

Decision No. 35828

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of)
maximum or minimum, or maximum and)
minimum rates, rules and regulations)
of all common carriers as defined in)
the Public Utilities Act of the State)
of California, as amended, and all)
highway carriers as defined in Chap-)
ter 223, Statutes of 1935, as amended,)
for the transportation, for compensa-)
tion or hire, of any and all commodi-)
ties.

ORIGINAL
Case No. 4246

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

Case No. 4434

BY THE COMMISSION:

SUPPLEMENTAL OPINION

An adjourned hearing was held in these proceedings before Examiner Bryant in Los Angeles on September 30, 1942, 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.¹ The carriers for whom this hearing was held

¹ 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.

include those who first obtained permits as radial highway common carriers, highway contract carriers, or city carriers, between July 5, 1942, and September 15, 1942, 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 contained in Appendix "B" 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 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 (contained in Appendix "B" 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, contained in Appendix "B" 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 July 5, 1942, and September 15, 1942, 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 contained in Appendix "B" 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 contained 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, contained in Appendix "B" hereto and by this reference made a part hereof, be and they are hereby established and approved as the just, reasonable and nondiscriminatory 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 July 5, 1942, and September 15, 1942, 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 contained 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 contained in Appendix "B" 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 6th day of
October, 1942.

Justin F. Cullen
W. H. Hall
Francis D. Havens
Richard Kachre

Commissioners

APPENDIX "A"

Jas. J. Barnhart, as copartner of Jas. J. Barnhart & Chas. A. Rabining

Santiago Castillo

James Crossley

Arthur B. Ewing

Sebastian Garcia

M. Guereca

W. B. Henson

Ciria Jiminez

Gene Lambert

M. J. Lipary

James R. Liscom

Joe L. Machen

M. Norton

Wm. Acle Parke

L. B. Parks

Ralph Partida

B. H. Ray

Lawrence Giovannetti, as copartner of Ray's Drayage

Lee Roberson

Leo Shockey

Clarence L. Snow

Kermit Tierney, as copartner of, Kermit & Cyril Tierney

Jerry Tonkinson

APPENDIX "B"

Consisting of

(1) 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

and

(2) Suitable and proper form of shipping document
for the above described transportation

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

14657-B

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
5	45	85	125	165	205	245
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7	47	87	127	167	207	247
8	48	88	128	168	208	248
9	49	89	129	169	209	249
10	50	90	130	170	210	250
11	51	91	131	171	211	251
12	52	92	132	172	212	252
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20	60	100	140	180	220	260
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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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* Change, Decision No. 33775	
EFFECTIVE FEBRUARY 1, 1941	
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.

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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	DEFINITION OF TECHNICAL TERMS	
	<p>(a) CARRIER means a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended), or a carrier, as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended).</p> <p>(b) DUMP TRUCK EQUIPMENT means any motor vehicle as defined in Section 1, paragraph (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) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>(d) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(e) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(h) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily transported in an identical type of equipment.</p> <p>(i) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination.</p> <p>(j) COMMERCIAL PRODUCING PLANT means the point at which sand or gravel is washed and sorted as to size and grade and placed into stock piles or bunkers, and/or where stone is crushed and graded, and placed into stock piles or bunkers.</p> <p>(k) TEAM TRACK means a point at which property may be loaded into or upon, or unloaded from rail cars by the public generally; it also includes wharves, docks and landings at which the public generally may receive or tender shipments of property from and to common carriers by vessel.</p> <p>(l) TON means 2,000 pounds.</p> <p>* (m) DRY MIXTURES OF SAND, CRUSHED STONE AND GRAVEL IN BATCHES 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	APPLICATION OF TARIFF—CARRIERS	
	<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	APPLICATION OF TARIFF—TERRITORIAL	
	<p>Rates in this tariff apply for transportation of shipments between all points within the State of California.</p>	
40 1-3-40	COMPUTATION OF DISTANCES	
	<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>	
<p>*Change, Decision No. 33647</p>		
EFFECTIVE DECEMBER 1, 1940		
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;">Ⓞ COLLECTION OF CHARGES</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 20 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.
<p>• Reduction</p> <p>• Change, Decision No. 33775</p> <p style="padding-left: 40px;">Ⓞ Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>	
EFFECTIVE FEBRUARY 1, 1941	
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-C Cancels 50-B	<p align="center">MINIMUM CHARGE</p> <p>‡ Except as otherwise provided the minimum charge per shipment shall be the charge for 7 tons at the applicable rate. (See Note.) <i>NOTE:</i> Between points in San Diego County the minimum charge per shipment shall be the charge for 6 tons at the applicable rate.</p>
60 1-3-40	<p align="center">METHOD OF DETERMINING WEIGHT OF SHIPMENT APPLICABLE IN SOUTHERN TERRITORY</p> <p>Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense. <i>NOTE:</i> 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 align="center">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation, from the same point of origin to the same point of destination, than results from the application of the rates herein provided. (See Notes.) <i>NOTE:</i> 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 align="center">BRIDGE AND FERRY TOLLS</p> <p>On all shipments the actual bridge or ferry tolls shall be added to the transportation charge when such facilities are used by the carrier.</p>
90 1-3-40	<p align="center">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES APPLICABLE TO SOUTHERN TERRITORY OF THE STATE</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows: (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.) (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.) (c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate applying between any railheads 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>
‡ Reduction * Change, Decision No. 35468	<p align="right">EFFECTIVE JUNE 29, 1942</p>
Correction No. 84	<p align="center">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>

SECTION No. 2

DISTANCE RATES

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

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

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

Item No.	SECTION NO. 2	DISTANCE RATES
100	<p style="text-align: center;">DESCRIPTION OF SOUTHERN TERRITORY</p> <p style="text-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 style="text-align: center;">DESCRIPTION OF NORTHERN TERRITORY</p> <p style="text-align: center;">Northern Territory means all of the other counties of the State not named in Item No. 100 Series.</p>	
120	<p style="text-align: center;">INTERTERRITORIAL MOVEMENTS</p> <p style="text-align: center;">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 style="text-align: center;">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>	
<p>EFFECTIVE AS SHOWN ON TITLE PAGE</p>		
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>		

Item No.	SECTION NO. 2	DISTANCE RATES (Continued) In cents per ton		
	<p>MATERIAL, viz.:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> 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%; border: none;"> Barium, clay or silicate mud compounds, dry, oilwell drilling, Cement clinker, Clay, Earth, Loam, Mud, dry, oilwell drilling, Shale, Slag. </td> </tr> </table> <p style="text-align: center;">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	36	
	10	12	42	
	12	14	48	
	14	16	54	
	16	18	59	
	18	20	63	
	20	25	69	
*130-C Cancels 130-B	25	30	78	
	30	35	81	
	35	40	104	
	40	45	116	
	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.	
♦ Increase * Change, Decision No. 33775				
EFFECTIVE FEBRUARY 1, 1941				
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	
	MATERIAL, viz.: 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.		
	Between points in SAN DIEGO COUNTY. (See Exception.)		
	MILES		RATE
	Over	But not over	
	0	4	25
	4	6	33
	6	8	42
	8	10	51
	10	12	58
135-A Cancels 135	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>			
EFFECTIVE DECEMBER 1, 1940			
Correction No. 57		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	
	MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff"), Cold Road Oil Mixture (commonly called "Plant Mix"), Dry Mixture of Sand, Crushed Stone and Gravel in batches. Between Points in SOUTHERN TERRITORY (See Item No. 100 series), 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	46
	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	128
	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			
EFFECTIVE FEBRUARY 1, 1941			
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	MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff"). Cold Road Oil Mixture (commonly called "Plant Mix"). Dry Mixture of Sand, Crushed Stone and Gravel in batches. Between Points in 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	56
	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>			
EFFECTIVE DECEMBER 1, 1940			
Correction No. 59		Issued by The Railroad Commission of the State of California, San Francisco, California.	

SECTION No. 3

RATES FROM PRODUCTION AREAS TO DELIVERY ZONES

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

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

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
*200	<p style="text-align: center;">RULES GOVERNING BOUNDARY DESCRIPTIONS</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;">APPLICATION OF ZONE RATES</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>
* Change, Decision No. 33002.	
EFFECTIVE MAY 15, 1940	
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 APPLICATION OF TARIFF—TERRITORIAL
	<p>Delivery Zones Nos. 1 to 16; 20 to 23; 35 to 37; 40 to 43; 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."</p> <p style="text-align: center;">* LOS ANGELES AREA—DELIVERY ZONES</p>
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 Orcus 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>
2	<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>
3	<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 Ramsdell Avenue; southerly on Ramsdell Avenue to Oakendale Place; southeasterly on Oakendale Place to Glenwood Avenue; southeasterly on Glenwood Avenue to La Crescenta Avenue; southeasterly on La Crescenta Avenue to Romelawn Avenue; thence southerly along a direct line to the intersection of San Gabriel Avenue and Valane Drive; westerly on Valane Drive to Oakmont Drive; southerly on Oakmont Drive to Beaudry Boulevard; easterly on Beaudry Boulevard to San Gabriel Avenue; southeasterly 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.</p> <p style="text-align: right;">(Continued)</p>
<p>* Change, Decision No. 33002. (1) For Delivery Zones Nos. 4 and 5 formerly carried on this page, see first Revised Page 12.</p>	
<p>EFFECTIVE MAY 15, 1940 Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	
<p>Correction No. 9</p>	

