

ORIGINAL

Decision No. 40728

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of )  
 rates, rules and regulations for the )  
 transportation of property by common )  
 carriers as defined in the Public )  
 Utilities Act and highway carriers as )  
 defined in the Highway Carriers' Act. )

Case No. 4246

In the Matter of the Establishment of )  
 rates, rules and regulations for the )  
 transportation of property by carriers )  
 as defined in the City Carriers' Act. )

Case No. 4434

Appearances

Herbert Cameron and E. O. Blackman, for California  
 Dump Truck Owners Association,  
 Austin H. Peck, Jr. and E. C. Feraud, for Southern  
 California Rock Products Association,  
 T. C. Rogers and Alfred E. Rogers, for Pacific  
 Rock and Gravel Company,  
 Thomas W. Moore, for Associated General Contractors  
 of Southern California,  
 Frank Hagan, for Graham Brothers Incorporated,  
 R. A. Griswold, for Monterey Park Granite Company, Inc.,  
 Austin H. Peck, Jr., for Ventura County Rock Producers,  
 William Guthrie, for San Bernardino and Riverside  
 County Producers,  
 P. J. Akmadzich, for City Rock Company.

SUPPLEMENTAL OPINION

This opinion deals with proposed revisions in minimum  
 rates, rules and regulations established in these proceedings for  
 the transportation of rock, sand, gravel and other materials in  
 dump trucks by highway and city carriers operating in southern  
 California.<sup>1</sup> The proposals were submitted by Southern California

<sup>1</sup>

Southern California as used herein describes the area consisting  
 of the Counties of Santa Barbara, Ventura, Los Angeles, Orange,  
 San Diego, Imperial, Riverside, San Bernardino, Inyo and Mono.

Rock Products Association, Ventura County Rock Producers and California Dump Truck Owners Association.

Public hearings were had at Los Angeles on April 9 and 10, May 1 and August 6, 1947.

The minimum rates in question, as well as the rules and regulations by which they are governed, are set forth in City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7 (Appendix "A" of Decision No. 32566, as amended, in these proceedings). Rates stated in cents per ton are provided for transportation between specified production and delivery zones situated in Los Angeles, Orange, San Diego and Ventura County areas. These rates are limited to the hauling of decomposed granite, gravel, sand and stone.

For the transportation of asphaltic concrete, cold road oil mixtures and dry mixtures of sand, crushed stone and gravel in batches, zone rates are also provided. They are higher than the rock and sand rates by 12 cents per ton for both highway and city carrier hauling in Los Angeles and Orange Counties and by 10½ cents and 10 cents per ton for highway and city carrier operations, respectively, elsewhere.<sup>3</sup>

Transportation from, to or between points not located in zoned areas is subject to mileage rates. These rates are also stated in cents per ton. Two scales of mileage rates are provided. One applies to the transportation of cement clinker, clay, decomposed granite, gravel, earth, loam, oilwell drilling compounds and mud,

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<sup>2</sup> Decision No. 40475 of June 28, 1947, granted a petition filed by Monterey Park Granite Company.

<sup>3</sup> Los Angeles and Orange County highway carrier tonnage rates were increased by approximately 14 per cent by Decisions Nos. 39753 of December 16, 1946 and 39997 of February 25, 1947, in these proceedings. In connection with this adjustment city carrier rates in these counties which had been lower than highway carrier rates by 6 per cent were raised to the same level as the highway carrier rates.

sand, shale, slag and stone. The other and higher rate scale applies to the transportation of asphaltic concrete and road oil and batched mixtures.

In addition to the zone and mileage rates, there are hourly rates, varying with the capacity of the carrier's equipment and with the loading conditions involved. For commodities subject to zone and mileage rates, the hourly rates apply only when written notice of the shipper's intention to ship under hourly rates is given to the carrier in advance of shipment. The hourly rates also apply to transportation of debris, fertilizer, ore, premixed concrete, salt cake and soapstone.<sup>4</sup>

The hauling with which Southern California Rock Products Association is concerned is the transportation of gravel, sand and stone in Los Angeles and Orange Counties. It urges that, in so far as this transportation is concerned, the delivery areas used in connection with zone rates be subdivided, that shorter distance brackets be established in the mileage rate scales and that gravel, sand and stone rates be removed from the general dump truck tariff and named in a separate tariff publication.

Ventura County producers are concerned with rates for hauling gravel, sand and stone in that county. They request that the production and delivery areas for the county be revised, that where streets or highways are used as zone boundaries the zone limits be extended for 150 feet in incorporated cities and 300 feet in unincorporated territory and that point-to-point rates be prescribed for designated volume movements.

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<sup>4</sup> Decision No. \_\_\_\_\_ entered today adds cullet (broken or crushed glass) to the commodities subject to the mileage and hourly rates.

The San Bernardino and Riverside County producers ask that no action be taken with respect to mileage and hourly rates for transportation in those counties, which is not now subject to zone rates, until after the further hearing scheduled for September 23, 1947, at which time they contemplate proposing zone rates.

The San Diego County zoning arrangements are not proposed to be changed.

California Dump Truck Owners Association urges that the rezoning of Los Angeles, Orange and Ventura County delivery areas proposed by the producers be adopted for use not only in connection with rock and sand rates but also in connection with asphaltic concrete rates. The carrier association also seeks certain revisions of production areas used in the zoned rate territory in Los Angeles and Orange Counties for application throughout Southern California. It proposes generally higher zone, mileage and hourly rates, additional charges for delays in making deliveries and for Saturday, Sunday and holiday work and a requirement that "overlying carriers" (carriers contracting with shippers to provide transportation) pay "underlying carriers" (carriers actually hauling the materials) not less than 95 per cent of the charges accruing under the minimum rates.

Discussions of the proposals follow:

#### Zoning Arrangements and Zone Rates

The Rock Products Association and the Ventura County producers submitted, the Dump Truck Owners Association supported, and no one opposed, rezoning plans under which the size of Los Angeles, Orange and Ventura County delivery zones would, for the most part, be substantially reduced. Their witnesses testified that many of the existing zones are too large, that subdivision of these zones is necessary in order to establish more equitable rates, that

the proposed subdivided zones conform with the producers' sales practices and that their use would permit rates to be fixed on bases which would tend to make all hauls equally attractive to the for-hire carriers.

The Dump Truck Owners Association also recommended various changes in production areas providing for the cancellation of zone rates from areas in which production has ceased, for the establishment of new zones in areas where decomposed granite is now being produced and for changes in other zoning arrangements where there have been shifts in the location of shipping points. The adoption of these recommendations was not opposed.

Counsel for the producers stated that, while they recognized that the effectiveness of the proposed rezoning would depend largely on the accuracy with which costs on which zone rates are based are determined, they did not have access to carrier records and were, therefore, not in a position to determine for-hire transportation costs. They submitted, however, the results of comprehensive studies of running times (not including loading and unloading) from areas in which gravel, sand and stone are produced in commercial quantities to the proposed subdivided zones. They recommended that these running times be used in connection with cost and rate determinations.

Representatives of the Dump Truck Owners Association participated in making the running time surveys. The propriety of using the Los Angeles and Orange County figures for cost and rate determinations was, however, challenged by the carriers represented by that Association on the ground that the equipment unit supplied by the producers for use in making the surveys is not typical of for-hire carrier equipment. The running times so developed, the carriers claimed, are less than those experienced in actual for-hire

operations. The Ventura County figures were developed with for-hire carrier equipment and their propriety was not challenged.

Based on data developed in the producers' time study, the carrier association's secretary calculated running times from areas in which commodities other than gravel, sand and stone originate.

In regard to loading and unloading, the producers claimed that an allowance of 20 minutes would be adequate. A six-month study of proprietary hauling from a Los Angeles County plant, an operating witness said, disclosed that the average time involved in handling gravel, sand and stone was from 15 to 16 minutes. Assertedly, the results of this study confirmed the producers' experience that average loading and unloading operations do not require more than 20 minutes. Carrier witnesses, on the other hand, said that loading and unloading of gravel, sand and stone require an average time of from 22 to 25 minutes. A similar study made by a Commission engineer developed an average time of approximately 23 minutes.

No specific estimates were submitted on loading and unloading decomposed granite. A carrier witness said, however, that these operations took a slightly longer time than gravel, sand and stone operations.

For asphaltic concrete loading and unloading, specific estimates ranged from 32 to 37 minutes. The president of Pacific Rock and Gravel Company claimed, however, that these estimates are too high. He said that inasmuch as asphaltic concrete jobs are generally longer jobs more favorable loading and unloading conditions usually prevail.

The producers urged that revised zone rates on gravel, sand and stone be developed from costs determined on a time basis and that these rates reflect the results of the running time surveys

and the 20-minute estimate for loading and unloading operations. The Commission's engineer said that costs for rate-making purposes might be developed either strictly on a time basis or by using both time and mileage costs. He also said that aggregate costs might be determined by applying expenses on a time basis to loading and unloading and by applying time and mileage costs to running expenses on some percentage basis, such as 50 per cent each. The carrier Association's executive secretary urged that both time and distance be considered in fixing the rates. He claimed that this could be done appropriately by using the 50-per-cent basis for running expenses mentioned by the engineer.

The producers and carriers agreed that for hauling gravel, sand and stone in Los Angeles and Ventura Counties 3-axle units accommodating approximately 12 tons are typical of the equipment used in that for-hire transportation service. They also agreed that the zone rates for those counties should reflect the cost of transportation with such units. For Orange County hauling, however, the carriers claimed that operating conditions encountered in certain coastal areas and particularly in beach communities prevent the use of this equipment. To use equipment effectively in Orange County, they asserted that it is necessary not only to employ 2-axle, 7½-ton units in the areas requiring these smaller units, but also to use them extensively in areas where it is feasible to use larger equipment. Relatively few of the larger units are said to be available for Orange County hauling. The carriers urge, therefore, that the cost of operating the smaller units be employed to determine Orange County rates.

In regard to the transportation of asphaltic concrete, the carriers contended that, responsive to the shippers' requests,

the bulk of this traffic is handled in the 2-axle equipment, hauling some 6½-tons of that commodity. The carriers also contended that conditions surrounding the delivery of this product frequently necessitate the use of such small equipment. As in the case of the Orange County gravel, sand and stone hauling, the carriers urged that rates for asphaltic concrete reflect the cost of transportation in the small equipment.

The president of Pacific Rock and Gravel Company testified that there was very little asphaltic concrete hauling service performed for his company which could not be done with the larger 3-axle equipment units accommodating some 11 tons of that commodity. He claimed that his company tries to get the large units but has to take the small ones and that under current conditions there is little or no necessity for using small units to meet shippers' requirements.

Cost estimates were submitted by the secretary of the Dump Truck Owners Association and by the Commission's engineer. The former calculated the expense of operating 3-axle equipment as \$4.71 per hour and the expense of operating 2-axle equipment as \$3.29; the latter estimated these expenses as \$4.52 and \$3.69, respectively. Both witnesses expanded their cost figures, before provision for income taxes, by using an operating ratio of 93 to provide for such taxes and for profit. The "expanded costs" thus developed by the secretary are \$5.07 for 3-axle units and \$3.53 for 2-axle units. The engineer's corresponding figures are \$4.87 and \$3.97, respectively. He also developed an "unexpanded cost" of \$5.56 and an "expanded cost" of \$5.98 per hour for 5-axle truck-trailer units, which, he stated, although rarely operated by for-hire carriers are used by the producers in proprietary hauling of gravel, sand and stone.

For gravel, rock and stone hauling, the secretary's "expanded cost" figures indicate that the 3-axle, 12-ton, units are more economical by some 4 cents per ton per hour than the 2-axle, 7½-ton equipment. The corresponding figures of the engineer indicate that in transporting these commodities the economy of the larger truck is approximately 12 cents. On asphaltic concrete, the differences per ton per hour are more pronounced, amounting roughly to 8 cents on the secretary's basis and 17 cents on the engineer's basis.

In regard to the 5-axle equipment, the engineer estimated its capacity as some 21 tons of gravel, sand or stone. It is not used in asphaltic concrete operations. The engineer's figures disclose that on the ton-hour basis the "expanded costs" for operating 5-axle equipment would be some 12 cents less than the 12-ton and 24 cents less than the 7½-ton units. He stated that the influence of the cost of operating the 21-ton truck-trailer units cannot be ignored because of the threat of additional proprietary operations should for-hire carrier rates be established at levels much higher than the cost of proprietary hauling.

