Topeka and Santa Fe Railway Company; northwesterly along said railroad to Culver Road; southwesterly along Culver Road to a line parallel to and one mile southwesterly of Narcrow Road; thence southeasterly along said line to its intersection with a line parallel to and one and one-half (1½) miles southeasterly of Central Avenue; thence northeasterly along said line to its intersection with the southeasterly prolongation of Irvine Boulevard; thence northwesterly along said prolongation and Irvine Boulevard to the point of beginning.</p>
18	<p>Beginning at the intersection of the southeasterly prolongation of Irvine Boulevard and a line parallel to and one and one-half miles southeasterly of Central Avenue, thence southwesterly along last named line to its intersection with a line westerly of and 2,000 feet equidistant from Laguna Canyon Road (State Highway Route No. 185); southwesterly along said line to its intersection with the westerly prolongation of the north line of Section 6 T. 7 S., R. 8 W., thence easterly along said prolongation and the north lines of Sections 6 and 5, to its intersection with Aliwo Canyon Road; thence northeasterly on Aliwo Canyon Road to State Highway No. 2 (U. S. No. 101 East Alternate); thence easterly along a direct line to the northwest corner of Section 36, T. 6 S., R. 8 W.; thence easterly along north line of said section to the northeast corner thereof; thence northerly along the east lines of Sections 25, 24 and 13, to intersection with the southeasterly prolongation of Irvine Boulevard; thence northwesterly along said prolongation to the point of beginning.</p>
19	<p>Beginning at the northeast corner of Section 36, T. 6 S., R. 8 W., thence westerly along the north line of said section to the northwest corner thereof; thence westerly along a direct line to the intersection of Aliwo Canyon Road and State Highway Route No. 2 (U. S. Highway No. 101 East Alternate); thence southwesterly along Aliwo Canyon Road to a point 2,000 feet southwesterly of State Highway Route No. 2; thence along a line westerly of and equidistant from said highway in a general southeasterly direction to the north line of Section 14, T. 7 S., R. 8 W.; thence easterly along the north lines of Sections 14 and 13 to the northeast corner of Section 13; thence northerly along the east line of Sections 12 and 1, T. 7 S., R. 8 W., and of Section 36, T. 6 S., R. 8 W., to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
<p>◊ For Delivery Zones Nos. 20-A, 20-B, 20-C, 21, 22 and 23; and Production Areas formerly shown on this page, see First Revised Page 33 and Original Page 33-A.        * Change, Decision No. 33002.</p>	
<b>EFFECTIVE MAY 15, 1940</b>	
Correction No. 32	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	<b>SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)</b>
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>
	<b>* ○ ORANGE COUNTY AREA—DELIVERY ZONES (Concluded)</b>
20-A	Beginning at the intersection of Aliso Creek and the Pacific Ocean, thence easterly along Aliso Creek to its intersection with the north line of Section 5, T. 8 S., R. 8 W.; thence easterly along said line to the northeast corner of said section; thence northerly along east line of Section 32, T. 7 S., R. 8 W., to the northeast corner of said section; thence westerly along the north line of said section to the northwest corner thereof; thence northerly along the west line of Sections 20, 20, 17, 8 and 5, T. 7 S., R. 8 W., to the northwest corner of Section 5; thence westerly along the north line of Section 6 and its westerly prolongation to a line westerly of and 2,000 feet equidistant from Laguna Canyon Road (State Highway Route No. 185); thence along said line in a general southerly direction to its intersection with the northeasterly city limit of the City of Laguna Beach; thence along city limit of said city in a general westerly direction to the Pacific Ocean; thence southeasterly along the shore line of Pacific Ocean to the point of beginning.
20-B	Includes the area within the corporate limits of the City of Laguna Beach.
20-C	Beginning at the intersection of northwesterly city limit of the City of Laguna Beach and the Pacific Ocean; thence northeasterly along said city limit and its northeasterly prolongation to a line northeasterly of and 2,000 feet equidistant from State Highway Route No. 60 (U. S. Highway No. 101 West Alternate); thence northwesterly along said line to its intersection with the southeasterly limit of the City of Newport Beach; thence southwesterly along said city limit to its intersection with the Pacific Ocean; thence southeasterly along the shore line of the Pacific Ocean to the point of beginning.
21	Beginning at the intersection of the Pacific Ocean and the south line of Section 9, T. 8 S., R. 8 W., thence easterly along said line to the southeast corner of said section; thence northerly along the west lines of Sections 10 and 3 to the northwest corner of Section 3; thence westerly along the north lines of Sections 4 and 5 to Aliso Creek; thence westerly along Aliso Creek to the Pacific Ocean; southeasterly along the shore line of Pacific Ocean to the point of beginning.
22	Beginning at the intersection of the northwesterly city limit of the City of San Clemente and the Pacific Ocean, thence northeasterly along a direct line to the intersection of Ortega Highway and the southwesterly boundary line of Rancho Mission Viejo; thence northwesterly along said boundary line to its intersection with east line of Section 25, T. 7 S., R. 8 W.; thence northerly along said line and the east lines of Sections 24 and 13 to the northeast corner of Section 13; thence westerly along the north lines of Sections 13 and 14 to the northwest corner of Section 14; thence southerly along west lines of Sections 14, 23, 28 and 35, T. 7 S., R. 8 W. and along the west line of Section 2, T. 8 S., R. 8 W., to the southwest corner of Section 2; thence westerly along south line of Section 3 to the southwest corner of Section 3; thence southerly along west line of Section 10 to the southwest corner of Section 10; thence westerly along south line of Section 9 to the Pacific Ocean; southeasterly along the shore line of Pacific Ocean to the point of beginning.
23	Includes the area within the corporate limits of the City of San Clemente.
	(Concluded)
	○For Delivery Zones and Production Areas formerly shown on this page, see Original Pages 33-B to 33-H, inclusive. *Change, Decision No. 33002.
	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 33	Issued by The Railroad Commission of the State of California, San Francisco, California.

Area No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p style="text-align: center;"><b>* ORANGE COUNTY—PRODUCTION AREAS</b></p> <p><b>A</b> Beginning at the northeast corner of Section 23, T. 4 S., R. 9 W., thence westerly along north line of said section to Sycamore Street; northerly on Sycamore Street to Serrano Avenue; on Serrano Avenue in a general northwesterly direction to Santiago Boulevard; southerly on Santiago Boulevard to Orange Street; westerly on Orange Street to Tustin Street; southerly on Tustin Street to Chapman Avenue; easterly on Chapman Avenue to east line of Section 26, T. 4 S., R. 9 W.; northerly along the east lines of Sections 26 and 23 to the point of beginning.</p> <p><b>B</b> Includes the area within the boundary lines of Section 25, T. 7 S., R. 8 W.</p> <p><b>C</b> Beginning at the intersection of Kashlan Road and Chota Road, thence westerly along a direct line to the intersection of Cypress Street and Nabal Road; westerly on Cypress Street to Walnut Street; southwesterly on Walnut Street to Hiatt Street; southerly on Hiatt Street to the northerly county limit of the County of Orange; easterly along said county limit to Fullerton Road; northeasterly on Fullerton Road to Kashlan Road; westerly on Kashlan Road to the point of beginning, all within the County of Los Angeles.</p>
	<p>*Change, Decision No. 33002.</p>
<b>EFFECTIVE MAY 15, 1940</b>	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