14657-B

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF—TERRITORIAL (Continued) * ① LOS ANGELES AREA—DELIVERY ZONES (Continued)
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>
	EFFECTIVE MAY 15, 1940
Correction No. 10	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued)
	* LOS ANGELES AREA—DELIVERY ZONES (Continued)
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>
	EFFECTIVE MAY 15, 1940
Correction No. 11	<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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued) * LOS ANGELES AREA—DELIVERY ZONES (Continued)
15	<p>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>
16	<p>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>
20	<p>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>
21-A	<p>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 Cahuenga Boulevard; northwesterly on Cahuenga 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>
	(Continued)
	<p>⊙For Delivery Zones formerly shown on this page, see First Revised Pages 16, 17 and 18. * Change, Decision No. 33002.</p>
	EFFECTIVE MAY 15, 1940
Correction No. 12	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)
21-B	<p align="center">APPLICATION OF TARIFF—TERRITORIAL (Continued) * LOS ANGELES AREA—DELIVERY ZONES (Continued)</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; south-easterly 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> <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 con-tinuation 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 Foot-hill 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; south-easterly 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> <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 Michel-torena Street to Temple Street; northwesterly on Temple Street to Hoover Street; northerly on Hoover Street to the point of beginning.</p> <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; southeas-terly 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 Figueroa Street; easterly on Figueroa Street and Rodeo Road to La Brea Avenue; southerly on La Brea Avenue to Stocker Street; north-easterly 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 align="right">(Continued)</p>
21-C	
22	
23	
<p>Ⓞ For Delivery Zones formerly shown on this page, see First Revised Pages 18 and 19. *Change, Decision No. 33002.</p>	
<p>EFFECTIVE MAY 15, 1940</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;">APPLICATION OF TARIFF—TERRITORIAL (Continued)</p> <p style="text-align: center;">* 0 LOS ANGELES AREA—DELIVERY ZONES (Continued)</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 Saltair Avenue; northwesterly on Saltair Avenue to Bundy Drive; thence southwesterly along a direct line to the intersection of Kenter Avenue and Tuallitan Road; southwesterly 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 20th 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	
25	
<p>0 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>	
<p>EFFECTIVE MAY 15, 1940</p>	
<p>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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued)
	* ① LOS ANGELES AREA—DELIVERY ZONES (Continued)
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 Osage 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 Rowecrans Avenue; easterly on Rowecrans Avenue to Inglewood & Redondo Road; northerly on Inglewood & Redondo Road to Arbor Vitae Street; westerly on Arbor Vitae Street to Portal Avenue; northerly on Portal Avenue and Osage 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; south-westerly 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 Osage Avenue; southerly on Osage 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>① For Delivery Zones formerly shown on this page see Second Revised Page 21 and Original Page 21-A. * Change, Decision No. 33002.</p>
	EFFECTIVE MAY 15, 1940
Correction No. 15	<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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued)
	* ① LOS ANGELES AREA—DELIVERY ZONES (Continued)
37	<p>Beginning at the intersection of Figueroa Street and Century Boulevard, thence westerly on Century Boulevard to Inglewood & Redondo Road; southerly on Inglewood & 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>
40	<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 Coluna; 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 & Wilmington Boulevard; easterly on Redondo & 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>
41	<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 & Wilmington Boulevard; westerly on Redondo & 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 Coluna 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 & Wilmington Boulevard; southeasterly on Redondo & 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 Verde 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 & San Pedro Road; southeasterly on Wilmington & 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 "B" 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>
42	<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>
	(Continued)
	<p>① For Delivery Zones formerly shown on this page, see Original Pages 21-B and 21-C. * Change, Decision No. 33002.</p>
	EFFECTIVE MAY 15, 1940
Correction No. 16	<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)
	APPLICATION OF TARIFF—Territorial (Continued)
	LOS ANGELES AREA—DELIVERY ZONES (Continued)
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 & San Pedro Road; northwesterly on Wilmington & 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>
*44-A	<p>Beginning at the center of Southern Pacific Company's Bascule Bridge over entrance to West Basin in the Los Angeles Harbor district; thence westerly along a direct line to the intersection of Channel Street with Wilmington and San Pedro Road; northwesterly on Wilmington and 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 limits of said city in a general southerly direction to the Pacific Ocean; thence along the shore line of the Pacific Ocean and of the outer harbor of Los Angeles Harbor to the water course termed the Main Channel of the Los Angeles Harbor; thence along the Main Channel and Turning Basin in a general northerly direction to the point of beginning.</p>
*44-C	<p>Beginning at the intersection of the water course at easterly end of Terminal Island with the Outer Harbor of the Los Angeles-Long Beach Harbor; thence northerly along said water course to Cerritos Channel; westerly along Cerritos Channel northerly of Terminal Island through East Basin and Turning Basin to the Main Channel of the Los Angeles Harbor; southerly along Main Channel to its intersection with the Outer Harbor of the Los Angeles Harbor; thence along the shore line of the Outer Harbor 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; southwesterly along the shore line of Pacific Ocean to the southerly city limit of the City of Palos 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 Palos 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 Palos Verdes Drive North with Palos Verdes Drive East; thence along Palos Verdes Drive East and Palos 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)	
* Change, Decision No. 34406.	
EFFECTIVE JULY 21, 1941	
Correction No. 75	
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)
APPLICATION OF TARIFF—TERRITORIAL (Continued)	
* ① LOS ANGELES AREA—DELIVERY ZONES (Continued)	
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; southwestly 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>① For Production Areas formerly shown on this page, see Original Page 21-E. * Change, Decision No. 33002.</p>	
EFFECTIVE MAY 15, 1940	
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)
APPLICATION OF TARIFF—TERRITORIAL (Continued) * ① LOS ANGELES AREA—DELIVERY ZONES (Continued)	
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 Longden Avenue; westerly on Longden 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)	
①For Production Areas formerly carried on this page, see Original Pages 21-F and 21-G.	
* Change, Decision No. 33002.	
EFFECTIVE MAY 15, 1940	
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;">APPLICATION OF TARIFF—TERRITORIAL (Continued) *LOS ANGELES AREA—DELIVERY ZONES (Continued)</p> <p>64 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>65 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>66 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. & 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>67 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>
	EFFECTIVE MAY 15, 1940
Correction No. 20	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>APPLICATION OF TARIFF—TERRITORIAL (Continued)</p> <p>* LOS ANGELES AREA—DELIVERY ZONES (Continued)</p>
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; southeasterly 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.
	EFFECTIVE MAY 15, 1940
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)
82	<p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL (Continued)</p> <p style="text-align: center;">* LOS ANGELES AREA—DELIVERY ZONES (Continued)</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 Alowta 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 Alowta 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 Tedley 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>
83	
84	
85-A	<p style="text-align: center;">(Continued)</p>
*Change, Decision No. 33002.	
EFFECTIVE MAY 15, 1940	
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;">APPLICATION OF TARIFF—TERRITORIAL (Continued)</p> <p style="text-align: center;">* LOS ANGELES AREA—DELIVERY ZONES (Concluded)</p> <p>85-B Beginning at the intersection of La Puente Road and Pomona Boulevard, thence southwesterly 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. & M., thence westerly along said south line and the south line of Section 4, T. 2 S., R. 9 W., S. B. B. & 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 southwesterly 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 southwesterly 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. & M., thence easterly along said south line and the south line of Section 3, T. 2 S., R. 9 W., S. B. B. & 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. & 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; southwesterly 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; southwestwesterly 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 southwestwesterly 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; southwesterly 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>
	* Change, Decision No. 33002.
EFFECTIVE MAY 15, 1940	
Correction No. 23	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;">APPLICATION OF TARIFF—TERRITORIAL (Continued)</p> <p style="text-align: center;">* LOS ANGELES—PRODUCTION AREAS</p> <p>A 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 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>C Northeast quarter of Section 18, T. 2 N., R. 13 W., S. B. E. & M.</p> <p>D 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>E 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>F 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>G 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>H 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.
EFFECTIVE MAY 15, 1940	
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)
APPLICATION OF TARIFF—TERRITORIAL (Continued)	
* LOS ANGELES—PRODUCTION AREAS (Continued)	
I	<p>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>
J	<p>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.</p>
K	<p>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>
L	<p>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>
M	<p>Beginning at a point on Redondo & Wilmington Boulevard 1,000 feet easterly of Narbonne Avenue, thence westerly and northwesterly on Redondo & 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>
N	<p>Beginning at the northeast corner of the west half of the west half of Section 22, T. 1. N., R. 10 W., S. B. P. & 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>
(Continued)	
* Change, Decision No. 33002.	
EFFECTIVE MAY 15, 1940	
Correction No. 25	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued) LOS ANGELES—PRODUCTION AREAS (Concluded)
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 & San Pedro Road; northeasterly on Wilmington & San Pedro Road to Mar Vista Avenue; northerly on Mar Vista Avenue to the point of beginning.</p>
R	<p>Beginning at 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 & 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 Palos Verdes South, one mile westerly of the intersection Palos Verdes Drive South and Pacific Avenue (formerly Twenty-fifth Street) measured along said Palos Verdes Drive South, thence easterly from said point along Palos 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>
*Y	<p>Beginning at the intersection of Gaffey Street and Gatun Street, thence westerly on Gatun Street to Meyler Street; southerly on Meyler Street to Basin Street; easterly on Basin Street, the easterly prolongation thereof and Basin Street to Gaffey Street, thence northerly on Gaffey Street to the point of beginning.</p>
	(Concluded)
	*Change, Decision No. 34780
	EFFECTIVE DECEMBER 1, 1941
Correction No. 81	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued)
	Delivery Zones Nos. 10 to 80, inclusive, and Production Areas "A" to "F", inclusive, as described individually herein comprise the Ventura Area.
	VENTURA AREA—DELIVERY ZONES
10	A strip approximately $\frac{1}{2}$ 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 Meiners Oaks.
13	Beginning at the southwest corner of Zone 12, southerly along the Ventura River to the intersection of Baldwin Road and Ventura Avenue to the intersection of Fairview Road, thence westerly along Fairview Road to starting point.
14	Beginning at Ventura River and Baldwin Road, southerly to a point opposite the intersection of Ventura Avenue and Creek Road, thence easterly to said intersection, thence northerly along San 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 Seacliff.
23	Beginning at General Petroleum Pier, northwesterly along Highway 101 from ocean to edge of mountains to Ventura-Santa Barbara County Line.
24	Beginning at Corner Grand Avenue and Montgomery Street, thence easterly to Bordura Road, thence northerly to Valley Road, thence westerly to Wolfe Street, thence southeasterly to starting point.
	(Continued)
	EFFECTIVE AS SHOWN ON TITLE PAGE
	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued)
	VENTURA AREA—DELIVERY ZONES (Continued)
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 Koeington Road.
29	A strip approximately $\frac{1}{2}$ mile on either side of Ojai-Santa Paula Road from Koeington 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)
	EFFECTIVE AS SHOWN ON TITLE PAGE
	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued)
	VENTURA AREA—DELIVERY ZONES (Continued)
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 Belevue 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)
	EFFECTIVE AS SHOWN ON TITLE PAGE
	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued) VENTURA AREA—DELIVERY ZONES (Continued)
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, Avenide Street, thence westerly to starting point.
57	Beginning at corner of Sycamore Avenue and Avenide 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 Avenide 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)
	EFFECTIVE AS SHOWN ON TITLE PAGE
	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued) VENTURA AREA—DELIVERY ZONES (Concluded)
69	Beginning at Patterson Road and Lehman Road, thence westerly to ocean, thence southeasterly to Arnold Road, thence easterly along Arnold Road, Olds Road to Pleasant Valley Road, thence westerly and northerly along Pleasant Valley Road and Patterson Road to starting point.
70	Beginning at corner of 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 Callegues Creek to State Maintenance Camp.
73	A strip from edge of mountains to ocean beach along Roosevelt Highway from State Camp to Big Sycamore Canyon.
74	A strip along Roosevelt Highway from Big Sycamore to Deere Creek.
75	A strip along Roosevelt Highway from Deere Creek to Little Sycamore Canyon.
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)
	EFFECTIVE AS SHOWN ON TITLE PAGE
	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)
APPLICATION OF TARIFF—TERRITORIAL (Continued) VENTURA COUNTY—PRODUCTION AREAS	
A	Located in Delivery Zone No. 35 at point where Southern Pacific tracks cross Santa Clara River—On north bank of river.
B	Located in Delivery Zone No. 35 $\frac{1}{2}$ mile northwest of intersection of \blacktriangle 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.
\blacktriangle Change, neither increase nor reduction, Decision No. 33002.	
EFFECTIVE MAY 15, 1940	
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>APPLICATION OF TARIFF—TERRITORIAL (Continued)</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>* Ⓞ ORANGE COUNTY AREA—DELIVERY ZONES</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 park 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>Ⓞ For Delivery Zone No. 4 formerly shown on this page, see First Revised Page 29. * Change, Decision No. 33002.</p>
	<p>EFFECTIVE MAY 15, 1940</p>
	<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>
	<p>Correction No. 28</p>