Testimony received subsequent to the introduction of the cost studies disclosed that since they were prepared labor costs for other than gravel, sand and stone hauling have been increased 20 cents per man per hour.

It is not disputed and the record shows that adoption of the proposed revisions of Los Angeles, Orange and Ventura County production and delivery zones is desirable and necessary in the interest of developing minimum rates more suited to prevailing

shipper and carrier requirements.<sup>5</sup> There is likewise no dispute that in Los Angeles and Ventura Counties the 3-axle, 12-ton, equipment is, for the most part, employed in the for-hire hauling of gravel, sand and stone and is the unit on which cost determinations for rate-making purposes in connection with these commodities should be based.

While the record tends to show that in certain Orange County areas it is not feasible to use the 3-axle, 12-ton, equipment, this circumstance alone is not enough to warrant the establishment of rates throughout that county based on costs for the smaller 2-axle, 7½-ton, units. The showing made in support of the contention that these smaller units are generally employed in Orange County in order to maintain satisfactory over-all use of equipment is not sufficient to demonstrate that the general rates for the county should be based on cost determinations involving the operation of such equipment. It may well be that, where deliveries cannot be accomplished with the larger equipment, provision should be made for higher rates. Likewise, the record tends to show that the contention that the over-all situation in Orange County requires extensive use of the small equipment throughout the county in the interest of operating efficiency is to some extent at least well founded. This record, however, does not provide bases for giving reasonable effect to these considerations. In the circumstances,

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There is still some question of the need for further adjustments in Los Angeles County Production Areas "B" and "L." Since the hearings were had requests for further consideration of these zoning arrangements have been received and these matters are scheduled for hearing on September 23.

the Orange County rates, like the Los Angeles and Ventura County rates, should be based on costs for 3-axle, 12-ton units.

Similarly, although there is conflicting evidence thereon, it appears that the 3-axle units are suitable for at least a large share of the asphaltic concrete traffic and that this share of that traffic should not be forced to stand higher costs resulting from circumstances and conditions requiring the use of smaller units. No feasible means of providing rates varying with the circumstances peculiar to the hauling involved is disclosed by the showing made. The rates for asphaltic concrete transportation should, therefore, be determined on the basis of 3-axle equipment costs. These rates, as well as the gravel, sand and stone rates, are minimum rates and the carriers are not foreclosed from making arrangements with shippers for such higher rates as the conditions under which the service is rendered may require.

With respect to the controversy relating to cost determinations on a time basis as against such determinations on a combination time and mileage basis, it appears that there is considerable merit to the Dump Truck Owners Association request that the latter be used. However, there is no evidence which would adequately support the 50-per-cent-time, 50-per-cent-mileage basis for running costs advocated by the carriers. No up to date mileage evidence has been introduced and the recommended percentage basis was not supported by any showing demonstrating its propriety. The carriers' contention that the time studies of record contain abnormally low estimates of the running time involved in for-hire operations has not been substantiated. It must, therefore, be concluded on this record that cost determinations for rate-making purposes should be based on the running time as developed by the studies.

In regard to the dispute as to the adequacy of the 20-minute allowance recommended by the producers for loading and unloading in connection with gravel, sand and stone traffic, it appears that this allowance would be sufficient for at least a large share of that traffic. There is, moreover, no basis on this record for concluding that any specific higher allowance should be made in connection with decomposed granite operations, although the record suggests that somewhat greater time is involved. With respect to asphaltic concrete, the evidence of record indicates that 30 minutes would be a reasonable allowance for loading and unloading that commodity.

The cost figures developed by the Commission's engineer appear to be reasonably accurate appraisals of the expense, exclusive of income taxes, of operating for-hire equipment. It has not been shown that the somewhat higher costs developed by the Dump Truck Association's witness are more accurate or otherwise more appropriate for use in making minimum rate determinations. For asphaltic concrete traffic, the cost study figures require adjustment, however, to reflect the subsequently increased wages for drivers employed in that service.

Increased and decreased zone rates from Los Angeles, Orange and Ventura County production areas to the revised delivery zones advocated by shippers and carriers, based on the conclusions hereinbefore reached, are shown in the revised tariff pages appended to this order. Ventura County rates have not been adjusted since a state-wide 6 per cent increase in highway carrier rates in April 1942 whereas the Los Angeles and Orange County rates were increased earlier this year by Decisions Nos. 39753 and 39997, in these proceedings. This has been taken into account in making the rate

determinations involved. No showing has been made with respect to San Diego County zone rates. Other than the 6 per cent increase necessary to raise city carrier rates in that county to the highway carrier rate level to bring about the required uniformity in city and highway carrier rates, as demonstrated in this and previous records dealing with dump truck rates, no adjustment will be made in San Diego County zone rates.

Rates 12 cents per ton higher than the gravel, sand and stone rates, the present basis for asphaltic concrete now in effect in Los Angeles and Orange Counties, will be extended to Ventura and San Diego Counties in view of the greater loading and unloading time and the higher wages experienced in the handling of that commodity and articles taking the same rates.

In connection with zoning arrangements and zone rates, the proposal of the Ventura County Producers that where streets or highways are used as zone boundaries in that county, the zone limits be extended 150 and 300 feet in incorporated and unincorporated territory, respectively, and the request of the carriers that should the boundary of the United State Naval Reservation at Port Hueneme be changed it would, for dump truck tariff purposes, be still considered as the boundary of August 1, 1947, remain to be discussed. In regard to the producers' proposal, its witness said that the practice of so extending zone boundaries was one of long standing in Ventura County notwithstanding the fact that no tariff provision authorizing it has been in effect. It is designed, he said, to provide the same rates to patrons on both sides of the same street or highway and is assertedly justified on a cost basis because there are no cost differences attributable to the side of the street or highway the delivery point may be situated on. These, however, are considerations not peculiar

to Ventura County. Zoning arrangements not including similar provisions have been in effect for several years throughout southern California and have evidently proven satisfactory. No necessity has been shown for complicating the zoning arrangements with such provisions. Rate differences at points near boundary lines exist under any feasible zoning plan. Those covered by the producers' proposal have not been shown to be undue or otherwise improper. The proposal will not be adopted.

Concerning the carriers' proposal relating to the Naval Reservation's boundary, it appears that in the interest of clarity it would be more desirable to have such changes as may be required incorporated in the tariff as they may occur. The proposal will not be adopted. When and if the boundary in question is changed, application may be made for any necessary tariff adjustment.

#### Mileage Rates

The Dump Truck Owners Association proposed generally higher scales of mileage rates for application throughout southern California in other than zoned territory. The gravel, sand and stone rates advocated by the carriers are, for the most part, based on the same mileage brackets as those used in the existing tariff. They assertedly reflect the cost estimates of the carrier Association's secretary and the speeds varying with the distance transported which, he said, were experienced in actual operations. The asphaltic concrete scale proposed is uniformly 11 cents per ton higher than the gravel, sand and stone scale.

For distances up to 20 miles, the rock products association claimed that the 2-mile distance brackets are too long and urged that the distance brackets be shortened at least to 1-mile and preferably to 1/2-mile. This action, it claimed, is necessary in order that

these rates reflect costs more accurately than the present mileage rate schedules.

The carrier association recommended that the present 2-mile brackets be retained for distances up to 20 miles and that two 3-mile and one 4-mile bracket be established for distances from 20 to 30 miles, where the 5-mile brackets commence, on the ground that further refinement of these rates is not required.

Pacific Rock and Gravel Company's president said that 2-mile distance brackets up to 30 miles are satisfactory. He objected, however, to asphaltic concrete rates higher than gravel, sand and stone rates, asserting, as hereinbefore stated in connection with zone rates, that the asphaltic concrete jobs are now generally larger jobs, that favorable loading and unloading conditions prevail in this work and that higher rates for it are not warranted.

The reasons underlying the proposed reduction in the size of the mileage brackets appear to be substantially similar to those motivating the recommended subdividing of delivery zones. However, these considerations appear to apply with compelling force only to the relatively short hauls where the use of average distances may unduly distort the rates for less-than-average and greater-than-average distances within the brackets. The showing made is persuasive that for these shorter hauls the existing brackets are too large. It is not convincing, however, that 1/2-mile brackets are necessary in order to provide suitable rates. One-mile intervals in the mileage scales for distances up to 10 miles appear justified and will be adopted. For distances from 10 to 20 miles, the existing 2-mile intervals seem appropriate and will be retained. In the 20-to-30 mile range, two 3-mile brackets and one 4-mile bracket will be established, thus grading the scale into the present 5-mile intervals for greater distances.

With respect to the volume of the gravel, sand and stone rates, it appears that, as in the case of the zone rates, the 3-axle costs developed by the Commission's engineer should be used in lieu of the somewhat higher costs for that equipment shown in the carrier association's study. In developing the rates, it is evident that effect should be given to the relatively low speeds experienced in shorter hauls, as brought out by the association's showing. Particularly with respect to the longer hauls for which large capacity units are most adapted, the existing and potential competition of proprietary operations with 5-axle truck-trailer units indicates that rates as high as those urged by the carriers should not be adopted.

On the basis above outlined, and in view of the reductions in the size of short distance mileage brackets and the varying rate scales now in effect in different counties, both reductions and increases will result. The rates, as shown in the tariff pages attached to this order, appear to give reasonable effect to the costs and other rate-making considerations of record here.

In regard to the asphaltic concrete rates, the record shows that wages for operations involving this transportation exceed the wages for gravel, sand and stone hauling. As was concluded with respect to zone rates, a somewhat greater allowance for loading and unloading time in asphaltic concrete operations appears necessary. In view of these considerations, the basis of rates 12 cents per ton higher than gravel, sand and stone rates now in effect in Los Angeles and Orange Counties appears to be appropriate for use throughout southern California. This action will be taken.

#### Hourly Rates

Hourly rate scales, based upon its secretary's cost estimates, were submitted by the Dump Truck Owners Association. It also

proposed that the hourly scale for operations involving bunker loading be cancelled and the higher rates for so-called "power loading" operations be made applicable thereto. The rates proposed to be cancelled were said to be "inadequate and impractical."

Like the zone and mileage rates, the revised hourly rates to be established here should reflect the lower cost estimates submitted by the Commission's engineer. Rates for the most part somewhat lower than those recommended by the carriers will, therefore, be adopted.

With respect to the sought cancellation of the "bunker loading" rates, these rates have been in effect for several years and should not now be cancelled except upon a substantial showing demonstrating their impropriety. Such a showing has not been offered and, accordingly, the proposed cancellation will not be made.

In connection with the adjustment of northern California hourly rates by Decision No. 40667 of August 16, 1947, the rate tables for both northern and southern California for equipment from 2-1/2 to 5-1/2 yard capacity contain the descriptive phrase "but not less" instead of "but less than". This change was made in error. It will be corrected, effective September 20, 1947, the date the new northern California rates are scheduled to become effective.

#### Additional Charges for Delays and for Overtime Work

The Dump Truck Owners Association urged that additional charges be established for delays in loading and unloading for which the carrier is not responsible and for work performed on Saturdays, Sundays or holidays.

In regard to the loading and unloading delays, the Association's secretary said that there were occasions where an excessive amount of loading or unloading time was involved. He recommended

that an additional charge such as 10 cents per ton for operations involving time in excess of 15 minutes be established. If this type of provision should be considered impractical, he recommended that additional charges of unspecified volume be prescribed for "C. O. D." (collect on delivery) shipments and for deliveries which require chains to be hooked for spreading the material at the delivery point.

Concerning the overtime work, the carrier's witness said that all current wage scales provide for at least time and one-half for Saturday, Sunday and holiday operations. He urged that this be reflected in the rates by an appropriate percentage increase for transportation performed on such days.

Were we here dealing with maximum or precise rates, it would probably be necessary that provisions such as those advocated by the carriers be established. However, the rates under consideration are minimum rates and the carriers are not foreclosed from obtaining higher rates when the circumstances justify it. The proposals recommended by the carriers are not shown to be essential in the minimum rate structure here before us.

#### Ventura County Point-to-Point Rates

Special rates were proposed by the Ventura County producers for volume movements of gravel, sand and stone from their plants to designated points. A rate of 20 cents per ton from Production Areas A and C to the "hot plant" of El Rio Rock Company situated in Delivery Zone 35, involving distances of 2.2 and 2.3 miles, respectively, is proposed. Witnesses for the producers testified that the time involved in these operations is 21 minutes in the case of the Production Area A movement and 22.57 minutes in the case of the Area C transportation. Average time from these production areas to Zone 35 is 39 minutes from A and 45 minutes from C, according to the producers' general time studies. The zone rates heretofore found justified

for transportation from these production areas to all Zone 35 points are 26 and 30 cents per ton, respectively.