Correction No. 34

98866



Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p style="text-align: center;">Delivery Zones Nos. 1 to 28 inclusive and Production Areas "A" to "F" inclusive, as described individually herein, comprise the "San Diego County Area"</p> <p style="text-align: center;"><b>" SAN DIEGO COUNTY AREA—DELIVERY ZONES</b></p> <p>Beginning at the intersection of the northerly prolongation of Park Boulevard and the San Diego River, thence westerly along San Diego River to the northerly prolongation of Goldfinch Street; southerly along said prolongation and Goldfinch Street to Reynard Way; south-easterly on Reynard Way to Curlew Street; northerly on Curlew Street to Upas Street; east-erly on Upas Street to Park Boulevard; northerly on Park Boulevard and its northerly pro-longation to the point of beginning.</p> <p>Beginning at the intersection of the northeasterly prolongation of Witherby Street and the San Diego River, thence northwesterly along a direct line to the intersection of Linda Vista Road and the northerly prolongation of Hueneme Street; southwesterly on Linda Vista Road to Greenwood Street; southwesterly on Greenwood Street and the southwesterly prolongation thereof to its intersection with government dyke at a point on the southerly bank of the San Diego River; thence westerly along said dyke to Ingraham Street; thence southerly along a direct line to the intersection of Lytton Street and Evergreen Street; southeasterly on Lytton Street to Rosecrans Street; southwesterly on Rosecrans Street to Lowell Street; southeasterly on Lowell Street to San Diego Bay; thence easterly along the shore line of San Diego Bay to the southwesterly prolongation of Harasthy Street; northwesterly along said prolongation to Pacific Highway; northwesterly on Pacific Highway to Witherby Street; northeasterly on Witherby Street and the northeasterly prolongation thereof to the point of beginning.</p> <p>Beginning at the intersection of the northerly prolongation of Illion Street and Baker Street, thence westerly on Baker Street to Morena Boulevard; southerly on Morena Boulevard to Edison Street; westerly on the westerly prolongation of Edison Street to Mission Bay; southerly and easterly along the easterly shore line of Mission Bay to the San Diego River; southeasterly along San Diego River to the southwesterly prolongation of Greenwood Street; thence northeasterly along said prolongation and Greenwood Street to Linda Vista Road; easterly on Linda Vista Road to the northerly prolongation of Hueneme Street; thence north-westerly along a direct line to the intersection of Gardena Avenue and Illion Street; northerly along Illion Street and its northerly prolongation to the point of beginning.</p> <p>Beginning at the intersection of the northwesterly prolongation of Boundary Street and the San Diego River, thence westerly along San Diego River to its intersection with the north-erly prolongation of Park Boulevard; thence southerly along said prolongation and Park Boule-vard to Upas Street; easterly on Upas Street to Ray Street; northerly on Ray Street to Myrtle Avenue; easterly on Myrtle Avenue to Felton Street; northerly on Felton Street to Boundary Street; northwesterly on Boundary Street and its northwesterly prolongation to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>*Change, Decision No. 33002.</p>
	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 35	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>  <b>*SAN DIEGO COUNTY AREA—DELIVERY ZONES (Continued)</b></p>
5	<p>Beginning at the intersection of Alvarado Canyon Road and Friars Road, thence westerly on Friars Road to the county road continuation of Fairmont Avenue; southerly on said county road to Camino del Rio; thence southeasterly along a direct line to the intersection of Collier Avenue and 54th Street; southerly on 54th Street to University Avenue; easterly on University Avenue to 70th Street; northerly on 70th Street to Alvarado Avenue; westerly on Alvarado Avenue and Alvarado Canyon Road to the point of beginning.</p>
6	<p>Beginning at the intersection of Myrtle Avenue and Euclid Avenue, thence westerly on Myrtle Avenue to 40th Street; thence westerly in a direct line to the intersection of Felton Street and Myrtle Avenue; westerly on Myrtle Avenue to Ray Street; southerly on Ray Street to Upas Street; westerly on Upas Street to 28th Street; southerly on 28th Street to Palm Street; thence southerly along a direct line to the intersection of 28th Street and Date Street; southerly on 28th Street to Russ Boulevard; westerly on Russ Boulevard to 18th Street; southerly on 18th Street to Broadway; easterly on Broadway and the easterly prolongation thereof to its intersection with Federal Boulevard; easterly on Federal Boulevard to Euclid Avenue; northerly on Euclid Avenue to the point of beginning.</p>
7	<p>Beginning at the intersection of 28th Street and Upas Street, thence westerly on Upas Street to 6th Avenue; southerly on 6th Avenue to Date Street; easterly on Date Street to 10th Avenue; southerly on 10th Avenue to the westerly prolongation of Russ Boulevard; easterly on said prolongation and Russ Boulevard to 28th Street; northerly on 28th Street to Date Street; thence northerly along a direct line to the intersection of Palm Street and 28th Street; northerly on 28th Street to the point of beginning.</p>
8	<p>Beginning at the intersection of Pershing Drive and Russ Boulevard, thence westerly on Russ Boulevard and its westerly prolongation to 10th Avenue; northerly on 10th Avenue to Date Street; easterly on Date Street to 6th Avenue; northerly on 6th Avenue to Upas Street; westerly on Upas Street to Curlew Street; southerly on Curlew Street to Reynard Way; northwesterly on Reynard Way to Goldfinch Street; northerly on Goldfinch Street and its northerly prolongation to the San Diego River; westerly along the San Diego River to its intersection with the northeasterly prolongation to Witherby Street; southwestly along said prolongation and Witherby Street to Pacific Highway; southeasterly on Pacific Highway to Harasthy Street; southwestly along the southwestly prolongation of Harasthy Street to the San Diego Bay; southerly along the shore line of San Diego Bay to Broadway; easterly on Broadway to 18th Street; northerly on 18th Street to the point of beginning.</p>
9	<p>Beginning at the intersection of Friars Road and the San Diego River, thence southerly and westerly along San Diego River to its intersection with the northwesterly prolongation of Boundary Street; thence southeasterly along said prolongation and Boundary Street to Felton Street; southerly on Felton Street to Myrtle Avenue; thence easterly along a direct line to the intersection of Myrtle Avenue and 40th Street; easterly on Myrtle Avenue to Euclid Avenue; northerly on Euclid Avenue to University Avenue; easterly on University Avenue to 54th Street; northerly on 54th Street to Collier Avenue; thence northwesterly along a direct line to the intersection of Camino del Rio and the county road continuation of Fairmont Avenue; northerly on said county road to Friars Road; westerly on Friars Road to the point of beginning.</p>
	(Continued)
	*Change, Decision No. 33002.
	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 36	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p style="text-align: center;"><b>*SAN DIEGO COUNTY AREA—DELIVERY ZONES (Continued)</b></p> <p>10 Beginning at the intersection of the northeasterly prolongation of Greenwood Street and San Diego River, thence westerly along San Diego River to the northeasterly prolongation of Pittsburgh Street; southwesterly along said prolongation and Pittsburgh Street to Prince Street; thence southwesterly along a direct line to the intersection of West Point Loma Boulevard and the northeasterly prolongation of Soto Street; thence southwesterly along said prolongation and Soto Street to Voltaire Street; southeasterly on Voltaire Street to Catalina Boulevard; southwesterly on Catalina Boulevard to Narragansett Avenue; southeasterly on Narragansett Avenue to Chatsworth Boulevard; northeasterly on Chatsworth Boulevard to Macauley Street; southeasterly on Macauley Street to Rosecrans Street; northeasterly on Rosecrans Street to Lytton Street; northwesterly on Lytton Street to Evergreen Street; thence northerly along a direct line to the intersection of Ingraham Street and the government dyke; easterly along said dyke to Greenwood Street; northeasterly along the northeasterly prolongation of Greenwood Street to the point of beginning.</p> <p>11 Beginning at the intersection of the northeasterly prolongation of Pittsburgh Street and the San Diego River, thence northwesterly along San Diego River to Mission Bay; southwesterly along the shore line of Mission Bay to the Pacific Ocean; southerly along the shore line of Pacific Ocean to the northerly boundary of the United States Military Reservation (Point Loma); easterly along said boundary to the San Diego Bay; northeasterly along the shore line of San Diego Bay to Lowell Street; northwesterly on Lowell Street to Rosecrans Street; northeasterly on Rosecrans Street to Macauley Street; northwesterly on Macauley Street to Chatsworth Boulevard; southwesterly on Chatsworth Boulevard to Narragansett Avenue; northwesterly on Narragansett Avenue to Catalina Boulevard; northeasterly on Catalina Boulevard to Voltaire Street; northwesterly on Voltaire Street to Soto Street; northeasterly on Soto Street and its northeasterly prolongation to West Point Loma Boulevard; thence northeasterly along a direct line to the intersection of Pittsburgh Street and Prince Street; northeasterly on Pittsburgh Street and its northeasterly prolongation to the point of beginning.</p> <p>12 Beginning at the intersection of Bunkerhill Street and Jamestown Street, thence westerly on Bunkerhill Street to Trenton Avenue; northerly on Trenton Avenue to Brandywine Street; westerly on Brandywine Street to Morena Boulevard; northerly on Morena Boulevard to Balboa Avenue; westerly on Balboa Avenue to Pacific Highway (U. S. Highway No. 101); northerly on Pacific Highway to the northeasterly prolongation of Van Nuys Street; thence westerly on said prolongation and Van Nuys Street to Yolo Avenue; thence southwesterly along a direct line to the intersection of Panuel Street and Turquois Street; westerly on Turquois Street and its westerly prolongation to the Pacific Ocean; southerly along the shore line of Pacific Ocean to the entrance of Mission Bay; northerly and easterly along the shore line of Mission Bay to the westerly prolongation of Edison Street; easterly along said prolongation to Morena Boulevard; northerly on Morena Boulevard to Baker Street; easterly on Baker Street to Jamestown Street; northerly on Jamestown Street to the point of beginning.</p> <p>13 Beginning at the intersection of La Jolla Boulevard and Via del Norte, thence westerly on Via del Norte to Avenida Cortez; southwesterly on Avenida Cortez to the Pacific Ocean; southerly along the shore line of Pacific Ocean to the westerly prolongation of Turquois Street; easterly along said prolongation and Turquois Street to La Jolla Mesa Drive; northerly on La Jolla Mesa Drive to Torano Road; thence northwesterly along a direct line to the intersection of Folsom Drive and La Canyada; northwesterly on Folsom Drive to Waverly Avenue; northerly on Waverly Avenue to Via del Norte; westerly on Via del Norte to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	*Change, Decision No. 33002.
	<b>EFFECTIVE MAY 15, 1940</b>
Correction No. 37	Issued by The Railroad Commission of the State of California, San Francisco, California.