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Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF—TERRITORIAL (Continued)	
* ① ORANGE COUNTY AREA—DELIVERY ZONES (Continued)	
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>①For Delivery Zone No. 7 formerly shown on this page, see First Revised Page 30. *Change, Decision No. 33002.</p>	
EFFECTIVE MAY 15, 1940	
Correction No. 29	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued)
	* ① ORANGE COUNTY AREA—DELIVERY ZONES (Continued)
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 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 & 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; southeasterly 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 & 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>①For Delivery Zones Nos. 11 and 12, formerly shown on this page, see First Revised Page 31. *Change, Decision No. 33002.</p>
	EFFECTIVE MAY 15, 1940
Correction No. 30	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued)
	* ① ORANGE COUNTY AREA—DELIVERY ZONES (Continued)
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 Los Patos Avenue; westerly on Los Patos 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 Los Patos Avenue; easterly on Los Patos 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 Gialer Avenue; westerly on Gialer 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 Paliades Road; northwesterly on Paliades 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 Paliades Road (Bay View Drive); thence along Paliades 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>① For Delivery Zones Nos. 16 and 17, formerly shown on this page, see First Revised Page 32. * Change, Decision No. 33002.</p>
	EFFECTIVE MAY 15, 1940
Correction No. 31	<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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued) * Ⓞ ORANGE COUNTY AREA—DELIVERY ZONES (Continued)
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 Gialer Avenue; thence easterly along said prolongation and Gialer 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; north-easterly on Culver Road to the railroad of The Atchison, Topeka and Santa Fe Rail-way Company; southeasterly along said railroad to the point of beginning.</p> <p>Beginning at the intersection of Irvine Boulevard and Jeffrey Road, thence south-westerly 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 prolonga-tion and Irvine Boulevard to the point of beginning.</p> <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 Aliso Canyon Road; thence northeasterly on Aliso 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 Boule-vard; thence northwesterly along said prolongation to the point of beginning.</p> <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 Aliso Canyon Road and State Highway Route No. 2 (U. S. Highway No. 101 East Alternate); thence southwesterly along Aliso 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>
17	
18	
19	
	<p>ⓄFor Delivery Zones Nos. 20-A, 20-B, 20-C, 21, 22 and 23; and Production Areas for-merly shown on this page, see First Revised Page 33 and Original Page 33-A. *Change, Decision No. 33002.</p>
	EFFECTIVE MAY 15, 1940
Correction No. 32	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued)
	* O ORANGE COUNTY AREA—DELIVERY ZONES (Concluded)
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 29, 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. 135); 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, 26 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)
	<p>ⓄFor Delivery Zones and Production Areas formerly shown on this page, see Original Pages 33-B to 33-H, inclusive.</p> <p>*Change, Decision No. 33002.</p>
	EFFECTIVE MAY 15, 1940
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)
APPLICATION OF TARIFF—TERRITORIAL (Continued)	
* ORANGE COUNTY—PRODUCTION AREAS	
A	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.
B	Includes the area within the boundary lines of Section 25, T. 7 S., R. 8 W.
C	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.
*Change, Decision No. 33002.	
<p style="margin-top: 200px;">EFFECTIVE MAY 15, 1940</p>	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	
Correction No. 34	

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL (Continued)</p> <p style="text-align: center;">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;">* SAN DIEGO COUNTY AREA—DELIVERY ZONES</p> <p>1 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; southeasterly on Reynard Way to Curlew Street; northerly on Curlew Street to Upas Street; easterly on Upas Street to Park Boulevard; northerly on Park Boulevard and its northerly prolongation to the point of beginning.</p> <p>2 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>3 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 northwesterly 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>4 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 northerly prolongation of Park Boulevard; thence southerly along said prolongation and Park Boulevard 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>
<p>EFFECTIVE MAY 15, 1940</p>	
<p>Correction No. 35</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;">APPLICATION OF TARIFF—TERRITORIAL (Continued)</p> <p style="text-align: center;">SAN DIEGO COUNTY AREA—DELIVERY ZONES (Continued)</p> <p>Beginning at the intersection of Lincoln Avenue and Powers Street in the County of San Diego, thence southerly on Powers Street to the county road continuation of Fairmont Avenue, thence southeasterly along a direct line to the northerly 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 to Pennsylvania Avenue; thence northwesterly along a direct line to a point on Lincoln Avenue 600 feet easterly of Chase Street; thence westerly on Lincoln Avenue to the point of beginning.</p> <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> <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> <p>Beginning at the intersection of Perabing 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; southwesterly along said prolongation and Witherby Street to Pacific Highway; southeasterly on Pacific Highway to Harasthy Street; southwesterly along the southwesterly 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> <p>Beginning at the northerly intersection of Collier Avenue and 54th Street; thence northwesterly along a direct line to the intersection of Powers Street, the county road continuation of Fairmont Avenue and Camino del Rio; thence continuing northwesterly along said line to the San Diego River; thence 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; westerly on University Avenue to 54th Street; northerly on 54th Street to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>* Change, Decision No. 35468</p>
EFFECTIVE JUNE 29, 1942	
<p>Correction No. 85</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;">APPLICATION OF TARIFF—TERRITORIAL (Continued)</p> <p style="text-align: center;">*SAN DIEGO COUNTY AREA—DELIVERY ZONES (Continued)</p> <p>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>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>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 Fanuel Street and Turquoise Street; westerly on Turquoise 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>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 Turquoise Street; easterly along said prolongation and Turquoise 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.
EFFECTIVE MAY 15, 1940	
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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued) * SAN DIEGO COUNTY AREA—DELIVERY ZONES (Continued)
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 Turquois Street; easterly on Turquois Street to Faunel 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 northwesterly 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.
	EFFECTIVE MAY 15, 1940
	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)
	APPLICATION OF TARIFF—TERRITORIAL (Continued) SAN DIEGO COUNTY AREA—DELIVERY ZONES (Continued)
19	<p>Includes the area within the United States Military Reservation (Point Loma).</p> <p>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.</p>
20	<p>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 Growsmont Boulevard; westerly on Growsmont Boulevard to the northerly prolongation of Garfield Street; northerly on said prolongation to the point of beginning.</p>
*21	<p>Beginning at the northeasterly corner of the limits of the City of National City, thence westerly along the northerly limit of said city to the shore line of San Diego Bay; southerly along the shore line of said bay to the northerly limit of the City of Chula Vista; easterly along the northerly limit of the City of Chula Vista and its easterly prolongation to its intersection with the southerly prolongation of the farthest westerly limit of the City of National City, thence northerly along the southerly prolongation of said westerly limit and the westerly limit of the City of National City to the point of beginning.</p>
*22	<p>Includes the area within the corporate limits of the City of Chula Vista.</p>
23	<p>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.</p>
24	<p>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.</p>
25	<p>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.</p>
	(Continued)
	* Change, Decision No. 35468
	EFFECTIVE JUNE 29, 1942
	Issued by The Railroad Commission of the State of California, San Francisco, California.
	Correction No. 86