From Production Area E to the El Rio "hot plant", a distance of 11.1 miles, the producers proposed a 40-cent rate. For loaded movements in both directions, they sought a 70-cent rate. The time involved when a loaded haul is made in only one direction was estimated as 45 to 50 minutes and where round-trip loaded hauls are involved was said to be approximately 60 minutes. The general time studies show 71 minutes as the average time for Production Area E to Zone 35 territory transportation and 80 minutes for hauling in the reverse direction from Production Area B to Zone 38-A.<sup>6</sup> Zone rates which will be established under this order for the hauls involved are 48 cents from Area E and 54 cents from Area B, amounting to a round-trip rate of 102 cents.

Materials transported to railroad loading facilities are covered by the producers' proposals that a rate of 15 cents per ton be established from Production Areas A and C to such facilities situated 1.2 and 1.3 miles from the rock plants and that a rate of 12 or 13 cents be prescribed from Area E to a facility 7/10 of a mile from the plant in that area. The time required to make these hauls was estimated by the producers as 13, 17 and 12 minutes, respectively, as contrasted with average times between these production areas and delivery zones of 39, 41 and 31 minutes. The general zone rates under the conclusions reached in this order are 26, 27 and 25 cents per ton, respectively.

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The general time studies include the time involved in both the loaded and empty trips.

The last of the special rate proposals concerns a movement from Production Area C to the plant of United Concrete Pipe Company. This is a haul of  $3/8$  of a mile. The zone rate to be established herein for transportation to Zone 36 in which the pipe company's plant is located is 27 cents per ton being based on a substantially greater average distance than the short haul to the pipe company.

In addition to the shorter-than-average times and distances involved in the hauls under the proposed point-to-point rates, the sought rates were said to be designed to cover abnormally heavy movements of materials which assertedly result in operating economies flowing from expedited loading and unloading and the regularity of movement. It appears that establishment of the proposed rates is warranted for the reasons advanced in their support.

#### Separate Tariff Publication of Gravel, Sand and Stone Rates

The producers of gravel, sand and stone strongly urged that rates for these commodities be established in a tariff limited thereto in place of continued publication of the rates in the general dump truck tariff. The secretary of their association pointed out that the rail lines use this method in promulgating their rates. He said that the producers had "suffered somewhat from factors which entered into the hauling of other commodities" and that they believed that it would be better for all concerned if a separate tariff were prescribed. He also said that there is a sufficient volume of their commodities transported to warrant the recommended action, that a separate tariff would not harm any other shippers and that he did not believe that it would cost very much to use the separate tariff plan.

It has not been demonstrated that there is any compelling need for a tariff limited to gravel, sand and stone rates. Operating equipment is apparently used interchangeably by the carriers, many

rules would be identical in the tariffs, the expense of such tariff duplication would be appreciable, and an additional tariff would tend to complicate rather than simplify the rate situation. The proposal will not be adopted.

Settlements between "Overlying" and "Underlying" Carriers

Carrier testimony shows that a substantial amount of the aggregate for-hire dump truck operations in southern California is conducted under so-called "subhauling" arrangements. The "overlying" carrier, the carrier dealing with the shipper, arranges to provide the service but does so by employing other carriers to move the materials. The "underlying" carriers or "subhaulers", the carriers actually transporting the cargo, are for the most part one-truck or two-truck operators. Ordinarily settlement between the carriers is made on a percentage basis.

Witnesses, including carriers engaged in extensive operations as "overlying" carriers, testified that experience in these operations has indicated that 5 per cent of the transportation charges collected from shippers is a reasonable basis of settlement. On the basis of such settlements, these witnesses said, reasonable provisions are made for the service of the "overlying" carrier such as soliciting the business, billing, dispatching, and proper effect is given to the lower costs experienced by the "underlying" carrier as a result of being relieved from incurring these expenses directly.

The witnesses also said that in some cases settlements made between the carriers had been on bases as high as 30 per cent for the "overlying" carrier. In such instances, they claimed the "overlying" carriers had taken unduly high amounts for their part in the joint undertakings and the revenues of the "subhaulers" had been reduced to amounts entirely out of proportion to the costs they experienced in providing the transportation.

No one opposed the adoption of the recommendation that "overlying" carriers be required to pay "underlying" carriers not less than 95 per cent of the charges accruing under the minimum rates.

The record shows that in southern California it is an unreasonable practice for "overlying" carriers to limit payments to "underlying" carriers to charges less than 95 per cent of the charges under the established minimum rates for the transportation involved. The practice will be required to be discontinued.

#### San Bernardino and Riverside County Rates

With respect to the request that rates for San Bernardino and Riverside Counties be not disturbed until after the submission of contemplated zone arrangements and rates does not appear justified. The southern California rates have been under consideration for some time and the record here shows that increased cost of operations applies to these counties to the same extent as in other parts of southern California. Whatever zone rates or further changes in mileage or hourly rates may be justified at the further hearing will subsequently be established.

#### Map of Los Angeles County Zoning Arrangements

Appendix "C" to Decision No. 33002 in these proceedings is a map of the zoning arrangements for Los Angeles County which will be superseded by the revisions established herein. This appendix will, therefore, be cancelled.

#### Findings

Upon consideration of all facts and circumstances of record, we are of the opinion and find that the proposed modifications of existing rates, rules and regulations have been justified to the extent provided in the order herein and that in all other respects these modifications have not been justified.

O R D E R

Based on the evidence of record and on the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Decision No. 32566, as amended, in these proceedings, be and it is hereby further amended by incorporating in City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7 (Appendix "A" to said Decision No. 32566, as amended) the supplement and revised and new pages attached hereto and by reference made a part hereof, which supplement and pages are numbered as follows:

Supplement No. 6 cancels Supplement No. 5  
Fourth Revised Page 2 cancels Third Revised Page 2  
Fourth Revised Page 5 cancels Third Revised Page 5  
Fifth Revised Page 8 cancels Fourth Revised Page 8  
Second Revised Page 8-A cancels First Revised Page 8-A  
Fourth Revised Page 9 cancels Third Revised Page 9  
Second Revised Page 9-A cancels First Revised Page 9-A  
Second Revised Page 11 cancels First Revised Page 11  
Second Revised Page 12 cancels First Revised Page 12  
Second Revised Page 13 cancels First Revised Page 13  
Second Revised Page 14 cancels First Revised Page 14  
Second Revised Page 15 cancels First Revised Page 15  
Second Revised Page 16 cancels First Revised Page 16  
Second Revised Page 17 cancels First Revised Page 17  
Second Revised Page 18 cancels First Revised Page 18  
Third Revised Page 19 cancels Second Revised Page 19  
Second Revised Page 20 cancels First Revised Page 20  
Original Page 20-A  
Original Page 20-B  
Original Page 20-C  
Original Page 20-D  
Original Page 20-E  
Original Page 20-F  
Original Page 20-G  
Original Page 20-H  
Original Page 20-I  
Original Page 20-J  
Original Page 20-K  
Original Page 20-L  
Original Page 20-M  
Original Page 20-N  
Original Page 20-O  
Original Page 20-P  
Original Page 20-Q  
Original Page 20-R  
Original Page 20-S  
Third Revised Page 21 cancels Second Revised Page 21  
First Revised Page 21-A cancels Original Page 21-A

First Revised Page 21-B cancels Original Page 21-B  
 First Revised Page 21-C cancels Original Page 21-C  
 First Revised Page 21-D cancels Original Page 21-D  
 First Revised Page 21-E cancels Original Page 21-E  
 Third Revised Page 21-F cancels Second Revised Page 21-F  
 Fifth Revised Page 21-G cancels Fourth Revised Page 21-G  
 First Revised Page 22 cancels Original Page 22  
 First Revised Page 23 cancels Original Page 23  
 First Revised Page 24 cancels Original Page 24  
 First Revised Page 25 cancels Original Page 25  
 First Revised Page 26 cancels Original Page 26  
 Original Page 26-A  
 Original Page 26-B  
 Original Page 26-C  
 Original Page 26-D  
 Second Revised Page 27 cancels First Revised Page 27  
 Second Revised Page 28 cancels First Revised Page 28  
 Second Revised Page 29 cancels First Revised Page 29  
 Second Revised Page 30 cancels First Revised Page 30  
 Second Revised Page 31 cancels First Revised Page 31  
 Second Revised Page 32 cancels First Revised Page 32  
 Original Page 32-A  
 Second Revised Page 33 cancels First Revised Page 33  
 Third Revised Page 34 cancels Second Revised Page 34  
 Fourth Revised Page 35 cancels Third Revised Page 35  
 Original Page 35-A  
 Original Page 35-B  
 Fourth Revised Page 36 cancels Third Revised Page 36  
 Fourth Revised Page 36-A cancels Third Revised Page 36-A  
 First Revised Page 36-B cancels Original Page 36-B  
 First Revised Page 36-C cancels Original Page 36-C  
 First Revised Page 37 cancels Original Page 37  
 Third Revised Page 38 cancels Second Revised Page 38  
 Second Revised Page 38-A cancels First Revised Page 38-A  
 Third Revised Page 38-B cancels Second Revised Page 38-B  
 Second Revised Page 42 cancels First Revised Page 42  
 Third Revised Page 42 cancels Second Revised Page 42

IT IS HEREBY FURTHER ORDERED that Appendix "C" to Decision No. 33002, in these proceedings, be and it is hereby cancelled.

IT IS HEREBY FURTHER ORDERED that, in connection with transportation for which rates are provided by the aforesaid City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7 from, to or between points in the Counties of Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Inyo or Mono, no "overlying" city, radial highway common or highway contract carrier (a carrier contracting with a shipper to provide transportation service) shall pay any "underlying" city, radial highway common or highway contract carrier (a carrier actually performing the transportation service and sometimes referred to as a "sub-hauler"); and no "underlying" carrier shall collect from an

"overlying" carrier, charges less than ninety five (95) per cent of the charges provided by the minimum rates established in these proceedings for the service performed by said "underlying" carrier.

In all other respects Decision No. 32566, as amended, shall remain in full force and effect.

The effective date of this order shall be thirty (30) days from the date hereof, except with respect to the revisions made by Second Revised Page 42 described in the first ordering paragraph hereof concerning which the effective date of this order shall be September 20, 1947.

Dated at San Francisco, California, this 16<sup>th</sup> day of September, 1947.

Harold P. Kula  
Justice F. Adams  
Frank L. Wallace  
A. J. Dineen

Commissioners

\* SUPPLEMENT NO. 6

(Cancels Supplement No. 5)

To

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

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the  
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA  
State Building, Civic Center  
San Francisco 2, California

Fourth Revised Page - 2  
Cancels  
Third Revised Page - 2

CITY CARRIERS' TARIFF NO. 6  
HIGHWAY CARRIERS' TARIFF NO. 7

TABLE OF CONTENTS	Item No. (series) except as shown
Arrangement of Tariff _ _ _ _ _	Page 3
Correction Number Checking Sheet _ _ _ _ _	Page 1
Rates:	
Distance _ _ _ _ _	130 to 145, inclusive
* From Production Areas to Delivery Zones _ _ _ _ _	210 to 297, inclusive
Hourly _ _ _ _ _	320, 360
Rules and Regulations:	
Alternative Application of Common Carrier Rates	70
Alternative Application of Combinations with Common Carrier Rates _ _ _ _ _	90
Application of Hourly Rates _ _ _ _ _	300
Application of Tariff - Carriers _ _ _ _ _	20
Application of Tariff - Territorial _ _ _ _ _	30
Application of Zone Rates _ _ _ _ _	205
Bridge and Ferry Tolls _ _ _ _ _	80
Collection of Charges _ _ _ _ _	45
Computation of Distances _ _ _ _ _	40
Computation of Time _ _ _ _ _	350
Construction of Rates _ _ _ _ _	330
Drivers' and Helpers' Wage Rate _ _ _ _ _	360
Interterritorial Movements _ _ _ _ _	120, 310
* Method of Determining Weight of Shipment _ _ _ _ _	60
Minimum Charge _ _ _ _ _	50
Rules Governing Boundary Descriptions _ _ _ _ _	200
Technical Terms - Definitions of _ _ _ _ _	10
Territorial Descriptions _ _ _ _ _	100, 110

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 157

Item No.	SECTION NO. 1 RULES AND REGULATIONS (Concluded)
50-C 6-29-42	<p>- 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.)</p> <p>Note: Between points in San Diego County the minimum charge per shipment shall be the charge for 6 tons at the applicable rate.</p>
*60-A Cancels 60	<p>METHOD OF DETERMINING WEIGHT OF SHIPMENT (APPLICABLE IN SOUTHERN TERRITORY ONLY)</p> <p>Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense.</p> <p>Otherwise, charges shall be computed upon the basis of an estimated weight of 2800 pounds per cubic yard.</p>
*70-A Cancels 70	<p>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. For charges for loading and unloading see Note 1, Item No. 90 series. (See Note.)</p> <p>Note: When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
80 1-3-40	<p>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-A Cancels 90	<p>ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES APPLICABLE TO SOUTHERN TERRITORY OF THE STATE</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any team track to point of destination the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies. (See Notes 1, 2 and 3.)</p>

(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.)