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p><b>* SAN DIEGO COUNTY AREA—DELIVERY ZONES (Continued)</b></p>
14	<p>Beginning at the intersection of Camino del Collado and Torrey Pines Road, thence westerly on Camino del Collado and its westerly prolongation to the Pacific Ocean; thence southerly along the shore line of Pacific Ocean to Avenida Cortez; northeasterly on Avenida Cortez to Via del Norte; easterly on Via del Norte to Waverly Avenue; southerly on Waverly Avenue to Folsom Drive; southeasterly on Folsom Drive to La Canyada; thence northerly along a direct line to the intersection of Center Street and Girard Avenue; northerly on Girard Avenue to Pearl Street; easterly on Pearl Street to High Avenue; northerly on High Avenue to Virginia Way (Center Street); northeasterly on Virginia Way and the northeasterly prolongation thereof to its intersection with Torrey Pines Road; northerly on Torrey Pines Road to the point of beginning.</p>
15	<p>Beginning at the intersection of Torrey Pines Road and La Jolla Canyon Road, thence westerly on Torrey Pines Road to its intersection with the northeasterly prolongation of Virginia Way (College Street); thence southwesterly along said prolongation and Virginia Way to High Avenue; southerly on High Avenue to Pearl Street; westerly on Pearl Street to Girard Avenue; southerly on Girard Avenue to Center Street; thence southerly along a direct line to the intersection of Folsom Drive and La Canyada; thence southeasterly along a direct line to the intersection of La Jolla Mesa Drive and Torano Road; southerly on La Jolla Mesa Drive to Turquoise Street; easterly on Turquoise Street to Faniel Street; thence northerly along a direct line to the point of beginning.</p>
16	<p>Beginning at the intersection of Federal Boulevard and 39th Street, thence westerly on Federal Boulevard to its intersection with the easterly prolongation of Broadway; thence westerly along said prolongation and Broadway to the San Diego Bay; thence southeasterly along the shore line of San Diego Bay to the southerly city limit of the City of San Diego; thence easterly along said city limit to its intersection with the southeasterly prolongation of Boundary Street; thence northwesterly along said prolongation and Boundary Street to F Street; easterly on F Street to 39th Street; northerly on 39th Street to the point of beginning.</p>
17	<p>Beginning at the intersection of 65th Street and Detroit Avenue, thence westerly on Detroit Avenue to 58th Street; northerly on 58th Street to Churchward Street; westerly on Churchward Street to Euclid Avenue; northerly on Euclid Avenue to the railroad of the San Diego and Arizona Eastern Railway Company, westerly on said railroad to the southeasterly prolongation of Boundary Street; thence southeasterly along said prolongation to its intersection with the northerly city limit of National City; easterly along said city limit to the northeast corner of National City; thence easterly along a direct line to the intersection of 65th Street and the southerly city limit of the City of San Diego; northerly on 65th Street to the point of beginning.</p>
18	<p>Beginning at the intersection of Massachusetts Avenue and San Diego Avenue, thence westerly on San Diego Avenue to Federal Boulevard; southwesterly on Federal Boulevard to 39th Street; southerly on 39th Street to F Street; westerly on F Street to Boundary Street; southeasterly on Boundary Street and its southeasterly prolongation to the railroad of San Diego and Arizona Eastern Railway Company; easterly on said railroad to Euclid Avenue; southerly on Euclid Avenue to Churchward Street; easterly on Churchward Street to 58th Street; southerly on 58th Street to Detroit Avenue; easterly on Detroit Avenue to 65th Street; southerly on 65th Street to the southerly city limit of the City of San Diego; thence north-easterly along said city limit to its intersection with Skyline Drive; thence northerly along a direct line to the intersection of Woodrow Avenue and the northerly city limit of the City of San Diego; northeasterly on Woodrow Avenue to Nixon Street; northwesterly on Nixon Street and its northwesterly prolongation to the railroad of San Diego and Arizona Eastern Railway Company; thence northeasterly on said railroad to the southeasterly prolongation of San Miguel Street; thence northwesterly along said prolongation and San Miguel Street to Massachusetts Avenue; northerly on Massachusetts Avenue to the point of beginning.</p>
	(Continued)
	*Change, Decision No. 33002.
	<b>EFFECTIVE MAY 15, 1940</b>
	Issued by The Railroad Commission of the State of California, San Francisco, California.
	Correction No. 38