Zone No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF—TERRITORIAL (Continued)</p> <p>* SAN DIEGO COUNTY AREA—DELIVERY ZONES (Concluded)</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>EFFECTIVE MAY 15, 1940</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)
APPLICATION OF TARIFF—TERRITORIAL (Concluded)	
SAN DIEGO COUNTY—PRODUCTION AREAS	
*A	Beginning at a point one-half (½) mile on Friars Road easterly of the northeasterly city limit of the City of San Diego, measured along said Friars Road, 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 direct 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 the northerly prolongation of Sixth Street Extension; southerly along said prolongation and Sixth Street Extension to Camino del Rio; northeasterly on Camino del Rio to a point one-half (½) mile, measured along said Camino del Rio, northeasterly of the northeasterly city limit of the city of San Diego, thence along a direct line to the point of beginning.
*B	Beginning at the intersection of County Road continuation of Fairmont Avenue, Powers Street, and Camino del Rio, thence northerly on Powers Street in the County of San Diego a distance of one-half (½) mile to a point; thence westerly along a direct line to the intersection of Friars Road and County Highway Commission route No. 3 (Ward Road); thence in a southerly direction on County Highway Commission route No. 3 to Camino del Rio; thence easterly on Camino del Rio to the point of beginning.
*C	Includes the area within the boundary of a circle of one-half (½) mile radius, the center of which is located on the unnamed county road varying in distance from but approximately one-quarter (¼) mile southerly of the San Diego River, two and seven-tenths (2.7) miles northeasterly of the intersection of Camino del Rio, the county road continuation of Fairmont Avenue and Powers Street, measured along Powers Street (in the County of San Diego), Lincoln Avenue and the unnamed county road described above.
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.
*G	Includes the area within the limits of the southwest quarter of Section 24, T-18-S; R-2-W; S.B.B. and M.
*H	Includes the area within the limits of the northeast quarter of Section 19 and the north-west quarter of Section 20, both of T-18-S; R-1-W; S.B.B. and M.
* Change, Decision No. 35468	
EFFECTIVE JUNE 29, 1942	
Correction No. 87	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)											
	MATERIAL, viz.:											
	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 LOS ANGELES AREA as described on Pages 11 to 21-G series, inclusive.											
TO	FROM					TO	FROM					
Delivery Zones	Production Areas					Delivery Zones	Production Areas					
	A	B	C	D	E		A	B	C	D	E	
*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	125	130	124	115
	3	58	47	37	61	31	60-A	71	58	48	67	25
	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	29	40	58	25	66	60-E	64	62	52	60	25
	8	42	54	64	36	84	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	58	97	61-D	58	64	58	55	48
	13	62	71	85	54	102	62-A	69	76	67	67	45
	14	59	61	73	59	102	62-B	69	77	64	69	33
	15	36	36	51	44	81	63	76	84	67	77	29
16	29	46	59	47	85	64	84	91	81	75	46	
20	63	75	67	58	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	86	97	89	86	76	
23	66	71	75	58	68	80	86	86	76	81	35	
24	69	77	85	60	81	81	78	75	67	76	25	
25	77	84	93	69	89	82	105	105	94	102	53	
26	84	93	102	78	98	83	115	115	105	113	63	
27	92	99	109	85	102	84	100	101	94	97	51	
28	99	109	114	91	109	85-A	109	110	102	105	61	
35	84	91	94	76	85	85-B	117	118	110	113	69	
36	72	81	84	63	71	85-C	125	127	120	125	78	
37	84	94	97	76	82	86	130	130	118	123	77	
40	101	109	110	93	99							
41	105	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

EFFECTIVE FEBRUARY 1, 1941

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 San Francisco, California.

Correction No. 68

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)													
	MATERIAL, viz.:													
	Granite, decomposed, Gravel, Sand,					Stone, crushed, chips or waste, Stone, natural, blocks, pieces or alaba, rough quarried, Stone, natural, sawed, not further finished.								
	Between Points in LOS ANGELES AREA as described on Pages 11 to 21G series, inclusive.													
	TO		FROM			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
◆ 220-C Cancels 220-B	11		108	116	150	134	132	61C		44	52	88	76	70
	12		108	116	153	132	129	61D		59	67	103	70	70
	13		113	121	155	130	125	62A		51	58	88	77	63
	14		112	120	158	138	138	62B		39	46	83	66	61
	15		95	102	140	120	120	63		32	40	75	83	56
	16		98	106	143	122	122	64		48	56	85	65	48
	20		56	64	96	62	63	65		42	50	77	65	36
	21A		68	76	108	77	80	66		53	58	83	61	35
	21B		70	78	114	80	77	67		61	66	95	51	43
	21C		64	72	106	77	75	68		63	70	102	51	61
	22		73	80	117	85	83	69		70	78	108	39	61
	23		72	79	110	70	77	80		25	30	63	85	59
	24		86	94	123	83	92	81		32	39	70	100	70
	25		92	100	131	85	100	82		30	25	46	98	55
	26		102	110	133	98	108	83		43	35	50	117	66
	27		110	118	150	102	120	84		31	31	56	88	34
	28		117	124	154	108	125	85A		42	41	48	96	42
	35		88	96	123	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	123	34	85							
	42		81	88	120	28	74							
	43		76	83	110	28	64							
	44		105	111	142	35	92							
◆ Increase, Decision No. 33775														
EFFECTIVE FEBRUARY 1, 1941														
Issued by The Railroad Commission of the State of California, San Francisco, California.														
Correction No. 69														

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	
230-C Cancels 230-B	MATERIAL, viz.: 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	▲44-A	30				
	2	65	70	113	80	73	◆44-C	36				
	3	45	50	102	61	53	45	88	90	25	130	77
	4	40	53	90	62	41	46	83	90	30	127	73
	5	48	63	90	73	51	60A	43	51	110	58	54
	6	50	63	84	82	48	60B	45	43	112	51	56
	7	63	73	90	90	58	60C	39	44	102	52	53
	8	70	88	108	101	73	60D	41	39	105	46	53
	9	84	90	116	108	80	60E	33	41	100	48	44
	10	77	89	112	111	77	60F	34	33	100	43	51
	11	89	105	123	116	88	61A	34	53	90	63	36
	12	85	99	120	116	86	61B	36	43	98	56	41
	13	82	102	123	121	87	61C	29	41	91	54	37
	14	96	110	123	120	94	61D	29	43	83	69	31
	15	83	88	117	102	81	62A	23	29	78	64	26
	16	83	90	123	106	84	62B	25	29	87	51	35
	20	29	40	69	68	25	63	30	23	95	45	44
	21A	42	58	73	80	41	64	25	23	78	74	35
	21B	44	58	90	83	48	65	35	23	80	53	44
	21C	35	52	76	76	35	66	39	33	73	67	45
							67	45	46	65	75	54
	23	46	58	70	85	42	68	33	40	61	78	25
	24	44	56	61	84	30	69	43	48	48	86	34
	25	58	66	63	98	45	80	42	35	100	36	55
	26	63	72	63	105	54	81	59	43	112	39	62
		74	85	75	114	68	82	57	46	117	31	73
	27	78	90	82	122	75	83	77	65	127	46	88
	28	85	97	90	131	84	84	48	35	102	40	64
	35	59	69	40	101	46	85A	36	46	110	50	74
	36	46	53	51	88	32	85B	64	52	118	57	81
	37	58	63	40	111	45	85C	73	51	127	65	91
	40	73	77	31	114	59	86	79	73	142	57	100
	41	80	70	20	107	62						
	42	61	61	33	96	51						
	43	61	53	48	91	57						
	44	73	83	110	62	62						

◆ Increase, Decision No. 34406.

▲ Change, neither increase nor reduction, Decision No. 34406.