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-¢12 cents per ton.

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 6 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.

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.

◇ Increase)  
\* Change ) Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 159

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, Cullet (glass, broken or crushed), Earth, Loam, Mud, dry, oilwell drilling, Shale, Slag.
	Between Points in SOUTHERN TERRITORY (See Item No.100 series).	
	MILES	
	Over	But not over
	0	1
	1	2
	2	3
	3	4
	4	5
	5	6
	6	7
	7	8
	8	9
	9	10
	10	12
	12	14
	14	16
	16	18
	18	20
	20	23
	23	26
	26	30
	30	35
	35	40
	40	45
	45	50
	50	55
	55	60
	60	65
	65	70
	70	75
	75	80
	80	85
	85	90
	90	95
	95	100
	100	
		Rate
		20
		25
		30
		35
		40
		45
		50
		55
		60
		65
		72
		79
		86
		93
		100
		108
		116
		125
		141
		157
		173
		189
		205
		221
		237
		253
		269
		285
		301
		317
		333
		349
		Add to rate for 100 miles 16 cents per ton for each 5 miles or fraction thereof.
	Decision No. 40724	
	EFFECTIVE NOVEMBER 1, 1947	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No.160	

Second Revised Page ..... 8-A  
Cancels  
First Revised Page ..... 8-A

CITY CARRIERS' TARIFF NO. 6  
HIGHWAY CARRIERS' TARIFF NO. 7

Item No.	SECTION NO. 2	DISTANCE RATES (Continued) In cents per ton
00135-B Cancels 135-A	ITEM CANCELED. RATES NAMED IN ITEM NO. 130 SERIES APPLY.	
◇ Increase     ) ) Decision No. 40724 ○ Reduction    )		
EFFECTIVE NOVEMBER 1, 1947		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 158		

Fourth Revised Page ..... 9  
Cancels  
Third Revised Page ..... 9

CITY CARRIERS' TARIFF NO. 6  
HIGHWAY CARRIERS' TARIFF NO. 7

Item No.	SECTION NO. 2	DISTANCE RATES (Continued) In cents per ton
*140-D Cancels 140-C	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	o o RATE
	Points in Southern Territory (See Item No. 100 series)	Rates in Item No. 130 series plus 12 cents per ton
o Reduction ) o Increase ) Decision No. 40724 * Change )		
EFFECTIVE NOVEMBER 1, 1947		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 166		

Second Revised Page ..... 9-A  
Cancels  
First Revised Page ..... 9-A

CITY CARRIERS' TARIFF NO. 6  
HIGHWAY CARRIERS' TARIFF NO. 7

Item No.	SECTION NO. 2	DISTANCE RATES (Concluded) In cents per ton
6 145-B Cancels 145-A	ITEM CANCELED. RATES NAMED IN ITEM NO. 140 SERIES APPLY.	
6 Reduction } 6 Increase } Decision No. 40722		
EFFECTIVE NOVEMBER 1, 1947		
Issued by the Public Utilities Commission of the State of California San Francisco, California		
Correction No. 94		

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
	APPLICATION OF TARIFF - TERRITORIAL *LOS ANGELES COUNTY - DELIVERY ZONES
1-A	Beginning at the intersection of Sepulveda Boulevard and Nordhoff Street; thence northerly along Sepulveda Boulevard to Chatsworth Street; easterly along Chatsworth Street to Fox Street; easterly along Fox Street to Laurel Canyon Boulevard; southerly along Laurel Canyon Boulevard to Filmore Street; westerly along Filmore Street to Beachy Avenue; southerly along Beachy Avenue to Pierce Street; westerly along Pierce Street to Woodman Avenue; southerly along Woodman Avenue to Nordhoff Street; westerly along Nordhoff Street to the point of beginning.
1-B	Beginning at the intersection of Woodman Avenue and Osborne Street; thence northerly along Woodman Avenue to Pierce Street; easterly along Pierce Street to Beachy Avenue; northerly along Beachy Avenue to Filmore Street; easterly along Filmore Street to Laurel Canyon Boulevard; northerly along Laurel Canyon Boulevard to Fox Street; easterly along Fox Street to San Fernando Road; southerly along San Fernando Road to Osborne Street; westerly along Osborne Street to the point of beginning.
1-C	Beginning at the intersection of San Fernando Road and Vaughn Street; thence easterly along Vaughn Street to its intersection with the city boundary line of the City of Los Angeles; southerly and easterly along said boundary line to its intersection with Kagel Canyon Street; westerly along Kagel Canyon Street to Foothill Boulevard; thence in a direct line to a point in the northerly prolongation of Osborne Street 600 feet northerly from the center line of the crest of Hansen Dam; southerly along said northerly prolongation and along Osborne Street to San Fernando Road; northerly along San Fernando Road to the point of beginning.
1-D	Beginning at the intersection of Kagel Canyon Street and Foothill Boulevard; thence easterly along Kagel Canyon Street to its intersection with the city boundary line of the City of Los Angeles; easterly, southerly and easterly along said boundary line to a line 500 feet easterly of and parallel to Orcas Avenue; southerly along said parallel line to its intersection with a line 500 feet northerly of and parallel to Foothill Boulevard; easterly along said parallel line to its intersection with a line which bears north from the intersection of Conover Street and Foothill Boulevard; south to said intersection; southerly and easterly along Foothill Boulevard to Sunland Boulevard; westerly along Sunland Boulevard to Stonehurst Avenue; westerly along Stonehurst Avenue to Clybourn Avenue; northerly along Clybourn Avenue to Stonehurst Place; northerly along Stonehurst Place to Sheldon Street; northerly along Sheldon Street to Clybourn Avenue; northerly along Clybourn Avenue and its northerly prolongation to its intersection with a line 600 feet northerly of and parallel to the center line of the crest of Hansen Dam; westerly along said parallel line to its intersection with the northerly prolongation of Osborne Street; northerly in a direct line to the point of beginning.

1-E	<p>Beginning at the intersection of Osborne Street and Woodman Avenue; thence northerly along Osborne Street and its northerly prolongation to a point 600 feet northerly from the center line of the crest of Hansen Dam; easterly along a line parallel to the center line of said dam to its intersection with the northerly prolongation of Clybourn Avenue; southerly along said prolongation and along Clybourn Avenue to Sheldon Street; southerly along Sheldon Street to Glen Oaks Boulevard; easterly along Glen Oaks Boulevard to Wicks Place; southerly along Wicks Place to Wicks Street; southerly along Wicks Street to San Fernando Road; easterly along San Fernando Road to Lankershim Boulevard; southerly along Lankershim Boulevard to Strathern Street; westerly along Strathern Street to Whitsett Avenue; northerly along Whitsett Avenue to Cantara Street; westerly along Cantara Street to Woodman Avenue; northerly and westerly along Woodman Avenue to the point of beginning.</p>
1-F	<p>Beginning at the intersection of Vanowen Street and Lankershim Boulevard; thence northerly along Lankershim Boulevard to San Fernando Road; northerly along San Fernando Road to Wicks Street; easterly along Wicks Street to Wicks Place; northerly along Wicks Place to Glen Oaks Boulevard; westerly along Glen Oaks Boulevard to Sheldon Street; northerly along Sheldon Street to Stonehurst Place; easterly along Stonehurst Place to Clybourn Avenue; southerly along Clybourn Avenue to Stonehurst Avenue; easterly along Stonehurst Avenue to Sunland Boulevard; southerly along Sunland Boulevard and Clybourn Avenue to Vanowen Street; westerly along Vanowen Street to the point of beginning.</p>
<p>* Change, Decision 46724</p>	
<p>EFFECTIVE NOVEMBER 1, 1947</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 95</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* LOS ANGELES COUNTY - DELIVERY ZONES (Continued)</p>
1-G	<p>Beginning at the intersection of Clybourn Avenue and the northerly boundary line of the City of Burbank; thence northerly along Clybourn Avenue and its northerly prolongation to Sunland Boulevard; northerly along Sunland Boulevard to Tuxford Street; easterly along Tuxford Street to its intersection with a line 1000 feet northerly of and parallel to La Tuna Canyon Road; easterly along said last mentioned parallel line to a point two miles easterly of Sunland Boulevard; southerly along a line at right angles with La Tuna Canyon Road to a line 1000 feet southerly of and parallel to La Tuna Canyon Road; westerly along said parallel line to a line 500 feet easterly of and parallel to Wheatland Avenue; southerly along said last mentioned parallel line to a line 500 feet easterly of and parallel to Glen Oaks Boulevard; southerly along said last mentioned parallel line to the northerly city boundary line of the City of Burbank, westerly along said boundary line to the point of beginning.</p>
1-H	<p>Beginning at the intersection of Woodman Avenue and Vanowen Street; thence northerly along Woodman Avenue to Cantara Street; easterly along Cantara Street to Whitsett Avenue; southerly on Whitsett Avenue to Strathern Street; easterly on Strathern Street to Lankershim Boulevard; southerly on Lankershim Boulevard to Vanowen Street; westerly on Vanowen Street to the point of beginning.</p>
1-I	<p>Beginning at the intersection of Sepulveda Boulevard and Vanowen Street; thence northerly along Sepulveda Boulevard to Nordhoff Street; easterly on Nordhoff Street to Woodman Avenue; easterly, southerly, westerly and southerly along Woodman Avenue to Vanowen Street; westerly on Vanowen Street to the point of beginning.</p>
2-A	<p>Beginning at a point 500 feet north of the intersection of Conover Street and Foothill Boulevard; thence easterly in a direct line to the intersection of Rim Canyon Road and Mt. Gleason Avenue; southerly along Mt. Gleason Avenue to McGroarty Street; westerly along McGroarty Street and McGroarty Drive to Oro Vista Avenue; northerly along Oro Vista Avenue to Day Street; westerly along Day Street to Sherman Grove Avenue; northerly along Sherman Grove Avenue to Foothill Boulevard; westerly along Foothill Boulevard to Conover Street; northerly in a direct line to the point of beginning.</p>
2-B	<p>Beginning at the intersection of Mt. Gleason Avenue and McGroarty Street; thence northerly along Mt. Gleason Avenue to Plainview Avenue; southerly along Plainview Avenue and along Tujunga Canyon Boulevard to Hillrose Street; easterly along Hillrose Street to the easterly terminus thereof; easterly in a direct line to a point in Haines Canyon Avenue 1000 feet northerly of the intersection of said Haines Canyon Avenue and Apperson Street; southerly along Haines Canyon Avenue to Day Street; westerly along Day Street to its intersection with Haines Canyon Avenue; southerly along Haines Canyon Avenue to St. Estaban Street;</p>