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b>
	<b>* SAN DIEGO COUNTY AREA—DELIVERY ZONES (Continued)</b>
19	Includes the area within the United States Military Reservation (Point Loma).
20	Beginning at the intersection of Massachusetts Avenue and University Avenue, thence westerly on University Avenue to Euclid Avenue; southerly on Euclid Avenue to Federal Boulevard; northeasterly on Federal Boulevard to San Diego Avenue; easterly on San Diego Avenue to Massachusetts Avenue; northerly on Massachusetts Avenue to the point of beginning.
21	Beginning at the intersection of the northerly prolongation of Garfield Street as located in the City of La Mesa, and the railroad of San Diego and Arizona Eastern Railway Company, thence southwesterly on said railroad to the northerly city limit of the City of La Mesa; westerly along said city limit to its intersection with Alvarado Avenue; westerly on Alvarado Avenue to 70th Street; southerly on 70th Street to University Avenue; easterly on University Avenue to Massachusetts Avenue; southerly on Massachusetts Avenue to San Miguel Street; southeasterly on San Miguel Street and its southeasterly prolongation to the railroad of San Diego and Arizona Eastern Railway Company; thence southwesterly on said railroad to the northwesterly prolongation of Nixon Street; thence southeasterly along said prolongation and Nixon Street to Woodrow Avenue; southwesterly on Woodrow Avenue to its intersection with the northerly city limit of the City of San Diego; thence southerly along a direct line to the intersection of Skyline Drive and the southern city limit of the City of San Diego; thence along city limit of said city in a general northeasterly direction to its intersection with Potrero Street; easterly on Potrero Street to Sweetwater Avenue; northerly on Sweetwater Avenue to Valencia Street; easterly on Valencia Street to Bancroft Drive; northerly on Bancroft Drive to Grossmont Boulevard; easterly on Grossmont Boulevard to the northerly prolongation of Garfield Street; northerly on said prolongation to the point of beginning.
22	Includes the area within the corporate limits of the City of National City.
23	Includes the area within the corporate limits of the City of Chula Vista.
24	Beginning at the intersection of Orange Avenue in the community of Coronado and the shore line of San Diego Bay at the Ferry Slip, thence northwesterly and southeasterly along shore line of said bay and of Spanish Bight to a point in the southwesterly shore of Spanish Bight midway between the southeasterly and northwesterly shore lines of said bight; thence south to the Pacific Ocean; southeasterly along the shore line of Pacific Ocean to its intersection with a line extending south from the intersection of Glorietta Boulevard and Visalia Row; northerly along said line to the westerly shore line of San Diego Bay; thence along shore line of said bay in a general northerly direction to the point of beginning.
25	Beginning at a point in the southwesterly shore line of Spanish Bight midway between the northwesterly and southeasterly shore lines of Spanish Bight, thence northwesterly and northeasterly along the northerly shore line of said bight and southwesterly along the shore line of San Diego Bay and easterly along the shore line of Pacific Ocean to its intersection with a line extending south from the point of beginning; thence northerly along said line to the point of beginning.
	(Continued)
	* Change, Decision No. 33002.
	<b>EFFECTIVE MAY 15, 1940</b>
	Issued by The Railroad Commission of the State of California, San Francisco, California.
	Correction No. 39

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b></p> <p><b>* SAN DIEGO COUNTY AREA—DELIVERY ZONES (Concluded)</b></p>
26	<p>Includes the area within the limits of the United States Military Reservation commonly known as the Marine Rifle Range located southeasterly of the intersection of Pacific Highway (U. S. Highway No. 101) and Miramar Road.</p>
27	<p>Beginning at the southeasterly corner of the City of Chula Vista, thence westerly along the southerly city limit of said city to San Diego Bay; southerly along the shore line of said bay to the northerly prolongation of Butler Avenue; southerly on said prolongation and Butler Avenue to Coronado Avenue; easterly on Coronado Avenue to 8th Street; southerly on 8th Street and its southerly prolongation to Leon Avenue; easterly on Leon Avenue and the easterly prolongation thereof to its intersection with the southerly prolongation of the easterly city limit of the City of Chula Vista; northerly along said prolongation to the point of beginning.</p>
28	<p>Beginning at the intersection of the easterly prolongation of Leon Avenue and the southerly prolongation of the easterly city limit of the City of Chula Vista, thence westerly along the prolongation of Leon Avenue and Leon Avenue to the southerly prolongation of 8th Street; northerly on said prolongation and 8th Street to Coronado Avenue; westerly on Coronado Avenue to Butler Avenue; northerly on Butler Avenue and its northerly prolongation to the San Diego Bay; thence northwesterly along the shore line of said bay to its intersection with a line 2,000 feet northerly of and parallel to First Street located at the southerly extremity of Coronado Strand, westerly along said line to the Pacific Ocean; southerly along the shore line of Pacific Ocean to the international boundary between United States and Mexico; easterly along said boundary to its intersection with the southerly prolongation of the easterly city limit of the City of Chula Vista; thence northerly along said prolongation to the point of beginning.</p>
	<p>* Change, Decision No. 33002.</p>
	<p><b>EFFECTIVE MAY 15, 1940</b></p>
Correction No. 40	<p>Issued by The Railroad Commission of the State of California,                  San Francisco, California.</p>