EFFECTIVE JULY 21, 1941

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

Correction No. 76

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)																	
	MATERIAL, viz.:																	
	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 LOS ANGELES AREA as described on pages 11 to 21-G series, inclusive.																	
	TO	FROM								TO	FROM							
	Delivery Zones	Production Areas								Delivery Zones	Production Areas							
		P	R	S	T	U	W	X	♦♦Y		P	R	S	T	U	W	X	♦♦Y
*235-C Cancels 235-B	1	101	52	64	98	81	110	91		44-A					25		25	
	2	108	65	67	99	79	117	101		44-C					48		29	
	3	96	64	50	87	67	106	89		45	35	61	77	55	67	40	41	40
	4	78	45	40	74	54	91	70		46	25	75	76	47	65	25	38	25
	5	86	44	52	85	65	98	79		60-A	97	64	51	86	62	108	87	
	6	81	35	46	81	61	89	70		60-B	100	67	53	87	62	110	91	
	7	94	43	59	92	73	101	83		60-C	92	61	45	81	56	103	85	
	8	105	52	72	106	86	112	97		60-D	96	65	51	83	56	105	87	
	9	112	63	78	113	92	121	103		60-E	87	58	40	75	51	94	77	
	10	108	61	77	110	90	119	101		60-F	89	61	43	75	51	99	83	
	11	117	68	85	119	100	127	111		61-A	78	46	32	67	47	84	65	
	12	109	65	84	117	98	125	109		61-B	85	50	39	73	52	87	75	
	13	114	69	87	121	100	128	111		61-C	79	48	31	68	46	86	70	
	14	118	74	91	127	105	134	116		61-D	69	37	31	66	46	79	61	
	15	114	68	78	113	95	123	107		62-A	67	43	25	58	32	79	63	
16	118	72	80	114	97	127	100		62-B	79	52	30	65	41	87	73		
20	61	33	25	57	37	74	53		63	84	62	41	70	45	94	83		
21-A	75	26	43	75	56	83	65		64	68	52	26	57	44	80	67		
21-B	79	41	45	79	59	86	67		65	79	63	39	52	41	91	70		
21-C	70	35	36	69	50	81	61		66	72	61	39	50	35	83	63		
22	74	25	41	73	52	80	62		67	57	70	52	40	39	73	55	68	
23	64	25	31	64	44	70	53		68	54	39	25	44	25	63	48		
24	74	25	47	79	59	79	65		69	42	52	35	31	25	51	36	48	
25	70	32	55	84	63	74	67		80	94	68	53	81	56	103	95		
26	78	45	67	90	74	81	73		81	100	73	59	87	62	109	99		
27	84	51	74	99	80	87	79		82	109	87	66	95	70	118	107		
28	91	58	83	107	89	97	89		83	129	105	84	111	87	134	123		
35	59	34	50	65	47	63	48	52	84	97	84	56	72	62	110	89		
36	55	26	35	58	39	62	43		85-A	106	92	65	81	70	119	97		
37	42	41	50	47	41	48	31	42	85-B	111	99	73	88	77	127	103		
40	40	48	63	51	55	44	31	36	85-C	122	109	83	97	87	135	113		
41	25	56	61	39	52	31	25	27	86	135	123	96	110	100	150	128		
42	25	65	52	25	43	42	25	31										
43	40	79	57	25	44	47	43	42										
44	25	75	74	47	62		36											

† Reduction
 ♦ Increase
 * Change

Decision No. 34780

EFFECTIVE DECEMBER 1, 1941

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

Correction No. 82

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)		
	TO Delivery Zones	FROM Production Areas	
		F	G
◆ 237	1	91	87
	2	87	83
	3	97	93
	4	96	91
	5	81	76
	6	74	70
	7	62	57
	8	75	70
	9	73	69
	10	91	87
	11	89	87
	12	82	90
	13	104	98
	14	109	104
	15	115	110
16	102	97	
17	116	112	
20-B	139	135	
20-C	130	125	
↓ Reduction } Decision No. 34564 ◆ Increase }			
EFFECTIVE SEPTEMBER 22, 1941			
Correction No. 78		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>MATERIAL, viz.:</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>* 238</p>	TO	FROM
	<p>The Delivery Area described as follows: Beginning at the intersection of Lakewood Boulevard and Carson Street, thence westerly on Carson Street to Cherry Avenue; southerly on Cherry Avenue to Spring Street; easterly on Spring Street to Lakewood Boulevard; thence northerly on Lakewood Boulevard to point of beginning.</p>	<p>The Production Area described as follows: Beginning at the intersection of Fullerton Road (U.S. Highway 101) and Imperial Highway, northerly of the City of Fullerton, thence westerly on Imperial Highway to LaMirada Avenue, southerly on LaMirada Avenue to LaHabra Road; southwesterly on LaHabra Road to Grand Avenue; southerly on Grand Avenue to Commonwealth Avenue; easterly on Commonwealth Avenue to Spadra Road (U.S. Highway 101), thence northerly on Spadra Road and Fullerton Road (U.S. Highway 101) to the point of beginning.</p>
	RATE	55
<p>↓ Reduction } Decision No. 34945 • Change</p>		
<p>EFFECTIVE JANUARY 28, 1942</p>		
<p>Correction No. 83</p>	<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

Item No.	SECTION NO. 3—RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)													
	MATERIAL, viz.: Granite, decomposed, Stone, crushed, chips or waste, Gravel, Stone, natural, blocks, pieces or slabs, rough quarried, Sand, Stone, natural, sawed, not further finished. Between Points in VENTURA COUNTY AREA as described on Pages 22 to 27 inclusive.													
	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	82	82	57	73	117	45	59	54	50	73	71	73
	11	73	80	80	54	73	117	46	57	54	50	73	71	73
	12	67	71	71	49	63	107	47	50	46	42	67	63	67
	13	61	67	67	42	59	101	48	61	57	52	78	54	59
	14	54	61	61	34	59	101	49	69	67	65	78	40	44
	15	59	65	65	40	59	101	50	69	65	61	86	44	49
	16	52	59	59	31	63	103	51	65	61	49	82	52	57
	17	49	54	54	23	63	103	52	59	65	61	89	59	63
	18	42	49	49	18	59	101	53	65	65	65	82	63	67
	19	34	38	38	18	54	97	54	69	69	69	89	91	133
	20	37	44	44	23	59	101	55	71	71	71	91	92	135
	21	42	49	49	28	63	103	56	80	73	71	97	69	73
	22	50	57	57	40	71	113	57	92	89	84	119	82	86
	23	59	63	63	49	80	122	58	92	89	84	119	78	82
	24	71	78	78	52	54	97	59	98	98	34	50	78	99
	25	67	73	73	49	54	95	60	25	25	31	49	54	97
	26	73	80	80	54	50	92	61	28	28	34	50	57	99
	27	73	82	82	57	40	82	62	42	42	42	61	63	103
	28	69	67	67	63	37	80	63	40	40	40	59	61	103
	29	63	61	57	69	31	73	64	46	46	46	65	67	119
	30	57	54	50	73	22	69	65	40	40	40	59	61	103
	31	28	37	37	23	50	92	66	34	34	37	54	59	101
	32	31	40	40	28	52	94	67	31	31	37	52	59	101
	33	18	34	34	34	50	82	68	37	37	42	57	63	107
	34	22	31	31	28	46	88	69	40	40	44	59	65	107
	35	19	28	28	37	44	86	70	44	44	49	63	69	112
	36	28	19	18	44	40	82	71	49	49	52	63	73	115
	37	40	37	28	49	25	71	72	50	50	52	69	73	115
	38	49	46	40	57	18	61	73	54	54	59	73	80	122
	39	69	67	61	78	37	40	74	59	59	63	78	84	126
	40	80	86	80	97	59	19	75	61	63	67	82	89	130
	41	99	97	91	107	63	23	76	67	67	71	86	92	135
	42	40	34	28	57	52	94	77	44	44	44	63	65	107
	43	46	42	37	63	59	101	78	50	50	50	69	71	113
	44	52	41	44	69	65	69	79	57	57	57	73	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-B Cancels 250-A	MATERIAL, viz.: Granite, decomposed, Stone, crushed, chips or waste, Gravel, Stone, natural, blocks, pieces or slabs, rough quarried, Sand, Stone, natural, sawed, not further finished. Between Points in ORANGE COUNTY AREA as described on pages 28 to 33-A series, inclusive.			
	1	25	75	54
	2	26	83	53
	3	25	78	65
	4	32	73	63
	5	35	86	45
	6	46	92	32
	7	57	103	25
	8	55	102	37
	9	53	101	37
	10	44	86	54
	11	54	94	57
	12	59	102	63
	13	59	83	74
	14	51	76	74
	15	55	67	80
	16	37	72	65
	17	44	51	78
	18	53	44	86
	19	69	31	97
	20-A	69	51	97
	20-B	74	54	101
	20-C	60	63	97
21	83	44	116	
22	86	25	112	
23	107	46	129	
◆ Increase—Decision No. 34564				
EFFECTIVE SEPTEMBER 22, 1941				
Correction No. 79.		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)					
	MATERIAL, viz.: 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.					
	(1)	FROM				
Delivery Zones	Production Areas					
	A	B	C	D	E	F
1	25	32	46	69	38	66
2	33	43	57	72	49	69
3	33	45	58	77	55	75
4	28	27	40	66	30	63
5	51	38	38	71	25	76
6	40	33	46	58	27	56
7	31	35	50	62	41	60
8	34	41	55	68	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	86
13	62	69	78	94	75	92
14	69	73	85	101	81	99
15	73	77	87	105	87	105
16	44	45	57	53	34	47
17	54	40	50	58	23	54
18	59	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	73
22	58	51	60	41	46	29
23	64	59	66	28	55	25
24	47	51	62	63	45	78
25	55	58	67	68	52	84
26	63	67	76	99	78	96
27	75	72	80	25	69	41
28	83	79	87	26	76	52