	westerly along St. Estaban Street to Commerce Avenue; northerly along Commerce Avenue to Valaho Drive; westerly along Valaho Drive to McGroarty Street; westerly along McGroarty Street to the point of beginning.
3-a	Beginning at the intersection of La Crescenta Avenue and Glenwood Avenue; thence westerly and northerly along Glenwood Avenue to Oakendale Place; westerly along Oakendale Place to Ramsdell Avenue; northerly along Ramsdell Avenue to Sycamore Avenue; westerly along Sycamore Avenue to Cloud Avenue; northerly along Cloud Avenue to Honolulu Avenue; northerly along Honolulu Avenue to Pennsylvania Avenue; northerly along Pennsylvania Avenue to Mills Avenue; northerly along Mills Avenue to New York Avenue; northerly along New York Avenue to Honolulu Avenue; westerly along Honolulu Avenue to Tujunga Canyon Boulevard; northerly along Tujunga Canyon Boulevard to St. Estaban Street; westerly along St. Estaban Street to Haines Canyon Avenue; northerly along Haines Canyon Avenue to Day Street; easterly along Day Street to the easterly terminus thereof; easterly in a direct line to the northerly terminus of La Crescenta Avenue; southerly along La Crescenta Avenue to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California Correction No. 96	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	* LOS ANGELES COUNTY-DELIVERY ZONES (Continued)
3-B	Beginning at the intersection of La Crescenta Avenue and Honolulu Avenue; thence northerly along La Crescenta Avenue to the northerly terminus thereof; easterly in a direct line to the intersection of Briggs Avenue and Shields Street; southerly in a direct line to the northerly terminus of Castle Road; easterly in a direct line to the westerly terminus of Los Amigos Street; easterly along Los Amigos Street and Jessen Drive to Fairmount Avenue; easterly along Fairmount Avenue to Alta Canyon Road; southerly along Alta Canyon Road to El Vago Street; easterly along El Vago Street to La Canada Boulevard; southerly along La Canada Boulevard to Verdugo Boulevard; westerly along Verdugo Boulevard and Honolulu Avenue to the point of beginning.
3-C	Beginning at the intersection of Highland and La Canada Verdugo Road; thence northerly along La Canada Verdugo Road to Oak Grove Drive; northerly along Oak Grove Drive, Michigan Avenue and Foothill Boulevard to Crown Avenue; northerly along Crown Avenue to Trombly Street; westerly along Trombly Street to Angelus Crest Highway; westerly along Angelus Crest Highway and Vista del Valle to La Canada Boulevard; southerly along La Canada Boulevard to Foothill Boulevard; easterly along Foothill Boulevard to Verdugo Boulevard; westerly along Verdugo Boulevard to Descanso Drive; easterly along Descanso Drive to a line 150 feet westerly of and parallel to Chevy Chase Drive; southerly along said line to its intersection with a line 150 feet southerly of and parallel to the westerly prolongation of Highland Drive and Highland Drive; westerly along said parallel line to La Canada Verdugo Road; northerly along La Canada Verdugo Road to the point of beginning.
3-D	Beginning at the intersection of Del Valle Avenue and Hermosita Drive; thence northerly along Hermosita Drive to Beaudry Boulevard; westerly along Beaudry Boulevard to Oakmont Drive; northerly along Oakmont Drive to Valane Drive; easterly along Valane Drive to San Gabriel Avenue; northerly in a direct line to the intersection of La Crescenta Avenue and Roselawn Avenue; westerly and northerly along La Crescenta Avenue to Honolulu Avenue; easterly along Honolulu Avenue to a line 150 feet easterly of and parallel to Verdugo Road; southerly along said parallel line to its intersection with the easterly prolongation of Del Valle Avenue; westerly along said prolongation and Del Valle Avenue to the point of beginning.
3-E	Beginning at the intersection of Verdugo Road and Mountain Street; thence westerly along Mountain Street to Royal Boulevard; northerly along Royal Boulevard to Imperial Drive; westerly along Imperial Drive to Royal Boulevard; easterly along Royal Boulevard to Arboles Drive; northerly along Arboles Drive to Catalina Drive; northerly in a direct line to the intersection of Catalina Drive and Hillside Drive; westerly along Hillside Drive to Opcehee Way; easterly along Opcehee Way to Andenes Drive; northerly along Andenes Drive to El Rito Avenue; easterly along El Rito Avenue to Hermosito Drive; northerly along

	Hermosito Drive to Del Valle Avenue; easterly along Del Valle Avenue and the easterly prolongation thereof to a line 150 feet easterly of and parallel to Verdugo Drive; southerly along said parallel line to the easterly prolongation of Mountain Street; westerly along said prolongation and Mountain Street to the point of beginning.
3-H	A strip of land 300 feet in width lying 150 feet on each side of the following described center line: Beginning at the intersection of Corwin Avenue and Chevy Chase Drive; thence northerly along Chevy Chase Drive to its intersection with Charing Cross Road.
3-I	A strip of land 300 feet in width lying 150 feet on each side of the following described center line: Beginning at the intersection of Charing Cross Road and Chevy Chase Drive; thence northerly along Chevy Chase Drive to its intersection with Highland Drive.
3-J	A strip of land 300 feet in width lying 150 feet on each side of the following described center line: Beginning at the intersection of Chevy Chase Drive and Linda Vista Road; thence easterly along Linda Vista Road and Linda Street to its intersection with Linda Vista Avenue.
4-A	Beginning at the intersection of the Los Angeles River with the westerly prolongation of Aviation Drive; thence easterly along said prolongation and along Aviation Drive to San Fernando Road; northerly along San Fernando Road to Grand View Avenue; northerly along Grand View Avenue to Mountain Street; easterly along Mountain Street to Highland Avenue; southerly along Highland Avenue to Cumberland Road; easterly along Cumberland Road to Valley View Road; southerly along Valley View Road to Kenneth Road; easterly along Kenneth Road to Central Avenue; southerly along Central Avenue to Mountain Street; easterly along Mountain Street to Brand Boulevard; southerly along Brand Boulevard to Colorado Street; westerly along Colorado Street to the Los Angeles River; northerly along the Los Angeles River to the point of beginning.
*Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 97	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	*LOS ANGELES COUNTY-DELIVERY ZONES(Continued)
4-B	Beginning at the intersection of Colorado Street and Brand Boulevard; thence northerly along Brand Boulevard to Mountain Street; easterly along Mountain Street to Rossmoyne Avenue; northerly along Rossmoyne Avenue to La Zanja Drive; southerly along La Zanja Drive to Mountain Avenue; easterly along Mountain Avenue, Royal Boulevard and the easterly extension thereof to a line 150 feet easterly of and parallel to Verdugo Road; southerly along said parallel line to Chevy Chase Drive; westerly on Chevy Chase Drive to Verdugo Road; southerly on Verdugo Road to Colorado Street; westerly on Colorado Street to the point of beginning.
4-C	Beginning at the intersection of Glendale Boulevard and the Los Angeles River; thence northerly along the Los Angeles River to Colorado Street; easterly along Colorado Street to Brand Boulevard; southerly along Brand Boulevard to Glendale Boulevard; southerly along Glendale Boulevard to the point of beginning.
4-D	Beginning at the intersection of Glendale Boulevard and the Los Angeles River; thence northerly along Glendale Boulevard to Brand Boulevard; northerly along Brand Boulevard to Colorado Street; easterly along Colorado Street to Verdugo Road; southerly along Verdugo Road to Fletcher Drive; westerly along Fletcher Drive to the Los Angeles River; westerly along said river to the point of beginning.
4-E	Beginning at the intersection of Fletcher Drive and Verdugo Road; thence northerly along Verdugo Road to Chevy Chase Drive; easterly along Chevy Chase Drive to Hill Drive; southerly and easterly along Hill Drive to Eagle Rock Boulevard; southerly along Eagle Rock Boulevard to a division point therein; southerly along the westerly drive of Eagle Rock Boulevard to Fletcher Drive; westerly along Fletcher Drive to the point of beginning, including a strip of land 150 feet in width lying adjacent to and northerly of the center line of Chevy Chase Drive between its intersections with Verdugo Road and Hill Drive, excluding any area within Los Angeles County Delivery Zones 3-E and 4-B.
5-A	Beginning at the intersection of Victory Boulevard and the westerly boundary line of the City of Burbank; thence northerly and easterly along said boundary line to Glen Oaks Boulevard; southerly along Glen Oaks Boulevard to Tulare Avenue; westerly along Tulare Avenue to Lincoln Street; southerly along Lincoln Street to Victory Boulevard; westerly along Victory Boulevard to the point of beginning.
5-B	Beginning at the intersection of the northerly city boundary line of the City of Burbank with Glen Oaks Boulevard; thence easterly along said boundary line to Kimberly Avenue; northerly along Kimberly Avenue and along its northerly prolongation to a line 1000 feet

	<p>northerly of and parallel to Country Club Boulevard; easterly along a line 1000 feet northerly of and parallel to Country Club Boulevard and Sunset Canyon Drive to its intersection with the northerly prolongation of Verdugo Avenue; southerly along said prolongation and along Verdugo Avenue to Victory Boulevard; northerly and westerly along Victory Boulevard to Lincoln Street; northerly along Lincoln Street to Tulare Avenue; easterly along Tulare Avenue to Glen Oaks Boulevard; northerly along Glen Oaks Boulevard to the point of beginning.</p>
5-C	<p>Beginning at the intersection of Verdugo Avenue and Verdugo Drive; thence northerly along Verdugo Avenue and its northerly prolongation to a line 1000 feet northerly of and parallel to Sunset Canyon Drive; easterly along said last mentioned parallel line and along a line 1000 feet northerly of and parallel to Mountain Street to Grand View Avenue; southerly along Grand View Avenue to San Fernando Road; southerly along San Fernando Road to Aviation Drive; westerly along Aviation Drive and its westerly prolongation to the Los Angeles River; westerly along said Los Angeles River to Victory Boulevard; northerly along Victory Boulevard and Verdugo Drive to the point of beginning.</p>
5-D	<p>Beginning at the intersection of Verdugo Avenue and the westerly boundary line of the City of Burbank; thence northerly along said boundary line to Victory Boulevard; easterly and southerly along Victory Boulevard to Verdugo Avenue; westerly along Verdugo Avenue to the point of beginning.</p>
5-E	<p>Beginning at the point of intersection of the Los Angeles River with the southerly prolongation of Clybourn Avenue; thence northerly along said southerly prolongation, along Clybourn Avenue and along its northerly prolongation to its intersection with Verdugo Avenue; easterly along Verdugo Avenue to Verdugo Drive; southerly along Verdugo Drive to Victory Boulevard; southerly along Victory Boulevard and along its southerly prolongation to the Los Angeles River; westerly along said river to the point of beginning.</p>
* Change; Decision No: 40724	
EFFECTIVE NOVEMBER 1, 1947	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California</p>	
Correction No. 98	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) *LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
6-C	A strip of land 1000 feet in width lying and being 500 feet on each side of Cahuenga Boulevard, the northerly terminus of said strip of land to be Lankershim Boulevard and the southerly terminus of said strip to be Mulholland Highway on the westerly side of Cahuenga Boulevard and a straight line between the intersection of Cahuenga Boulevard and Mulholland Highway and the southerly terminus of Wonder View Drive on the easterly side of Cahuenga Boulevard.
6-D	Beginning at the intersection of Wonder View Drive and a line 500 feet easterly of and parallel to Cahuenga Boulevard; thence northerly along the said parallel line to its intersection with the southerly boundary line of the City of Los Angeles; northerly in a direct line to the intersection of the southerly line of the Los Angeles River and the southerly prolongation of Clybourn Avenue; easterly along the said southerly line of the Los Angeles River to Barham Boulevard; southerly in a direct line to an intersection with the northerly terminus of Wonder View Drive; southerly along Wonder View Drive to the point of beginning.
6-E	Beginning at the intersection of the southerly city limits of the City of Los Angeles, and a line which is 500 feet easterly of and parallel to Cahuenga Boulevard; thence northerly along the said parallel line to its intersection with Lankershim Boulevard; northerly along Lankershim Boulevard to an intersection with the southerly line of the Los Angeles River; easterly along the southerly line of the Los Angeles River to the southerly prolongation of Clybourn Avenue; southerly in a direct line to the point of beginning.
7-A	Beginning at the intersection of Sepulveda Boulevard and Oxnard Street; thence northerly along Sepulveda Boulevard to Vanowen Street; easterly along Vanowen Street to Hazeltine Avenue; southerly along Hazeltine Avenue to Oxnard Street; westerly along Oxnard Street to the point of beginning.
7-B	Beginning at the intersection of Oxnard Street and Hazeltine Avenue; thence northerly along Hazeltine Avenue to Vanowen Street; easterly along Vanowen Street to Coldwater Canyon Avenue; southerly along Coldwater Canyon Avenue to Oxnard Street; westerly along Oxnard Street to the point of beginning.