Area No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
<b>APPLICATION OF TARIFF—TERRITORIAL (Concluded)</b>	
<b>*SAN DIEGO COUNTY—PRODUCTION AREAS</b>	
A	Beginning at the intersection of Friars Road and the northeasterly city limit of the City of San Diego, thence westerly along a direct line to Murray Canyon Road at a point one-half (½) mile northeasterly of the intersection of Friars Road and Murray Canyon Road; thence continuing westerly along said line to its intersection with a line 500 feet northwesterly of and equidistant from Murray Canyon Road; thence southwesterly along said line to its intersection with Sixth Street Extension; southerly along Sixth Street Extension to Camino del Rio; northeasterly on Camino del Rio to the northeasterly limit of the City of San Diego; northwesterly along said city limit to the point of beginning.
B	Beginning at the intersection of the county road continuation of Fairmont Avenue and Friars Road, thence westerly on Friars Road to the northerly continuation of Ward Road; southerly on said continuation and Ward Road to Camino del Rio; easterly on Camino del Rio to the county road continuation of Fairmont Avenue; northerly on said county road to the point of beginning.
C	Includes the area within the boundary of a circle of one-half radius, the center of which is located on the county road continuation of Fairmont Avenue and two and seven-tenths (2.7) miles northerly of Camino del Rio, measured along said county road.
D	Beginning at the intersection of Main Street and Seventh Avenue in the community of Otay, thence westerly on Main Street to National Avenue; southerly on National Avenue to Palm Avenue; easterly on Palm Avenue to Seventh Street; northerly on Seventh Street to the point of beginning.
E	Beginning at the intersection of 54th Street and Wightman Street, thence westerly on Wightman Street to 52nd Street; southerly on 52nd Street to Sterling Court, thence south-easterly along a direct line to a point on 54th Street 500 feet southerly of the intersection of 54th Street and Chollas Road measured along 54th Street, thence northerly on 54th Street to the point of beginning.
F	Beginning at the northeasterly corner of the City of Chula Vista, thence southerly along the easterly limit of said city to its intersection with "G" Street; easterly along the easterly prolongation of "G" Street to its intersection with a line parallel to and one mile easterly of the easterly city limit of the City of Chula Vista; northerly along said line to its intersection with the easterly prolongation of the northerly city limit of the City of Chula Vista; westerly along said prolongation to the point of beginning.
* Change, Decision No. 33002.	
<b>EFFECTIVE MAY 15, 1940</b>	
Correction No. 41	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)											
	TO					FROM						
Delivery Zones	Production Areas					Delivery Zones	Production Areas					
	A	B	C	D	E		A	B	C	D	E	
<b>MATERIAL, viz.:</b> 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 11 to 21-G series, inclusive.												
♦210-B Cancels 210-A	1	25	26	42	26	72	45	116	122	124	107	109
	2	31	25	25	39	51	46	132	123	130	124	115
	3	36	47	37	61	31	60-A	71	56	48	67	23
	4	46	54	46	46	39	60-B	75	60	54	69	25
	5	30	40	52	29	54	60-C	69	58	48	62	25
	6	33	47	61	26	66	60-D	71	62	54	66	25
	7	39	40	58	25	66	60-E	64	62	52	60	25
	8	42	54	64	36	74	60-F	69	67	59	64	25
	9	40	46	58	42	90	61-A	59	67	59	54	42
	10	52	61	71	47	94	61-B	58	64	52	52	35
	11	47	54	69	51	94	61-C	64	71	60	60	37
	12	62	71	85	56	97	61-D	56	64	56	53	46
	13	62	71	85	54	102	62-A	69	76	67	67	45
	14	59	61	72	59	102	62-B	69	77	64	69	33
	15	36	36	51	44	81	63	76	84	67	77	29
16	39	46	59	47	85	64	84	91	81	75	46	
20	63	75	67	54	51	65	94	101	91	91	51	
21-A	49	56	64	39	59	66	94	102	94	94	61	
21-B	58	61	61	49	59	67	109	117	109	105	71	
21-C	51	61	59	40	53	68	76	85	76	74	63	
22	66	64	74	51	68	69	89	97	89	86	76	
23	66	71	73	34	68	80	86	86	76	81	35	
24	69	85	85	60	81	81	78	73	67	76	25	
25	71	84	69	69	86	82	105	105	94	102	53	
26	74	93	102	78	98	83	115	115	105	113	63	
27	92	99	109	85	102	84	100	101	94	97	51	
28	39	109	114	91	109	85-A	109	110	102	105	61	
33	74	91	94	76	85	85-B	117	118	110	113	69	
36	74	81	84	63	71	85-C	123	127	120	123	78	
37	94	94	97	76	83	86	130	130	118	123	77	
40	101	109	110	92	99							
41	103	112	112	95	98							
42	107	115	107	99	92							
43	113	121	112	107	86							
44	122	130	122	114	109							
♦ Increase, Decision No. 33775												
<b>EFFECTIVE FEBRUARY 1, 1941</b>												
Issued by The Railroad Commission of the State of California, San Francisco, California.												
Correction No. 68												



Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)										
	TO					FROM					
Delivery Zones	Production Areas					Delivery Zones	Production Areas				
	F	G	H	I	J		F	G	H	I	J
1	88	96	125	112	110	45	117	123	154	48	100
2	73	80	114	106	108	46	112	119	150	44	100
3	53	61	94	92	80	60A	51	58	90	95	80
4	54	62	98	81	77	60B	43	51	85	98	73
5	65	73	110	90	90	60C	44	52	85	90	74
6	75	83	120	88	88	60D	39	46	83	92	67
7	83	90	123	103	100	60E	41	48	85	85	70
8	94	101	138	117	112	60F	35	43	77	86	63
9	100	108	142	124	123	61A	53	61	98	78	76
10	103	111	147	120	116	61B	48	56	92	84	78
11	108	116	150	134	132	61C	44	52	88	76	70
12	108	116	153	132	132	61D	59	67	103	70	70
13	113	121	155	130	125	62A	51	58	88	77	63
14	112	120	156	138	138	62B	39	46	83	66	61
15	95	102	140	120	120	63	32	40	75	83	56
16	98	106	143	133	133	64	48	56	85	65	48
20	56	64	96	63	63	65	43	50	77	65	36
21A	68	76	108	77	80	66	53	58	83	61	35
21B	70	78	114	86	77	67	61	66	95	51	43
21C	64	72	106	77	75	68	63	70	102	51	61
22	73	80	117	86	83	69	70	78	108	39	61
23	72	79	110	80	77	80	25	30	63	85	59
24	86	94	123	88	82	81	32	39	70	100	70
25	92	100	131	88	100	82	30	25	48	98	55
26	102	110	133	98	108	83	43	35	30	117	66
27	110	118	150	102	120	84	31	31	56	88	34
28	117	124	154	108	123	85A	42	41	48	98	42
35	88	96	133	70	85	85B	50	48	41	103	43
36	75	83	117	68	76	85C	58	56	31	112	51
37	86	94	122	51	73	86	55	46	25	118	63
40	100	108	136	51	88						
41	94	100	133	34	85						
42	81	88	120	28	74						
43	76	83	110	28	64						
44	105	111	142	35	92						