▲ Reduction } Decision No. 33847
 ◆ 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 IN CENTS PER TON (Continued)							
	<p>MATERIAL, viz.:</p> <p>Granite, decomposed. Gravel, Sand, Stone, crushed, chips or waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, sawed, not further finished.</p> <p>Between Points in SAN DIEGO AREA as described on Pages 33-B to 33-H series, inclusive.</p> <p>NOTE: Rates named on this page are not subject to increased Rates and Charges provided by Supplement No. 1 of Highway Carriers' Tariff No. 7, or successive issues thereof.</p>							
	TO		FROM		TO		FROM	
	Delivery Zones	Production Areas		Delivery Zones	Production Areas			
♦♦ G		♦♦ H	♦♦ G		♦♦ H			
261	1	78	83	16	61	67		
	2	82	87	17	67	72		
	3	88	92	18	71	76		
	4	76	80	19	100	105		
	5	81	86	20	77	83		
	6	67	72	21	83	88		
	7	71	76	22	52	58		
	8	78	81	23	38	45		
	9	77	83	24	72	76		
	10	87	91	25	77	83		
	11	93	99	26	111	116		
	12	95	100	27	27	33		
	13	106	110	28	36	43		
	14	112	118					
	15	117	121					
<p>♦ Reduction } Decision No. 35468 ♦ Increase }</p>								
EFFECTIVE JUNE 29, 1942								
Correction No. 88		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 (except as noted)	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.
◆ 297	MATERIAL, viz.: As described in Item No. 270 series.	From Production Areas in Los Angeles Area as described on page 21-E series, to Delivery Zones in Orange County Area as described on pages 28 to 33 series, inclusive.	Rates in Item No. 237 series, plus 10 cents per ton.
↓ Reduction } ◆ Increase } Decision No. 34564.			
EFFECTIVE SEPTEMBER 22, 1941			
Issued by The Railroad Commission of the State of California, San Francisco, California.			

SECTION No. 4

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;">APPLICATION OF RATES</p> <p>Rates in this section are Hourly Rates and apply from, to and between points in California subject to the description of Southern Territory defined in Item No. 100 series and Northern Territory defined in Item No. 110 series.</p> <p>Rates in this section 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;">INTERTERRITORIAL MOVEMENTS</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. 360 series under heading "Southern Territory."</p> <p>(b) Where the movement originates within the Northern Territory of the State and terminates within the Southern Territory of the State, the hourly rates applicable shall be those set forth in Item No. 360 series under heading "Northern Territory."</p>	
320-A Cancels 320	<p style="text-align: center;">COMMODITIES</p> <p>Rates in this Section apply to the transportation of the following commodities:</p> <p>MATERIAL, viz.:</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		
EFFECTIVE DECEMBER 1, 1940		
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	CONSTRUCTION OF RATES	
	<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	DRIVERS' AND HELPERS' WAGE RATE	
	<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-Δ Cancels 350	COMPUTATION OF TIME	
	<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>	
▲ Change, neither increase nor reduction, Decision No. 33002.		
EFFECTIVE MAY 15, 1940		
Correction No. 50	Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 4		HOURLY RATES (Concluded)					
360	<p>MATERIAL, as described in Item No. 320 series.</p> <p>COLUMN "A" rates apply where the loading is performed by power loading device, excepting processed sand, gravel or crushed stone in stock piles at a commercial producing plant, at point of consumption or at intermediate point of transfer. A hopper chute or bunker shall not be deemed to be a power loading device.</p> <p>COLUMN "B" rates apply where the loading is performed by hand and where the average mileage of the vehicle does not exceed eight (8) miles per hour for the period of time the vehicle is in use each day.</p> <p>COLUMN "C" 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
	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	230	145	200	195	120	165
	* 5½	But not over 7	270	185	240	225	160	195
	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>NOTE 1.—Level capacity of Dump Truck body means the cubical content of the body in cubic yards calculated by multiplying the inside length by the average inside width and the average inside height of the sides of the body, including temporary side boards, if such boards are used, with no allowance for the crown of the load or for low head board or low tail gate.</p> <p>In the case of a Dump Truck body not constructed for use of a tail gate (such as the so-called "rock body"), the inside length shall be deemed to mean the average of the measurement along the top of the sides from the inside of the head board to the point of the angle where the sides are diverted downward to meet the floor, and the measurement along the floor from the inside of the head board to the end of the body.</p>								
EFFECTIVE AS SHOWN ON TITLE PAGE								
Issued by The Railroad Commission of the State of California, San Francisco, California.								

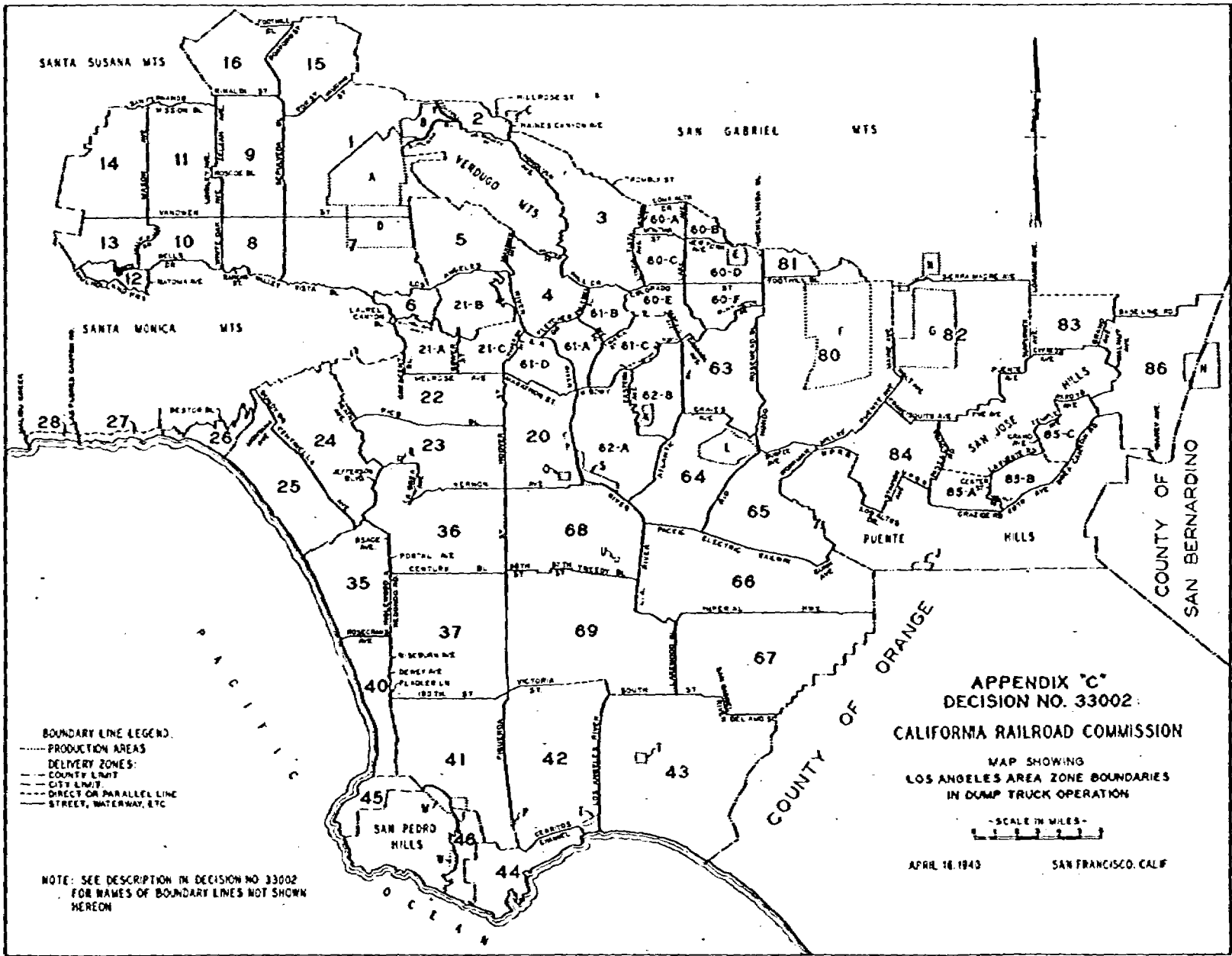
Appendix "B-2"