7-C	Beginning at the intersection of Coldwater Canyon Avenue and Oxnard Street; thence northerly along Coldwater Canyon Avenue to Vanowen Street; easterly along Vanowen Street to Lankershim Boulevard; southerly along Lankershim Boulevard and Colfax Avenue to Oxnard Street; westerly along Oxnard Street to the point of beginning.
7-D	Beginning at the intersection of Colfax Avenue and Oxnard Street; thence northerly along Colfax Avenue and Lankershim Boulevard to Vanowen Street; easterly along Vanowen Street to the city boundary line of the City of Los Angeles; southerly along said boundary line to Oxnard Street; westerly along Oxnard Street to the point of beginning.
7-E	Beginning at the intersection of Colfax Avenue and Riverside Drive; thence northerly along Colfax Avenue to Oxnard Street; easterly along Oxnard Street to the westerly boundary line of the City of Burbank; southerly along said boundary line to Camarillo Place; westerly along Camarillo Place, Camarillo Street and Riverside Drive to the point of beginning.
7-F	Beginning at the intersection of Riverside Drive and Coldwater Canyon Avenue; thence northerly along Coldwater Canyon Avenue to Magnolia Boulevard; westerly along Magnolia Boulevard to Leghorn Avenue; northerly along Leghorn Avenue to Chandler Boulevard; easterly along Chandler Boulevard to Coldwater Canyon Avenue; northerly along Coldwater Canyon Avenue to Oxnard Street; easterly along Oxnard Street to Colfax Avenue; southerly along Colfax Avenue to Riverside Drive; westerly along Riverside Drive to the point of beginning.
7-G	Beginning at the intersection of Riverside Drive and Hazeltine Avenue; thence northerly along Hazeltine Avenue to Oxnard Street; easterly along Oxnard Street to Coldwater Canyon Avenue; southerly along Coldwater Canyon Avenue to Chandler Boulevard; westerly along Chandler Boulevard to Leghorn Avenue; southerly along Leghorn Avenue to Magnolia Boulevard; easterly along Magnolia Boulevard to Coldwater Canyon Avenue; southerly along Coldwater Canyon Avenue to Riverside Drive; westerly along Riverside Drive to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 99	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	*LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
7-H	Beginning at the intersection of Sepulveda Boulevard and Magnolia Boulevard; thence northerly along Sepulveda Boulevard to Oxnard Street; easterly along Oxnard Street to Hazeltine Avenue; southerly along Hazeltine Avenue to Riverside Drive; westerly along Riverside Drive and Camarillo Street to Sylmar Avenue; northerly along Sylmar Avenue to Houston Street; westerly along Houston Street to Van Nuys Boulevard; northerly along Van Nuys Boulevard to Magnolia Boulevard; westerly along Magnolia Boulevard to the point of beginning.
7-I	Beginning at the intersection of Sepulveda Boulevard and Ventura Boulevard; thence northerly along Sepulveda Boulevard to Magnolia Boulevard; easterly along Magnolia Boulevard to Van Nuys Boulevard; southerly along Van Nuys Boulevard to Houston Street; easterly along Houston Street to Sylmar Avenue; southerly along Sylmar Avenue to Camarillo Street; easterly along Camarillo Street and Riverside Drive to Hazeltine Avenue; southerly along Hazeltine Avenue to Ventura Boulevard; westerly along Ventura Boulevard to the point of beginning.
7-J	Beginning at the intersection of Ventura Boulevard and Hazeltine Avenue; thence northerly along Hazeltine Avenue to Riverside Drive; easterly along Riverside Drive to Coldwater Canyon Avenue; southerly along Coldwater Canyon Avenue to Ventura Boulevard; westerly along Ventura Boulevard to the point of beginning.
7-K	Beginning at the intersection of Coldwater Canyon Avenue and Halkirk Street; thence northerly along Coldwater Canyon Avenue to Riverside Drive; easterly along Riverside Drive to Colfax Avenue; southerly along Colfax Avenue to Sunshine Terrace; westerly along Sunshine Terrace, Laurel Terrace Drive and Ventura Boulevard to Goodland Avenue; southerly along Goodland Avenue to Halkirk Street; westerly along Halkirk Street to the point of beginning.
7-L	Beginning at the intersection of Riverside Drive and Camarillo Street; thence easterly along Camarillo Street and along Camarillo Place to the westerly city boundary line of the City of Burbank; southerly along said boundary line to the Los Angeles River; westerly along said river to Lankershim Boulevard; southerly along Lankershim Boulevard to Ventura Boulevard; westerly along Ventura Boulevard to Fruitland Drive; westerly along Fruitland Drive and Sunshine Terrace to Berry Drive; southerly along Berry Drive to Sunshine Terrace; westerly along Sunshine Terrace to its intersection with the southerly prolongation of Colfax Avenue; thence northerly along said prolongation and along Colfax Avenue to Riverside Drive; easterly along Riverside Drive to the point of beginning.

7-M	Beginning at the intersection of Sepulveda Boulevard and Ventura Boulevard; thence easterly along Ventura Boulevard to Tyrone Avenue; southerly along Tyrone Avenue to Beverly Glen Drive; southerly along Beverly Glen Drive to Valley Vista Boulevard; westerly along Valley Vista Boulevard to Sepulveda Boulevard; northerly along Sepulveda Boulevard to the point of beginning.
7-N	Beginning at the intersection of Tyrone Avenue and Ventura Boulevard; thence easterly along Ventura Boulevard to Coldwater Canyon Avenue; southerly along Coldwater Canyon Avenue to Van Noord Avenue; northerly along Van Noord Avenue to Greenleaf Street; westerly along Greenleaf Street to Valley Vista Boulevard; westerly along Valley Vista Boulevard to its westerly terminus; westerly in a direct line to the intersection of Longridge Avenue and Valley Vista Boulevard; westerly along Valley Vista Boulevard to Van Nuys Boulevard; northerly along Van Nuys Boulevard and Tyrone Avenue to the point of beginning.
8-A	Beginning at the intersection of White Oak Avenue and Burbank Boulevard; thence northerly along White Oak Avenue to Vanowen Street; easterly along Vanowen Street to Hayvenhurst Avenue; southerly along Hayvenhurst Avenue to Burbank Boulevard; westerly along Burbank Boulevard to the point of beginning.
8-B	Beginning at the intersection of Hayvenhurst Avenue and Burbank Boulevard; thence northerly along Hayvenhurst Avenue to Vanowen Street; easterly along Vanowen Street to Sepulveda Boulevard; southerly along Sepulveda Boulevard to its intersection with the easterly prolongation of Burbank Boulevard; westerly along said easterly prolongation and along Burbank Boulevard to the point of beginning.
8-C	Beginning at the intersection of Hayvenhurst Avenue and Libbit Avenue; thence northerly along Hayvenhurst Avenue to Burbank Boulevard; easterly along Burbank Boulevard and its easterly prolongation to Sepulveda Boulevard; southerly along Sepulveda Boulevard to Valley Vista Boulevard; westerly along Valley Vista Boulevard to Firmament Avenue; westerly in a direct line to the intersection of Densmore Avenue and Valley Vista Boulevard; westerly along Valley Vista Boulevard to Woodley Avenue; westerly in a direct line to the intersection of Noeline Avenue and Libbit Avenue; westerly along Libbit Avenue to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

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Correction No. 100 San Francisco, California.

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	*LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
8-D	Beginning at the intersection of White Oak Avenue and Ventura Boulevard; thence northerly along White Oak Avenue to Burbank Boulevard; easterly along Burbank Boulevard to Hayvenhurst Avenue; southerly along Hayvenhurst Avenue to Libbit Avenue; westerly along Libbit Avenue to Pettit Avenue; northerly along Pettit Avenue to Ventura Boulevard; westerly along Ventura Boulevard to Balboa Avenue; southerly along Balboa Avenue to Rancho Street; westerly along Rancho Street to White Oak Avenue; northerly along White Oak Avenue to the point of beginning.
9-A	Beginning at the intersection of Zelzah Avenue and Devonshire Street; thence northerly along Zelzah Avenue to Rinaldi Street; easterly along Rinaldi Street to Hayvenhurst Avenue; southerly along Hayvenhurst Avenue to Devonshire Street; westerly along Devonshire Street to the point of beginning.
9-B	Beginning at the intersection of Hayvenhurst Avenue and Devonshire Street; thence northerly along Hayvenhurst Avenue to Rinaldi Street; easterly along Rinaldi Street and Stranwood Avenue to Sepulveda Boulevard; southerly along Sepulveda Boulevard to Devonshire Street; westerly along Devonshire Street to the point of beginning.
9-C	Beginning at the intersection of Roscoe Boulevard and Hayvenhurst Avenue; thence northerly along Hayvenhurst Avenue to Devonshire Street; easterly along Devonshire Street to Sepulveda Boulevard; southerly along Sepulveda Boulevard to Roscoe Boulevard; westerly along Roscoe Boulevard to the point of beginning.
9-D	Beginning at the intersection of Roscoe Boulevard and Lindley Avenue; thence northerly along Lindley Avenue to Parthenia Street; easterly along Parthenia Street to Zelzah Avenue; northerly along Zelzah Avenue to Devonshire Street; easterly along Devonshire Street to Hayvenhurst Avenue; southerly along Hayvenhurst Avenue to Roscoe Boulevard; westerly along Roscoe Boulevard to the point of beginning.
9-E	Beginning at the intersection of Vanowen Street and Hayvenhurst Avenue; thence northerly along Hayvenhurst Avenue to Roscoe Boulevard; easterly along Roscoe Boulevard to Sepulveda Boulevard; southerly along Sepulveda Boulevard to Vanowen Street; westerly along Vanowen Street to the point of beginning.
9-F	Beginning at the intersection of Vanowen Street and White Oak Avenue; thence northerly along White Oak Avenue to Roscoe Boulevard; easterly along Roscoe Boulevard to Hayvenhurst Avenue; southerly along Hayvenhurst Avenue to Vanowen Street; westerly along Vanowen Street to the point of beginning.
10-A	Beginning at the intersection of Ventura Boulevard and De Soto Avenue; thence northerly along De Soto Avenue and Winnetka Avenue to Topham Street; westerly along Topham Street to the southerly prolongation of Mason Avenue; northerly along said prolongation and along Mason

	Avenue to Vanowen Street; easterly on Vanowen Street to Tampa Avenue; southerly along Tampa Avenue to Ventura Boulevard; westerly along Ventura Boulevard to the point of beginning.
10-B	Beginning at the intersection of Ventura Boulevard and Tampa Avenue; thence northerly along Tampa Avenue to Vanowen Street; easterly along Vanowen Street to White Oak Avenue; southerly along White Oak Avenue to Ventura Boulevard; westerly along Ventura Boulevard to the point of beginning.
10-C	Beginning at the intersection of Dumetz Road and Serrania Avenue; thence northerly along Serrania Avenue to Ventura Boulevard; easterly along Ventura Boulevard to Vanalden Drive; southerly along Vanalden Drive to Wells Drive; westerly along Wells Drive to Kelvin Avenue; westerly in a direct line to the point of beginning.
10-D	Beginning at the intersection of Vanalden Drive and Wells Drive; thence northerly along Vanalden Drive to Ventura Boulevard; easterly along Ventura Boulevard to White Oak Avenue; southerly along White Oak Avenue to the first angle point therein south of Ventura Boulevard; westerly in a direct line to the intersection of Zelzah Avenue and Rosita Street; westerly along Rosita Street to Lindley Avenue; northerly in a direct line to the intersection of Avenida Oriente and Tarzana Drive; westerly along Tarzana Drive, Mecca Avenue and Wells Drive to the point of beginning.
11-A	Beginning at the intersection of Mason Avenue and Devonshire Street; thence northerly along Mason Avenue to San Fernando Mission Boulevard; easterly along San Fernando Mission Boulevard to Zelzah Avenue; southerly along Zelzah Avenue to Devonshire Street; westerly along Devonshire Street to the point of beginning.
11-B	Beginning at the intersection of Mason Avenue, as surveyed and proposed, and Roscoe Boulevard; thence northerly along Mason Avenue to Devonshire Street; easterly along Devonshire Street to Reseda Boulevard; southerly along Reseda Boulevard to Lassen Street; westerly along Lassen Street to Tampa Avenue; southerly in a direct line to the intersection of Tampa Avenue and Roscoe Boulevard; westerly along Roscoe Boulevard to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
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San Francisco, California.	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) *LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
11-C	Beginning at the intersection of Roscoe Boulevard and Tampa Avenue; thence northerly along Tampa Avenue and its northerly prolongation to the intersection of Nordhoff Street and Tampa Avenue; continuing northerly along Tampa Avenue to Lassen Street; easterly along Lassen Street to Reseda Boulevard; northerly along Reseda Boulevard to Devonshire Street; easterly along Devonshire Street to Zelzah Avenue, southerly in a direct line along Zelzah Avenue to its intersection with Parthenia Street; westerly along Parthenia Street to Lindley Avenue; southerly along Lindley Avenue to Roscoe Boulevard; westerly along Roscoe Boulevard to the point of beginning.
11-D	Beginning at the intersection of Vanowen Street and Tampa Avenue; thence northerly along Tampa Avenue to Roscoe Boulevard; easterly along Roscoe Boulevard to White Oak Avenue; southerly along White Oak Avenue to Vanowen Street; westerly along Vanowen Street to the point of beginning.
11-E	Beginning at the intersection of Mason Avenue and Vanowen Street; thence northerly along Mason Avenue to Roscoe Boulevard; easterly along Roscoe Boulevard to Tampa Avenue; southerly along Tampa Avenue to Vanowen Street; westerly along Vanowen Street to the point of beginning.
13-A	Beginning at the intersection of Valmar Road (Mulholland Drive) and Ventura Boulevard; thence westerly along Ventura Boulevard to its intersection with the westerly city boundary line of the City of Los Angeles; northerly, easterly and northerly along said city boundary line to Vanowen Street; easterly along Vanowen Street to Fallbrook Avenue; southerly along Fallbrook Avenue and Ventura Boulevard to the point of beginning.
13-B	Beginning at the intersection of Ventura Boulevard and Fallbrook Avenue; thence northerly along Fallbrook Avenue to Vanowen Street; easterly along Vanowen Street to Canoga Avenue; southerly along Canoga Avenue to Ventura Boulevard; westerly along Ventura Boulevard to the point of beginning.
13-C	Beginning at the intersection of Canoga Avenue and Ventura Boulevard; thence northerly along Canoga Avenue to Vanowen Street; easterly along Vanowen Street to Mason Avenue; southerly along Mason Avenue and its southerly prolongation to Topham Street; easterly along Topham Street to Winnetka Avenue; southerly along Winnetka Avenue to Chalk Hills Road; westerly along Chalk Hills Road to De Soto Avenue; southerly along De Soto Avenue to Ventura Boulevard; westerly along Ventura Boulevard to the point of beginning.
13-D	Beginning at the intersection of Topanga Canyon Boulevard and Dumetz Road; thence northerly along Topanga Canyon Boulevard to Ventura Boulevard; easterly along Ventura Boulevard to Serrania Avenue; southerly along Serrania Avenue to Dumetz Road; westerly along Dumetz Road to the point of beginning.