◆ 220-C  
 Cancels  
 220-B

◆ Increase, Decision No. 33775

EFFECTIVE FEBRUARY 1, 1941

Correction No. 69

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

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)											
	TO					FROM						
Delivery Zones	Production Areas					Delivery Zones	Production Areas					
	K	L	M	N	O		K	L	M	N	O	
<b>MATERIAL, viz.:</b> Granite, decomposed, Stone, crushed, chips or waste, Gravel, Stone, natural, blocks, pieces or alaba, rough quarried, Sand, Stone, natural, sawed, not further finished. Between points in LOS ANGELES AREA as described on pages 11 to 21-G series, inclusive.												
	1	70	81	105	96	67	45	88	90	25	130	77
	2	65	70	113	80	75	46	83	90	30	127	73
	3	45	50	102	61	53	60A	43	51	110	58	54
	4	40	53	90	62	41	60B	45	43	112	51	56
	5	48	65	90	73	51	60C	39	44	102	52	53
	6	50	65	84	83	48	60D	41	39	105	46	53
	7	63	73	90	90	58	60E	33	41	100	48	44
	8	70	88	108	101	73	60F	34	33	100	43	51
	9	84	90	116	108	80	61A	34	53	90	63	36
	10	77	89	112	111	77	61B	36	43	98	56	41
◆230-B Cancels 230-A	11	89	105	123	116	88	61C	29	41	91	54	37
	12	85	99	120	116	86	61D	29	43	83	09	31
	13	88	102	123	121	87	62A	25	29	78	64	26
	14	96	110	123	120	94	62B	25	29	87	51	35
	15	83	88	117	102	81	63	30	25	95	45	44
	16	83	90	122	106	84	64	25	25	78	74	35
	20	29	40	69	68	25	65	35	25	80	58	44
	21A	42	56	72	80	41	66	39	33	75	67	45
	21B	44	58	90	83	48	67	45	46	65	75	54
	21C	35	52	76	76	35	68	33	40	61	78	25
	22	46	58	70	85	42	69	43	48	48	86	34
	23	44	56	61	84	30	80	42	35	100	36	55
	24	58	66	63	98	45	81	50	43	112	39	62
	25	63	72	63	105	54	82	57	46	117	31	73
	26	74	85	75	114	68	83	77	65	127	46	88
	27	78	90	83	122	75	84	48	35	102	40	64
	28	85	97	90	131	84	85A	56	46	110	50	74
	35	59	69	46	101	46	85B	64	52	118	57	81
	36	46	53	51	88	32	85C	73	61	127	65	91
	37	58	63	40	111	45	86	79	73	142	57	100
	40	73	77	31	114	59						
	41	64	73	25	107	62						
	42	61	61	33	96	51						
	43	61	55	48	91	57						
	44	72	85	30	119	68						
◆ Increase, Decision No. 33775.												
<b>EFFECTIVE FEBRUARY 1, 1941</b>												
Issued by The Railroad Commission of the State of California, San Francisco, California.												
Correction No. 70												

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)																			
	TO		FROM								TO		FROM							
	Delivery Zones		Production Areas								Delivery Zones		Production Areas							
			P	R	S	T	U	W	X			P	R	S	T	U	W	X		
♦235-A Cancels 235	1		101	52	64	98	81	110	91	45		35	61	77	53	67	40	41		
	2		108	65	67	99	79	117	101	46		25	73	76	47	65	25	36		
	3		96	64	50	87	67	106	89	60-A		97	64	51	86	62	108	87		
	4		78	45	40	74	54	91	70	60-B		100	67	53	87	62	110	91		
	5		86	44	52	85	65	98	79	60-C		92	61	45	81	56	103	85		
	6		81	35	46	81	61	89	70	60-D		96	65	51	83	56	105	87		
	7		94	43	59	92	73	101	83	60-E		87	58	40	75	51	94	77		
	8		105	52	72	106	86	112	97	60-F		80	61	43	75	51	99	83		
	9		112	63	78	113	92	121	103	61-A		78	46	32	67	47	84	65		
	10		108	61	77	110	90	119	101	61-B		85	50	39	73	52	87	76		
	11		117	68	85	119	100	127	111	61-C		79	48	31	68	46	86	70		
	12		109	65	84	117	98	125	109	61-D		69	37	31	68	46	79	61		
	13		114	69	87	121	100	128	111	62-A		67	43	25	58	32	79	63		
	14		118	74	91	127	105	134	116	62-B		79	52	30	65	41	87	73		
	15		114	68	78	113	95	123	107	63		84	62	41	70	45	94	83		
	16		118	72	80	114	97	127	109	64		68	52	26	57	44	80	67		
	20		61	32	25	57	37	74	53	65		79	63	39	52	41	91	70		
	21-A		75	26	43	75	56	83	65	66		72	61	39	50	35	83	63		
	21-B		79	41	45	79	59	86	67	67		57	70	52	40	39	73	55		
	21-C		70	35	30	69	59	81	61	68		54	39	25	44	25	63	48		
	22		74	25	41	73	52	80	63	69		42	52	35	31	25	51	36		
	23		64	25	31	64	44	70	53	80		94	68	53	81	56	103	95		
	24		74	25	47	79	59	79	65	81		100	73	59	87	62	109	99		
	25		70	32	55	84	63	74	67	82		109	87	66	95	70	118	107		
	26		78	45	67	90	74	81	73	83		129	105	84	111	87	134	123		
	27		84	51	74	99	80	87	79	84		97	84	56	72	62	110	89		
	28		91	58	83	107	89	97	89	85-A		106	92	65	81	70	119	97		
	35		59	34	50	65	47	63	48	85-B		111	99	73	88	77	127	103		
	36		55	26	35	58	39	62	43	85-C		122	109	83	97	87	135	113		
	37		42	41	50	47	41	48	31	86		135	123	96	110	100	150	128		
	40		40	48	63	51	55	44	31											
	41		25	56	61	39	52	31	25											
	42		25	65	52	25	43	42	25											
	43		40	79	57	25	44	47	43											
	44		25	75	74	47	63	25	36											

♦ Increase, Decision No. 33775.