Consisting of a Suitable and Proper Form

of Shipping Document

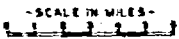
For the Transportation of Property in

Dump Truck Equipment



APPENDIX "C"
DECISION NO. 33002
CALIFORNIA RAILROAD COMMISSION

MAP SHOWING
 LOS ANGELES AREA ZONE BOUNDARIES
 IN DUMP TRUCK OPERATION



APRIL 18, 1943 SAN FRANCISCO, CALIF

- 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

CALIFORNIA RAILROAD COMMISSION

MAP SHOWING

SAN DIEGO AREA ZONE BOUNDARIES
IN DUMP TRUCK OPERATION
CASES Nos. 4246 AND 4434

0 1 2 3 4 5 1000
SCALE IN FEET

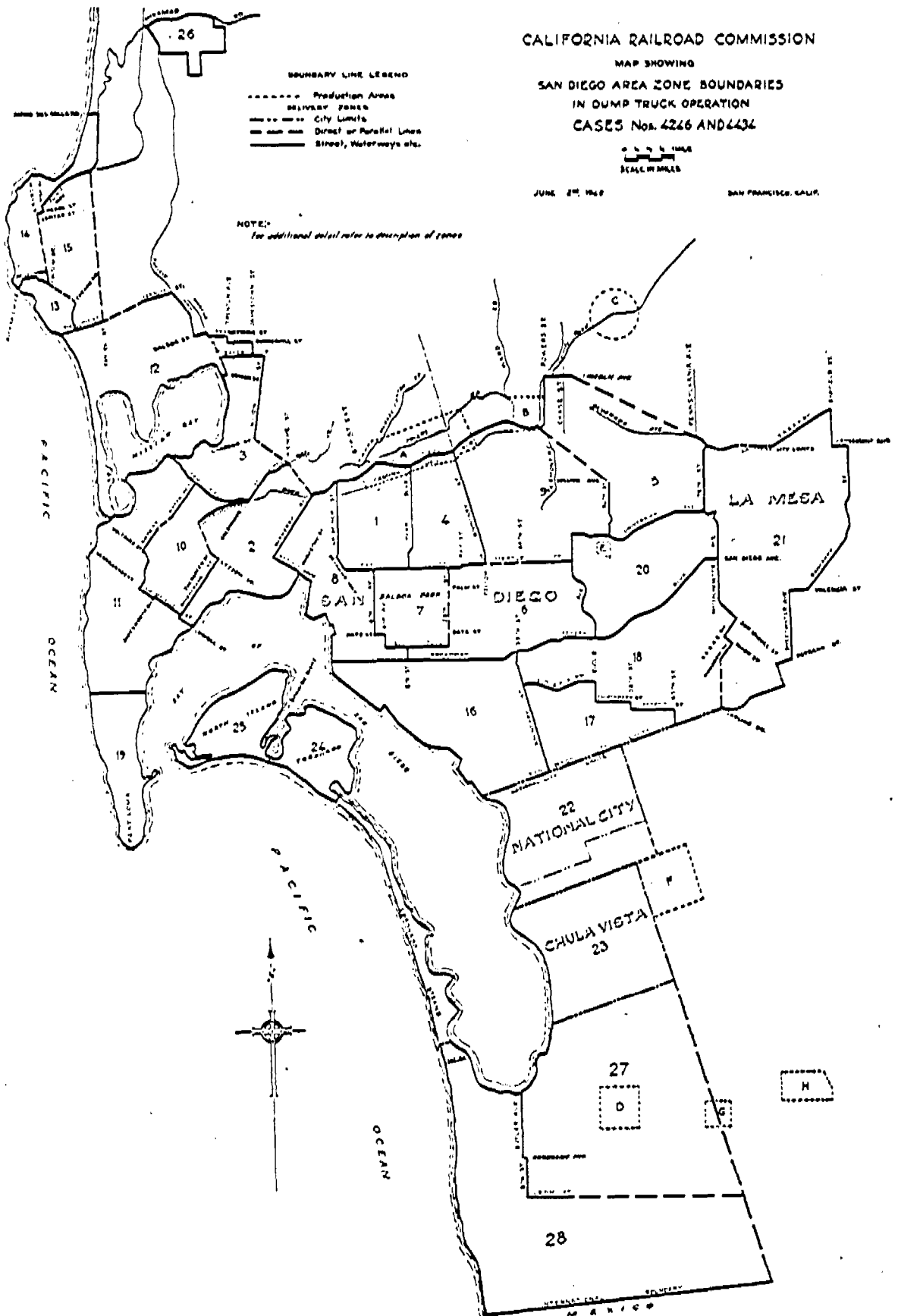
JUNE 27, 1949

SAN FRANCISCO, CALIF.

BOUNDARY LINE LEGEND

- Production Areas
- Delivery Zones
- City Limits
- Direct or Parallel Lines
- Street, Waterways etc.

NOTE:
For additional detail refer to description of zones



SPECIAL SUPPLEMENT CONTAINING INCREASED RATES AND CHARGES

Supplement No.	Tariff
1	HIGHWAY CARRIERS' TARIFF NO. 2
1	HIGHWAY CARRIERS' TARIFF NO. 4
1	HIGHWAY CARRIERS' TARIFF NO. 7
1	HIGHWAY CARRIERS' TARIFF NO. 8

**NAMING
MINIMUM RATES, RULES AND REGULATIONS
FOR THE
TRANSPORTATION OF PROPERTY OVER THE
PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA
BY
RADIAL HIGHWAY COMMON CARRIERS
AND
HIGHWAY CONTRACT CARRIERS**

EFFECTIVE APRIL 24, 1942

PERCENTAGE INCREASES PROVIDED IN THIS SUPPLEMENT SHALL BE APPLIED TO MINIMUM RATES IN EFFECT ON APRIL 24, 1942.

Item No. 1

APPLICATION OF TABLES I AND II

(a) Find the rate or charge as named in tariff under Column "A" of Table I or Table II, as the case may be, and the rate or charge to be applied will be found opposite thereto under Column "B". When the rate or charge is stated in dollars or dollars and cents, first find the equivalent thereof in cents in Column "A" and apply the rate or charge shown opposite thereto in Column "B".

(b) The increases shown in Table I will be applied to the following rates and charges except as provided in paragraph (c):

- Class Rates
- Commodity Rates
- Long Distance Moving Rates shown in Section No. 3, Highway Carriers' Tariff No. 4, also charges shown in Items Nos. 100(e), 101(g), 130(d), 170, 185, 400 and 410 series when applied on shipments transported under Long Distance Moving Rates
- Minimum Charges
- Minimum Rates
- Charges for:
 - Accessorial Services not otherwise specified
 - C.O.D. (Collect on Delivery) Service
 - Split Delivery
 - Split Pickup

(c) The increases shown in Table II will be applied to the rates designated in connection with tariff items referred to below, viz.:

Item No. (Series)	HIGHWAY CARRIERS' TARIFF NO. 2
505 } 507 } 510 }	Class Rates on articles specified in Note 1 herein when applied in connection with rates subject to minimum weight of 20,000 pounds or when applied in connection with carload ratings.
605	Rates subject to minimum weights of 20,000, 24,000, 30,000 or 40,000 pounds.
651	Rates subject to minimum weights of 18,000 and 30,000 pounds.
654	Rates subject to minimum weights of 20,000 and 30,000 pounds.
657 } 658 }	Rates subject to minimum weight of 20,000 pounds.
728	Rates subject to minimum weights of 20,000 and 30,000 pounds.
730	Rate subject to minimum weight of 30,000 pounds.
	HIGHWAY CARRIERS' TARIFF NO. 8
300 } 301 } 320 }	Rates subject to minimum weights of 18,000 and 24,000 pounds.

Note 1:

Agricultural Products not otherwise specified, except the following:

Algarobilla; Beans, castor, cocoa, honey (St. Johns bread), nux vomica (ground or whole), Tahiti, tonka and vanilla; Chufas, Coconuts, fresh; Coffee; Copra; Fibre, vegetable; Florist stock; Fruit, dried or evaporated; Fruit juices; Grasses not otherwise specified; Herbs not otherwise specified; Ivory nuts (vegetable ivory); Licorice root; Mushrooms, dried; Mushroom spawn; Mustard, ground; Nursery stock; Nut meats; Peanut grits; Peel, fruit; Pepper (spice); Pulp, fruit; Sage; Sago; Seeds (including bird seed); Spices; Tea or tea dust.

Animal Fat, inedible
Animal Tails, dry
Bentonite
Bladders
Blood, dried, not otherwise specified
Broom corn
Butterine
Buttermilk, condensed or dried
Cake, Vegetable-oil
Calf Rennets (Calves' Stomachs)
Clay
Corn husks (corn shucks)
Dolomite
Earth noibn
Feed, Animal or Poultry, viz:
 Blood flour
 Blood meal
 Fish scrap
 Meat scraps
 Tankage
Feldspar
Fleshings
Fodder
Glue Stock
Gravel
Grease, Animal, inedible, not otherwise specified
Hay
Hides, Pelts or Skins, dry or green
 (Cattle, Goat, Hog, Horse or Sheep)
Hoofs and Horns, Animal
Kaolin
Lard Compounds
Lard Substitutes
Limestone, crushed or pulverized

Meal, Vegetable-oil
Meat Refuse
Meats, fresh, or fresh salted
Meats, cured, dried, dry salted, pickled or smoked (not including canned meats or canned sausage)
Mill Products (cereal) not otherwise specified, not specially prepared for human consumption
Packing House (meat) Products, edible, not otherwise specified (not including canned meats)
Pomace
Pyrites, coal
Pyrites, iron
Rock, Bituminous Asphalt
Rock, Borate
Rock, Ganister
Rock, Phosphate, crude (ground or not ground but not further treated)
Sand (other than glass or moulding)
Shale
Sinews
Slag, Furnace (other than open hearth basic slag)
Stone, broken, crushed or ground
Stone, Fluxing
Straw
Tallow, Animal, inedible
Tobacco, leaf, unmanufactured
Vegetables, dry
Vegetable Shortening
Weasands
Wool, noibn.

Noibn means not otherwise indexed by name in the Western Classification.

Item No. 2

COMBINATION RATES

When the through rate is made by combining separately stated rates, each of such rates shall be increased before combining.

Item No. 3

**COMPUTATION OF RATES AND CHARGES HIGHER
THAN SHOWN IN TABLE I OR TABLE II**

Where the tariff rate or charge designated in paragraph (b) of Item 1 herein is higher than shown in Column "A" of Table I, such rate or charge will be increased six (6) per cent.

Where the tariff rate designated in paragraph (c) of Item 1 herein is higher than shown in Column "A" of Table II, such rate will be increased three (3) per cent.

In computing increased rates and charges as provided above, fractions of less than one-half cent will be dropped and fractions of one-half cent or greater will be increased to one cent.