13-E	Beginning at the intersection of Topango Canyon Boulevard and Dumetz Road; thence westerly along Dumetz Road to San Feliciano Drive; northerly along San Feliciano Drive to Avenue San Luis; westerly along Avenue San Luis and Macfarlane Drive to Fallbrook Avenue; northerly along Fallbrook Avenue to Ventura Boulevard; easterly along Ventura Boulevard to Topango Canyon Boulevard; southerly along Topango Canyon Boulevard to the point of beginning.
14-A	Beginning at the intersection of Valley Circle Boulevard and the westerly city boundary line of the City of Los Angeles; thence northerly along said boundary line to Canoga Avenue; southerly along Canoga Avenue to San Fernando Mission Boulevard; easterly along San Fernando Mission Boulevard to De Soto Avenue; northerly along De Soto Avenue to San Fernando Mission Boulevard; easterly along San Fernando Mission Boulevard to Mason Avenue; southerly along Mason Avenue to Lassen Street; westerly along Lassen Street to Andora Avenue; southerly along Andora Avenue and Cactus Avenue to Plummer Street; easterly along Plummer Street to Valley Circle Boulevard; westerly along Valley Circle Boulevard to the point of beginning.
14-B	Beginning at the intersection of Rescoe Boulevard and Topango Canyon Boulevard; thence northerly along Topango Canyon Boulevard to Plummer Street; westerly along Plummer Street to Cactus Avenue; northerly along Cactus Avenue and Andora Avenue to Lassen Street; easterly along Lassen Street to Mason Avenue; southerly along Mason Avenue to Rescoe Boulevard; westerly along Rescoe Boulevard to the point of beginning.
*Change, Decision No. 40724	
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Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>*LOS ANGELES COUNTY - DELIVERY ZONES (Continued)*</p>
14-C	<p>Beginning at the intersection of Vanowen Street and Shoup Avenue; thence northerly along Shoup Avenue to Roscoe Boulevard; easterly along Roscoe Boulevard to Mason Avenue; southerly along Mason Avenue to Vanowen Street; westerly along Vanowen Street to the point of beginning.</p>
14-D	<p>Beginning at the intersection of Vanowen Street with the westerly city boundary line of the City of Los Angeles; thence along said boundary line northerly, westerly and northerly to its intersection with the westerly prolongation of Roscoe Boulevard; easterly along said prolongation and along Roscoe Boulevard to Shoup Avenue; southerly along Shoup Avenue to Vanowen Street; westerly along Vanowen Street to the point of beginning.</p>
14-E	<p>Beginning at the intersection of the westerly prolongation of Roscoe Boulevard with the westerly boundary line of the City of Los Angeles; thence northerly along said boundary line to its intersection with Valley Circle Boulevard at a point approximately 2500 feet westerly from Plummer Street; easterly along Valley Circle Boulevard and Plummer Street to Topanga Canyon Boulevard; southerly along Topanga Canyon Boulevard to Roscoe Boulevard; westerly along Roscoe Boulevard and its westerly prolongation to the point of beginning.</p>
15-A	<p>Beginning at the intersection of the southerly prolongation of Roxford Street and Sepulveda Boulevard; thence easterly along said prolongation and along Roxford Street to Bradley Avenue; southerly along Bradley Avenue to the southerly terminus thereof; easterly in a direct line to the southerly terminus of Bledsoe Street; easterly along Bledsoe Street to Glen Oaks Boulevard; southerly along Glen Oaks Boulevard to Polk Street; easterly along Polk Street to Dronfield Avenue; southerly along Dronfield Avenue to Hubbard Street; westerly along Hubbard Street and Hubbard Avenue and its southerly prolongation to the city boundary line of the City of Los Angeles; southerly along said city boundary line to Rinaldi Street; westerly along Rinaldi Street to Sepulveda Boulevard, as surveyed and proposed; northerly along Sepulveda Boulevard to the point of beginning.</p>
15-B	<p>Beginning at the intersection of Roxford Street and Foothill Boulevard; thence easterly along Foothill Boulevard and Olive View Avenue to Cobalt Avenue; northerly along Cobalt Avenue to the northerly city boundary line of the City of Los Angeles; easterly along said city boundary line to Hubbard Street; westerly along Hubbard Street to Dronfield Avenue; northerly along Dronfield Avenue to Polk Street; westerly along Polk Street to Glen Oaks Boulevard; northerly along Glen Oaks Boulevard to Bledsoe Street; westerly along Bledsoe Street and its westerly prolongation to the terminus of Bradley Avenue; northerly along Bradley Avenue to Roxford Street; easterly along Roxford Street to the point of beginning.</p>

15-C	Beginning at the intersection of Foothill Boulevard and Hubbard Street; thence easterly along Hubbard Street to the city boundary line of the City of Los Angeles; southerly along said boundary line to Vaughn Street; westerly along Vaughn Street to Foothill Boulevard; northerly along Foothill Boulevard to the point of beginning.
15-D	Beginning at the intersection of Hubbard Street and Fifth Street; thence easterly along Hubbard Street to Foothill Boulevard; southerly along Foothill Boulevard to Vaughn Street; westerly along Vaughn Street to Herrick Street; northerly along Herrick Street and Fifth Street to the point of beginning.
* Change, Decision No. 46724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 103.	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* LOS ANGELES COUNTY - DELIVERY ZONES (Continued)</p>
15-E	<p>Beginning at the intersection of Chatsworth Street and Sepulveda Boulevard; thence northerly along Sepulveda Boulevard and Stranwood Avenue to Rinaldi Street; easterly along Rinaldi Street to the westerly boundary line of the city of San Fernando; northerly along said boundary line to its intersection with the westerly prolongation of Hubbard Street; easterly along said prolongation, Hubbard Street and Hubbard Avenue to Fifth Street; southerly along Fifth Street and Herrick Street to Vaughn Street; westerly along Vaughn Street to San Fernando Road; northerly along San Fernando Road to Fox Street; westerly along Fox Street and Chatsworth Street to the point of beginning.</p>
16-B	<p>Beginning at the intersection of the southerly prolongation of Roxford Street and Sepulveda Boulevard; thence northerly along Sepulveda Boulevard, San Fernando Road and Golden State Highway to the city boundary line of the City of Los Angeles; easterly along said last mentioned boundary line to an angle point therein; southerly in a straight line along said boundary line and its southerly prolongation to Foothill Boulevard; easterly along Foothill Boulevard to Roxford Street; southerly along Roxford Street and its southerly prolongation to the point of beginning.</p>
20-A	<p>Beginning at the intersection of Hoover Street and Alvarado Street; thence northerly along Hoover Street and Lafayette Park Place to Sixth Street; westerly along Sixth Street to Hoover Street; northerly along Hoover Street and Micheltoreno Street to Temple Street; westerly along Temple Street to Hoover Street; northerly along Hoover Street to Melrose Avenue; easterly along Melrose Avenue and Marathon Street to Alvarado Street; southerly along Alvarado Street to the point of beginning.</p>
20-B	<p>Beginning at the intersection of Alvarado Street and Pico Boulevard; thence northerly along Alvarado Street to Sunset Boulevard; easterly along Sunset Boulevard, Lilac Terrace, Chavez Ravine Road and its easterly prolongation to Figueroa Street; northerly along Figueroa Street to Bernard Street; easterly along Bernard Street and North Broadway to the Los Angeles River; southerly along said river to Seventh Street; westerly along Seventh Street to San Pedro Street; southerly along San Pedro Street to Pico Boulevard; westerly along Pico Boulevard to Main Street; northerly along Main Street to Pico Boulevard; westerly along Pico Boulevard to the point of beginning.</p>
20-C	<p>Beginning at the intersection of San Pedro Place and Vernon Avenue; thence northerly along San Pedro Place and San Pedro Street to Seventh Street; easterly along Seventh Street to the Los Angeles River; southerly along said Los Angeles River and Soto Street to E. Vernon Avenue; westerly along E. Vernon Avenue to Santa Fe Avenue; southerly along Santa Fe Avenue to E. Vernon Avenue; westerly along E. Vernon Avenue and Vernon Avenue to the point of beginning.</p>

20-D	Beginning at the intersection of Vernon Avenue and Figueres Street; thence northerly along Figueres Street, Hoover Boulevard, Hoover Street and Alvarado Street to Pico Boulevard; easterly along Pico Boulevard to Main Street; southerly along Main Street to Pico Boulevard; easterly along Pico Boulevard to San Pedro Street; southerly along San Pedro Street and San Pedro Place to Vernon Avenue; westerly along Vernon Avenue to the point of beginning.
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* Change, Decision No. 40724
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EFFECTIVE NOVEMBER 1, 1947
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Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 104
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Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* LOS ANGELES COUNTY - DELIVERY ZONES (Continued)</p>
21-A-2	<p>Beginning at the intersection of Highland Avenue and Franklin Avenue; thence northerly along Highland Avenue to its point of intersection with a line 500 feet westerly of and parallel to Cahuenga Boulevard; northerly along said last mentioned parallel line to Mulholland Highway; northerly along Mulholland Highway to Cahuenga Boulevard; northerly along a direct line between said last mentioned point and the southerly terminus of Wonder View Drive to a line 500 feet easterly of and parallel to Cahuenga Boulevard measured at right angles therewith; southerly along said parallel line to its intersection with Franklin Avenue; westerly along Franklin Avenue to the point of beginning.</p>
21-A-3	<p>Beginning at the intersection of Melrose Avenue and La Brea Avenue; thence northerly along La Brea Avenue to Franklin Avenue; easterly along Franklin Avenue to a line 500 feet easterly of and parallel to Cahuenga Boulevard; northerly along said parallel line to Primrose Avenue; easterly along Primrose Avenue to Vine Street; southerly along Vine Street to Alcyona Drive; northerly along Alcyona Drive to Primrose Avenue; easterly along Primrose Avenue to Cower Street; northerly along Cower Street to Beachwood Drive; southerly along Beachwood Drive to Franklin Avenue; westerly along Franklin Avenue to Cower Street; southerly along Cower Street to Melrose Avenue; westerly along Melrose Avenue to the point of beginning.</p>
21-A-4	<p>Beginning at the intersection of Crescent Heights Boulevard and Melrose Avenue; thence northerly along Crescent Heights Boulevard to Selma Avenue; easterly along Selma Avenue to Laurel Canyon Boulevard; northerly along Laurel Canyon Boulevard to Hollywood Boulevard; easterly along Hollywood Boulevard to Sierra Bonita Avenue; northerly along Sierra Bonita Avenue to Franklin Avenue; easterly along Franklin Avenue to La Brea Avenue; southerly along La Brea Avenue to Melrose Avenue; westerly along Melrose Avenue to the point of beginning.</p>
21-C-2	<p>Beginning at the intersection of Los Feliz Boulevard and the southerly prolongation of the easterly line of Section 35, T. 1 N., R. 14 W., S-B-B-M.; thence northerly along said prolongation to the southerly boundary line of Griffith Park; easterly along said boundary line to Griffith Park Boulevard; southerly along Griffith Park Boulevard to Los Feliz Boulevard; westerly along Los Feliz Boulevard to the point of beginning.</p>
21-C-3	<p>Beginning at the intersection of Western Avenue and Hollywood Boulevard; thence northerly along Western Avenue to Los Feliz Boulevard; easterly along Los Feliz Boulevard as surveyed and proposed to its intersection with the Los Angeles River; southerly along the Los Angeles River to Glendale Boulevard; thence in a direct line to the intersection of Riverside Drive and the southerly portion of Hyperion Avenue; southerly along Hyperion Avenue to Sunset Boulevard; westerly along Sunset Boulevard and Hollywood Boulevard to the point of beginning.</p>