EFFECTIVE FEBRUARY 1, 1941

Correction No. 71

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

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)													
	<p><b>MATERIAL, viz.:</b></p> <p>Granite, decomposed, Stone, crushed, chips or waste,                      Gravel, Stone, natural, blocks, pieces or slabs, rough quarried,                      Sand, Stone, natural, sawed, not further finished.</p> <p>Between Points in VENTURA COUNTY AREA as described on Pages 22 to 27 inclusive.</p>													
	TO			FROM			TO			FROM				
	Delivery Zones			Production Areas			Delivery Zones			Production Areas				
	A	B	C	D	E	F	A	B	C	D	E	F		
240	10	73	73	83	57	75	117	45	59	54	50	75	71	75
	11	73	73	83	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	43	59	101	48	61	57	52	78	54	59
	14	54	61	61	34	59	101	49	69	67	65	78	46	44
	15	59	65	65	46	59	101	50	69	65	61	86	44	49
	16	49	59	59	31	63	105	51	65	61	49	82	52	57
	17	49	54	54	23	63	105	52	59	65	61	89	59	63
	18	42	49	49	12	59	101	53	65	65	65	82	63	67
	19	34	38	38	12	54	97	54	69	69	69	89	91	133
	20	37	44	44	13	59	101	55	71	71	71	91	92	133
	21	42	45	45	13	63	105	56	80	75	71	97	69	73
	22	36	37	37	13	63	105	57	92	80	84	119	82	88
	23	39	43	43	13	64	105	58	92	80	84	119	78	82
	24	31	32	32	12	54	97	59	82	82	84	50	78	90
	25	67	73	73	48	54	95	60	23	25	31	49	54	97
	26	73	73	83	57	50	92	61	23	28	34	50	57	99
	27	73	73	83	57	40	73	62	42	42	42	61	63	103
	28	69	61	61	69	31	73	63	40	40	40	59	61	103
	29	63	61	61	69	31	73	64	46	46	46	65	67	119
	30	57	54	56	37	63	69	65	40	40	40	59	61	103
	31	32	37	37	23	50	95	66	34	34	37	54	59	101
	32	31	40	40	24	52	94	67	31	31	37	52	59	101
	33	12	24	24	24	52	94	68	37	37	42	57	63	107
34	13	31	31	28	46	82	69	40	40	44	59	63	107	
35	19	22	22	37	44	86	70	44	44	49	63	69	112	
36	22	19	12	44	40	76	71	49	49	52	63	73	115	
37	40	37	22	49	23	71	72	50	50	52	69	73	115	
38	49	46	40	57	12	61	73	54	54	59	73	80	122	
39	69	67	61	78	37	40	74	59	59	63	78	84	126	
40	86	86	86	97	59	19	75	61	63	67	82	89	130	
41	99	97	91	107	63	13	76	67	67	71	86	92	135	
42	40	34	22	57	52	24	77	44	44	44	63	65	107	
43	42	37	37	63	59	101	78	50	50	50	69	71	113	
44	52	41	44	69	61	69	79	57	57	57	75	78	120	
							80	63	63	63	82	84	126	

**EFFECTIVE AS SHOWN ON TITLE PAGE**

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

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)			
	TO Delivery Zones	FROM Production Areas		
		A	B	C
250-A Cancels 250	<b>MATERIAL, viz.:</b> 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 ORANGE COUNTY AREA as described on ▲ pages 28 to 33-A series, inclusive.			
	1	18	68	49
	2	24	73	48
	3	33	71	59
	4	39	66	57
	5	32	78	41
	6	42	84	39
	7	52	94	39
	8	50	93	34
	9	48	92	34
	10	40	78	49
	11	49	85	52
	12	54	93	57
	13	54	73	67
	14	46	69	67
	15	50	61	73
	16	34	63	59
	17	40	48	71
	18	48	40	78
	19	63	28	88
	20-A	68	46	88
	20-B	67	49	92
	20-C	63	57	88
21	75	40	105	
22	78	19	102	
23	97	42	117	

⊙ For Item No. 260 series formerly carried on this page, see Original Page 38-A.  
 ▲ Change, neither increase nor reduction, Decision No. 33002.

**EFFECTIVE MAY 15, 1940**

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

Correction No. 46

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)					
	<b>MATERIAL, viz.:</b> Granite, decomposed, Gravel, Sand, Stone, crushed, chips or waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, sawed, not further finished.  Between Points in SAN DIEGO AREA as described on Pages 33-B to 33-H series, inclusive.					
	TO	FROM				
	Delivery Zones	Production Areas				
A		B	C	D	E	F
1	25	33	46	60	36	66
2	33	43	57	72	49	69
3	33	45	58	77	55	75
4	28	27	40	66	30	63
5	51	28	38	71	25	76
6	40	33	46	58	27	56
7	31	33	50	62	41	60
8	34	41	53	66	45	63
9	35	25	31	68	25	68
10	40	51	62	76	57	74
11	50	57	67	83	63	81
12	54	59	69	84	65	83
13	62	63	78	94	75	92
14	69	73	85	101	81	99
15	73	77	87	105	87	103
16	44	45	57	53	34	47
17	54	46	50	58	28	54
18	39	46	55	62	31	63
19	54	64	74	89	71	89
20	48	30	40	68	25	66
21	58	47	56	73	34	75
22	58	51	60	41	46	73
23	64	59	66	23	55	75
24	47	51	62	63	45	78
25	56	54	67	68	52	84
26	63	67	76	90	78	96
27	75	73	80	25	69	41
28	83	79	87	26	76	52

260-B  
Cancels  
260-A

↓ Reduction } Decision No. 33647  
 ◆ Increase }

EFFECTIVE DECEMBER 1, 1940

Correction No. 61

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

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES		
	COMMODITY	BETWEEN	RATE
*270-A Cancels 270	MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff") Cold Road Oil Mixture (commonly called "Plant Mix") Dry Mixtures of Sand, Crushed Stone and Gravel, in batches	Production Areas and Delivery Zones in Los Angeles Area as described on pages 11 to 21-G series, inclusive.	Rates in Items Nos. 210, 220, 230 and 235 series, plus ♦ 10 cents per ton.
*280-A Cancels 280	MATERIAL, viz.: As described in Item No. 270 series.	Production Areas and Delivery Zones in Ventura County Area as described on pages 22 to 27 series, inclusive.	Rates in Item No. 240 series, plus ♦ 10 cents per ton.
*290-A Cancels 290	MATERIAL, viz.: As described in Item No. 270 series.	Production Areas and Delivery Zones in Orange County Area as described on pages 28 to 33-A series, inclusive.	Rates in Item No. 250 series, plus ♦ 10 cents per ton.
*295-A Cancels 295	MATERIAL, viz.: As described in Item No. 270 series.	Production Areas and Delivery Zones in San Diego Area as described on pages 33-B to 33-H series, inclusive.	Rates in Item No. 260 series, plus ♦ 10 cents per ton.
♦ Increase * Change, Decision No. 33775			
<b>EFFECTIVE FEBRUARY 1, 1941</b>			
Correction No. 72		Issued by The Railroad Commission of the State of California, San Francisco, California.	

## SECTION No. 4

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### HOURLY RATES

\* Rates in this Section for transportation within Southern Territory will 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.