TABLE NO. I
(Six Per Cent Table)

COL. A		Col. B	COL. A		Col. B	COL. A		Col. B	COL. A		Col. B	COL. A		Col. B
Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over	
0	2	N.C.	40	41	43	91½	92½	98	143½	144½	153	195½	196½	208
2	2½	2½	41	41½	44	92½	93½	99	144½	145½	154	196½	197½	209
2½	2¾	2¾	41½	42½	45	93½	94½	100	145½	146½	155	197½	198½	210
2¾	3	3	42½	43½	46	94½	95½	101	146½	147½	156	198½	199½	211
3	3½	3½	43½	44½	47	95½	96½	102	147½	148½	157	199½	200	212
3½	3¾	3¾	44½	45½	48	96½	97½	103	148½	149½	158	200	201	213
3¾	4	4	45½	46½	49	97½	98½	104	149½	150	159	201	202	214
4	4½	4½	46½	47½	50	98½	99½	105	150	151	160	202	203	215
4½	4¾	4¾	47½	48½	51	99½	100	106	151	152	161	203	204	216
4¾	5	5	48½	49½	52	100	101	107	152	153	162	204	205	217
5	5½	5½	49½	50	53	101	102	108	153	154	163	205	206	218
5½	5¾	5¾	50	51	54	102	103	109	154	155	164	206	207	219
5¾	6	6	51	52	55	103	104	110	155	156	165	207	208	220
6	6½	6½	52	53	56	104	105	111	156	157	166	208	208½	221
6½	6¾	6¾	53	54	57	105	106	112	157	158	167	208½	209½	222
6¾	7	7	54	55	58	106	107	113	158	158½	168	209½	210½	223
7	7½	7½	55	56	59	107	108	114	158½	159½	169	210½	211½	224
7½	7¾	7¾	56	57	60	108	108½	115	159½	160½	170	211½	212½	225
7¾	8	8	57	58	61	108½	109½	116	160½	161½	171	212½	213½	226
8	8½	8½	58	58½	62	109½	110½	117	161½	162½	172	213½	214½	227
8½	9	9	58½	59½	63	110½	111½	118	162½	163½	173	214½	215½	228
9	9½	9½	59½	60½	64	111½	112½	119	163½	164½	174	215½	216½	229
9½	10	10	60½	61½	65	112½	113½	120	164½	165½	175	216½	217	230
10	10½	10½	61½	62½	66	113½	114½	121	165½	166½	176	217	218	231
10½	11	11	62½	63½	67	114½	115½	122	166½	167	177	218	219	232
11	11½	11½	63½	64½	68	115½	116½	123	167	168	178	219	220	233
11½	12	12	64½	65½	69	116½	117	124	168	169	179	220	221	234
12	12½	12½	65½	66½	70	117	118	125	169	170	180	221	222	235
12½	13	13	66½	67	71	118	119	126	170	171	181	222	223	236
13	13½	13½	67	68	72	119	120	127	171	172	182	223	224	237
13½	14	14	68	69	73	120	121	128	172	173	183	224	224½	238
14	14½	14½	69	70	74	121	122	129	173	174	184	224½	225½	239
14½	15	15	70	71	75	122	123	130	174	174½	185	225½	226½	240
15	15½	15½	71	72	76	123	124	131	174½	175½	186	226½	227½	241
15½	16	16	72	73	77	124	124½	132	175½	176½	187	227½	228½	242
16	16½	16½	73	74	78	124½	125½	133	176½	177½	188	228½	229½	243
16½	17	17	74	74½	79	125½	126½	134	177½	178½	189	229½	230½	244
17	17½	17½	74½	75½	80	126½	127½	135	178½	179½	190	230½	231½	245
17½	18	18	75½	76½	81	127½	128½	136	179½	180½	191	231½	232½	246
18	18½	18½	76½	77½	82	128½	129½	137	180½	181½	192	232½	233	247
18½	19	19	77	78	83	129½	130½	138	181½	182½	193	233	234	248
19	19½	19½	78	79	84	130½	131½	139	182½	183	194	234	235	249
19½	20	20	79	80	85	131½	132½	140	183	184	195	235	236	250
20	20½	20½	80	81	86	132½	133	141	184	185	196	236	237	251
20½	21	21	81	82	87	133	134	142	185	186	197	237	238	252
21	21½	21½	82	83	88	134	135	143	186	187	198	238	239	253
21½	22	22	83	84	89	135	136	144	187	188	199	239	240	254
22	22½	22½	84	85	90	136	137	145	188	189	200	240	241	255
22½	23	23	85	86	91	137	138	146	189	190	201	241	242	257
23	23½	23½	86	87	92	138	139	147	190	191	202	242	243	258
23½	24	24	87	88	93	139	140	148	191	191½	203	243	244	259
24	24½	24½	88	89	94	140	141	149	191½	192½	204	244	245	260
24½	25	25	89	90	95	141	141½	150	192½	193½	205	245	246	261
25	25½	25½	90	91	96	141½	142½	151	193½	194½	206	246	247	262
25½	26	26	91	91½	97	142½	143½	152	194½	195½	207	247	248	263

N.C.—No change.

TABLE NO. II
(Three Per Cent Table)

COL. A		Col. B	COL. A		Col. B	COL. A		Col. B	COL. A		Col. B	COL. A		Col. B
Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over	
0	4	N.C.	49½	50½	52	103	104	107	156½	157½	162	210	211	217
4	4½	4½	50½	51½	53	104	105	108	157½	158½	163	211	212	218
4½	4¾	4¾	51½	52½	54	105	106	109	158½	159½	164	212	213	219
4¾	5	5	52½	53½	55	106	107	110	159½	160½	165	213	214	220
5	5½	5½	53½	54½	56	107	108	111	160½	161½	166	214	215	221
5½	6	6	54½	55½	57	108	109	112	161½	162½	167	215	216	222
6	6½	6½	55½	56½	58	109	110	113	162½	163½	168	216	216½	223
6½	7	7	56½	57½	59	110	111	114	163½	164½	169	216½	217½	224
7	7½	7½	57½	58½	60	111	112	115	164½	165½	170	217½	218½	225
7½	8	8	58½	59½	61	112	113	116	165½	166½	171	218½	219½	226
8	8½	9	59½	60½	62	113	114	117	166½	167	172	219½	220½	227
8½	9	9½	60½	61½	63	114	115	118	167	168	173	220½	221½	228
9	9½	10	61½	62½	64	115	116	119	168	169	174	221½	222½	229
9½	10	10½	62½	63½	65	116	116½	120	169	170	175	222½	223½	230
10	11	11	63½	64½	66	116½	117½	121	170	171	176	223½	224½	231
11	12	12	64½	65½	67	117½	118½	122	171	172	177	224½	225½	232
12	13	13	65½	66½	68	118½	119½	123	172	173	178	225½	226½	233
13	14	14	66½	67	69	119½	120½	124	173	174	179	226½	227½	234
14	15	15	67	68	70	120½	121½	125	174	175	180	227½	228½	235
15	16	16	68	69	71	121½	122½	126	175	176	181	228½	229½	236
16	16½	17	69	70	72	122½	123½	127	176	177	182	229½	230½	237
16½	17½	18	70	71	73	123½	124½	128	177	178	183	230½	231½	238
17½	18½	19	71	72	74	124½	125½	129	178	179	184	231½	232½	239
18½	19½	20	72	73	75	125½	126½	130	179	180	185	232½	233	240
19½	20½	21	73	74	76	126½	127½	131	180	181	186	233	234	241
20½	21½	22	74	75	77	127½	128½	132	181	182	187	234	235	242
21½	22½	23	75	76	78	128½	129½	133	182	183	188	235	236	243
22½	23½	24	76	77	79	129½	130½	134	183	183½	189	236	237	244
23½	24½	25	77	78	80	130½	131½	135	183½	184½	190	237	238	245
24½	25½	26	78	79	81	131½	132½	136	184½	185½	191	238	239	246
25½	26½	27	79	80	82	132½	133	137	185½	186½	192	239	240	247
26½	27½	28	80	81	83	133	134	138	186½	187½	193	240	241	248
27½	28½	29	81	82	84	134	135	139	187½	188½	194	241	242	249
28½	29½	30	82	83	85	135	136	140	188½	189½	195	242	243	250
29½	30½	31	83	83½	86	136	137	141	189½	190½	196	243	244	251
30½	31½	32	83½	84½	87	137	138	142	190½	191½	197	244	245	252
31½	32½	33	84½	85½	88	138	139	143	191½	192½	198	245	246	253
32½	33	34	85½	86½	89	139	140	144	192½	193½	199	246	247	254
33	34	35	86½	87½	90	140	141	145	193½	194½	200	247	248	255
34	35	36	87½	88½	91	141	142	146	194½	195½	201	248	249	256
35	36	37	88½	89½	92	142	143	147	195½	196½	202			
36	37	38	89½	90½	93	143	144	148	196½	197½	203			
37	38	39	90½	91½	94	144	145	149	197½	198½	204			
38	39	40	91½	92½	95	145	146	150	198½	199½	205			
39	40	41	92½	93½	96	146	147	151	199½	200	206			
40	41	42	93½	94½	97	147	148	152	200	201	207			
41	42	43	94½	95½	98	148	149	153	201	202	208			
42	43	44	95½	96½	99	149	149½	154	202	203	209			
43	44	45	96½	97½	100	149½	150½	155	203	204	210			
44	45	46	97½	98½	101	150½	151½	156	204	205	211			
45	46	47	98½	99½	102	151½	152½	157	205	206	212			
46	47	48	99½	100	103	152½	153½	158	206	207	213			
47	48	49	100	101	104	153½	154½	159	207	208	214			
48	49	50	101	102	105	154½	155½	160	208	209	215			
49	49½	51	102	103	106	155½	156½	161	209	210	216			

N.C.—No change.
12200