\* Change, Decision No. 32630

EFFECTIVE AS SHOWN ON TITLE PAGE

Correction No. 2

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



Item No.	SECTION NO. 4	HOURLY RATES
300-A Cancels 300 5-15-40	<p style="text-align: center;"><b>APPLICATION OF RATES</b></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 for transportation within Southern Territory will 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 1-3-40	<p style="text-align: center;"><b>INTERTERRITORIAL MOVEMENTS</b></p> <p>(a) Where the movement originates within the Southern Territory of the State and terminates within the Northern Territory of the State, the hourly rates applicable shall be those set forth in Item No. 300 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. 300 series under heading "Northern Territory."</p>	
320-A Cancels 320	<p style="text-align: center;"><b>COMMODITIES</b></p> <p>Rates in this Section apply to the transportation of the following commodities:</p> <p><b>MATERIAL, viz.:</b></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;        *Concrete, premixed, wet.</p>	
*Change, Decision No. 33647		
<b>EFFECTIVE DECEMBER 1, 1940</b>		
Correction No. 54	Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 4	HOURLY RATES (Continued)
330	<p align="center"><b>CONSTRUCTION OF RATES</b></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 align="center"><b>DRIVERS' AND HELPERS' WAGE RATE</b></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-A Cancels 350	<p align="center"><b>COMPUTATION OF TIME</b></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 double the running time between the loading and unloading points plus the unloading time.</p> <p>▲NOTE.—In computing time for assessing hourly rates, allowance may be made for delays occasioned due to failure of dump truck equipment or due to time taken out for meals.</p>	
<p>▲ Change, neither increase nor reduction, Decision No. 33002.</p>		
<p align="right"><b>EFFECTIVE MAY 15, 1940</b></p>		
Correction No. 50	<p align="right">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

Item No.	SECTION NO. 4		HOURLY RATES (Concluded)					
	<p><b>MATERIAL</b>, as described in Item No. 320 series.</p> <p><b>COLUMN "A"</b> 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.</p> <p><b>COLUMN "B"</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.</p> <p><b>COLUMN "C"</b> rates apply where transportation or loading is under conditions other than described under application of Column "A" or Column "B" rates.</p> <p>(1) Rates in cents per hour (See Item No. 330 series)</p>							
	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
360	Over 0	But not over 2	100	75	90	90	65	80
	2	2½	120	85	105	110	75	95
	2½	But less than 3½	165	100	140	140	90	115
	* 3½	4½	200	120	170	170	105	140
	* 4½	5½	250	145	200	195	120	165
	* 5½	But not over 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
	<p>(1) Minimum charge shall be the rate for one hour. * Includes the capacity shown.</p> <p><b>NOTE 1.</b>—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.</p> <p>In the case of a Dump Truck body not constructed for use of a tall 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.</p>							
<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>								
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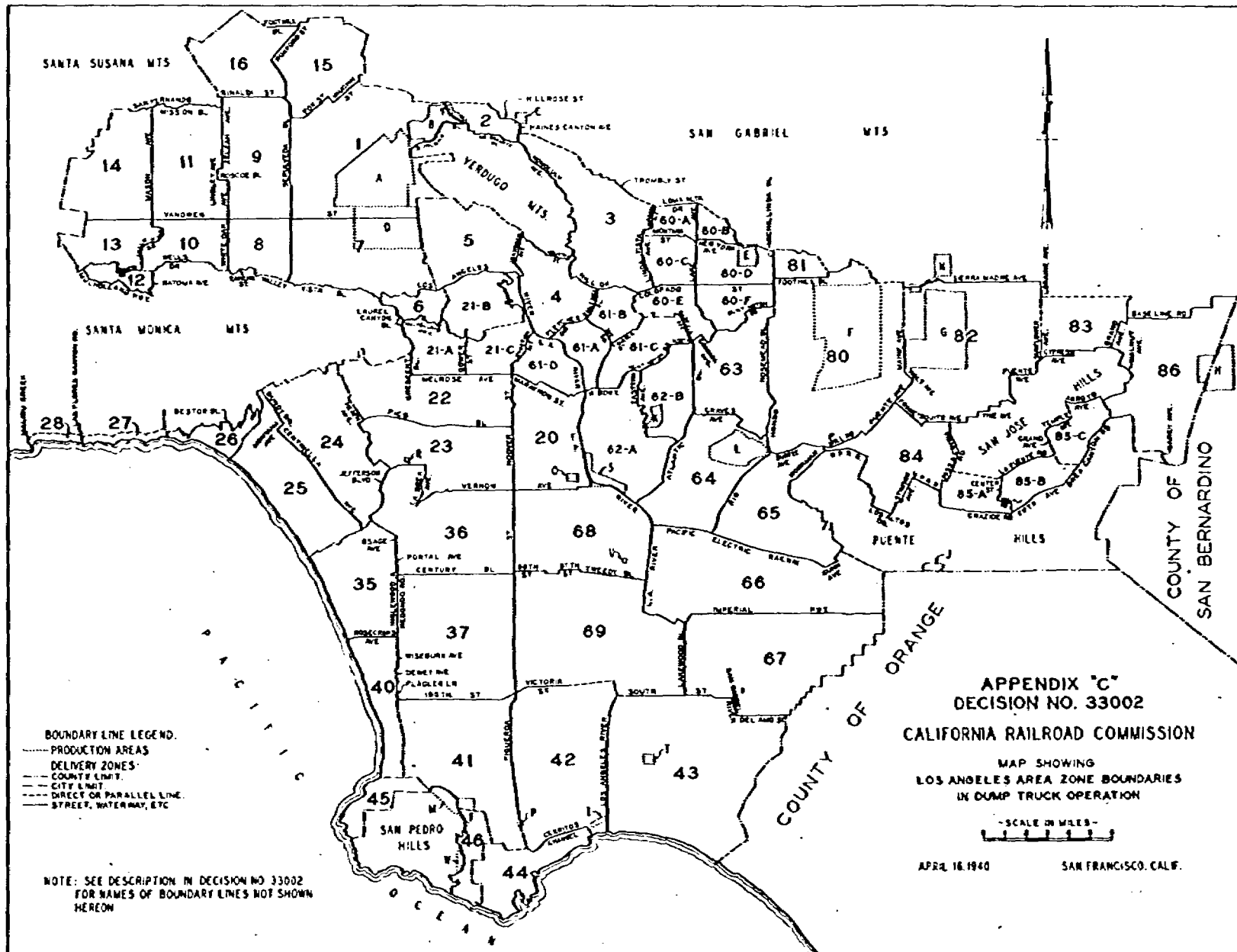
**Appendix "B-2"**

**Consisting of a Suitable and Proper Form**

**of Shipping Document**

**For the Transportation of Property in**

**Dump Truck Equipment**



**BOUNDARY LINE LEGEND.**  
 - - - - - PRODUCTION AREAS  
 - - - - - DELIVERY ZONES  
 - - - - - COUNTY LIMIT  
 - - - - - CITY LIMIT  
 - - - - - DIRECT OR PARALLEL LINE.  
 - - - - - STREET, WATERWAY, ETC.

NOTE: SEE DESCRIPTION IN DECISION NO 33002 FOR NAMES OF BOUNDARY LINES NOT SHOWN HEREON

**APPENDIX "C"**  
**DECISION NO. 33002**  
**CALIFORNIA RAILROAD COMMISSION**

MAP SHOWING  
 LOS ANGELES AREA ZONE BOUNDARIES  
 IN DUMP TRUCK OPERATION

SCALE IN MILES  
 0 1 2 3 4 5

APRIL 16 1940 SAN FRANCISCO, CALIF.