21-C-4	<p>Beginning at the intersection of Melrose Avenue and Gower Street; thence northerly along Gower Street to Franklin Avenue; easterly along Franklin Avenue to Beachwood Drive; northerly along Beachwood Drive to Beachwood Terrace; easterly in a direct line to Foothill Drive and Cheremoya Avenue; easterly along Foothill Drive to Wilton Place; easterly in a direct line to Western Avenue and Los Feliz Boulevard; southerly along Western Avenue to Hollywood Boulevard; easterly and southerly along Hollywood Boulevard and Sunset Boulevard to Santa Monica Boulevard; westerly along Santa Monica Boulevard to Hoover Street; southerly along Hoover Street to Melrose Avenue; westerly along Melrose Avenue to the point of beginning.</p>
22-A	<p>Beginning at the intersection of Sunset Boulevard and the westerly city boundary line of the City of Beverly Hills; thence northerly, easterly and southerly along said boundary line to Doheny Road; easterly along Doheny Road to Sunset Boulevard; westerly along Sunset Boulevard to the point of beginning.</p>
<p>* Change, Decision No. 40724</p>	
<p>EFFECTIVE NOVEMBER 1, 1947</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	
<p>Correction No. 105</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)  * LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
22-B	Beginning at the intersection of Sunset Boulevard and the westerly boundary line of the City of Beverly Hills; easterly along Sunset Boulevard and along its easterly prolongation to the southerly boundary line of the City of Los Angeles; easterly along said boundary line to the northerly prolongation of La Cienega Boulevard; southerly along said prolongation and along La Cienega Boulevard to Wilshire Boulevard; westerly along Wilshire Boulevard to the westerly boundary line of the City of Beverly Hills; northerly along said boundary line to the point of beginning.
22-C	Beginning at the intersection of Wilshire Boulevard and La Cienega Boulevard; thence northerly along La Cienega Boulevard and along its northerly prolongation to the city boundary line of the City of Los Angeles; easterly along said boundary line to Crescent Heights Boulevard; southerly along Crescent Heights Boulevard to Melrose Avenue; easterly along Melrose Avenue to La Brea Avenue; southerly along La Brea Avenue to Wilshire Boulevard; westerly along Wilshire Boulevard to the point of beginning.
22-D	Beginning at the intersection of La Brea Avenue and Wilshire Boulevard; thence northerly along La Brea Avenue to Melrose Avenue; easterly along Melrose Avenue to Western Avenue; southerly along Western Avenue to Wilshire Boulevard; westerly along Wilshire Boulevard to the point of beginning.
22-E	Beginning at the intersection of Wilshire Boulevard and Western Avenue; thence northerly along Western Avenue to Melrose Avenue; easterly along Melrose Avenue to Hoover Street; southerly along Hoover Street to Temple Street; easterly along Temple Street to Micheltoreno Street; southerly along Micheltoreno Street and Hoover Street to Sixth Street; easterly along Sixth Street to Lafayette Park Place; southerly along Lafayette Park Place to Hoover Street; northerly along Hoover Street to Wilshire Boulevard; westerly along Wilshire Boulevard to the point of beginning.
22-F	Beginning at the intersection of Pico Boulevard and Western Avenue; thence northerly along Western Avenue to Wilshire Boulevard; easterly along Wilshire Boulevard to Hoover Street; southerly along Hoover Street to Pico Boulevard; westerly along Pico Boulevard to the point of beginning.
22-G	Beginning at the intersection of La Brea Avenue and Pico Boulevard; thence northerly along La Brea Avenue to Wilshire Boulevard; easterly along Wilshire Boulevard to Western Avenue; southerly along Western Avenue to Pico Boulevard; westerly along Pico Boulevard to the point of beginning.
22-H	Beginning at the intersection of Pico Boulevard and La Cienega Boulevard; thence northerly along La Cienega Boulevard to Wilshire Boulevard; easterly along Wilshire Boulevard to La Brea Avenue; southerly along La Brea Avenue to Pico Boulevard; westerly along Pico Boulevard to the point of beginning.

22-I	Beginning at the intersection of Pico Boulevard and Heath Avenue; thence northerly along Heath Avenue and its northerly prolongation to Wilshire Boulevard; easterly along Wilshire Boulevard to La Cienega Boulevard; southerly along La Cienega Boulevard to Pico Boulevard; westerly along Pico Boulevard to the point of beginning.
23-A	Beginning at the intersection of Pico Boulevard and Motor Avenue; thence easterly along Pico Boulevard to La Cienega Boulevard; southerly along La Cienega Boulevard to Washington Boulevard; easterly along Washington Boulevard to Sentney Avenue; southerly along Sentney Avenue to Ballona Creek; southerly along Ballona Creek to Figuera Road; easterly along Figuera Road and Figuera Street to Jefferson Boulevard; westerly along Jefferson Boulevard to the easterly prolongation of Ince Boulevard; westerly along said prolongation and Ince Boulevard to Washington Boulevard; westerly along Washington Boulevard to Hughes Avenue; northerly along Hughes Avenue and National Boulevard to Club Drive; northerly along Club Drive to the northerly terminus thereof; thence in a direct line to the intersection of McConnell Drive and Club Drive; northerly along Club Drive, McConnell Place and McConnell Drive to Monte Mar Terraco; northerly along Monte Mar Terraco and McConnell Drive to Monte Mar Drive; westerly along Monte Mar Drive to Motor Avenue; northerly along Motor Avenue to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 106	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
23-B	Beginning at the intersection of Higuera Road and Ballona Creek; thence northerly along said Creek to Sentney Avenue; northerly along Sentney Avenue to Washington Boulevard; westerly along Washington Boulevard to La Cienega Boulevard; northerly along La Cienega Boulevard to Pico Boulevard; easterly along Pico Boulevard to La Brea Avenue; southerly along La Brea Avenue to Rodeo Road; westerly along Rodeo Road and Higuera Road to the point of beginning.
23-C	Beginning at the intersection of La Brea Avenue and Jefferson Boulevard; thence northerly along La Brea Avenue to Pico Boulevard; easterly along Pico Boulevard to Arlington Avenue; southerly along Arlington Avenue to Jefferson Boulevard; westerly along Jefferson Boulevard to the point of beginning.
23-D	Beginning at the intersection of Jefferson Boulevard and Arlington Avenue; thence northerly along Arlington Avenue to Pico Boulevard; easterly along Pico Boulevard to Hoover Street; southerly along Hoover Street to Jefferson Boulevard; westerly along Jefferson Boulevard to the point of beginning.
23-E	Beginning at the intersection of Arlington Avenue and Vernon Avenue; thence northerly along Arlington Avenue to Jefferson Boulevard; easterly along Jefferson Boulevard to Hoover Boulevard; southerly along Hoover Boulevard to Figueroa Street; southerly along Figueroa Street to Vernon Avenue; westerly along Vernon Avenue to the point of beginning.
23-F	Beginning at the intersection of La Brea Avenue and Stocker Street; thence northerly along La Brea Avenue to Jefferson Boulevard; easterly along Jefferson Boulevard to Arlington Avenue; southerly along Arlington Avenue to Vernon Avenue; westerly along Vernon Avenue to Palmero Boulevard; northerly along Palmero Boulevard to Stocker Street; westerly along Stocker Street to the point of beginning.
24-A	Beginning at the intersection of Wilshire Boulevard and Centinela Avenue; thence northerly along Centinela Avenue to Montana Avenue; easterly along Montana Avenue to Bundy Drive; northerly along Bundy Drive and Kenter Avenue to the intersection of Kenter Avenue and Tuallatan Road; easterly in a direct line to the intersection of Saltair Avenue and Bundy Drive; southerly along Saltair Avenue to Firth Avenue; northerly along Firth Avenue to MacCulloch Drive; northerly in a direct line to Bellagio Road and Moraga Drive; easterly along Bellagio Road to the easterly terminus thereof; easterly in a direct line to the southerly terminus of Bellagio Drive; easterly in a direct line to the intersection of Ledo Way and Fojano Road; southerly along Fojano Road, Sunset Boulevard and Veteran Avenue to Wilshire Boulevard; westerly along Wilshire Boulevard to the point of beginning.

24-B	<p>Beginning at the intersection of Wilshire Boulevard and Veteran Avenue; thence northerly along Veteran Avenue, Sunset Boulevard, Fojano Road and Bellagio Road to the intersection of Bellagio Road and Roscomare Road; northerly in a direct line to the intersection of Tarcute Way and Chalon Road; easterly along Chalon Road to Stone Canyon Road; southerly along Stone Canyon Road, Bellagio Road and Copa de Cra Road to Bellagio Road; easterly along Bellagio Road to St. Pierre Road; northerly along St. Pierre Road and Beverly Glen Boulevard to Greendale Drive; easterly along Greendale Drive to Faring Road; northerly along Faring Road to the most northerly point thereon; northerly in a direct line to Hill Grove Drive and Angelo Drive; easterly on Hill Grove Drive to Benedict Canyon Drive; southerly along Benedict Canyon Drive to the westerly city boundary line of the City of Beverly Hills; southerly along said boundary line to Wilshire Boulevard; westerly along Wilshire Boulevard to the point of beginning.</p>
24-C	<p>Beginning at the intersection of Pico Boulevard and Veteran Avenue; thence northerly along Veteran Avenue to Wilshire Boulevard; easterly along Wilshire Boulevard to the westerly city boundary line of the City of Beverly Hills; southerly along said boundary line and Heath Avenue to Pico Boulevard; westerly along Pico Boulevard to the point of beginning.</p>
<p>* Change, Decision No. 40724</p>	
<p>EFFECTIVE NOVEMBER 1, 1947</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 107</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* LOS ANGELES COUNTY - DELIVERY ZONES (Continued)</p>
24-D	<p>Beginning at the intersection of Pico Boulevard and Centinela Avenue; thence northerly along Centinela Avenue to Olympic Boulevard; westerly along Olympic Boulevard to Centinela Avenue; northerly along Centinela Avenue to Wilshire Boulevard; easterly along Wilshire Boulevard to Veteran Avenue; southerly along Veteran Avenue to Pico Boulevard; westerly along Pico Boulevard to the point of beginning.</p>
24-E	<p>Beginning at the intersection of Pico Boulevard and Centinela Avenue; thence easterly along Pico Boulevard to Motor Avenue; southerly along Motor Avenue to Monte Mar Drive; easterly along Monte Mar Drive to McConnell Drive; southerly along McConnell Drive to Monte Mar Terrace; southerly along Monte Mar Terrace, McConnell Drive and McConnell Place to Club Drive; southerly along Club Drive to the southerly terminus thereof; southerly in a direct line to the intersection of Kincardine Avenue and Club Drive; southerly along Club Drive, National Boulevard and Hughes Avenue to Venice Boulevard; westerly along Venice Boulevard to Centinela Avenue; northerly along Centinela Avenue to the point of beginning.</p>
24-F	<p>Beginning at the intersection of Centinela Avenue and Venice Boulevard; thence easterly along Venice Boulevard to Hughes Avenue; southerly along Hughes Avenue to Washington Boulevard; easterly along Washington Boulevard to Ince Boulevard; southerly along Ince Boulevard and its southerly prolongation to Jefferson Boulevard; southerly along Jefferson Boulevard, Overland Avenue, Playa Street, Jefferson Boulevard and Centinela Avenue to Florence Avenue; westerly along Florence Avenue to Bejack Avenue; southerly along Bejack Avenue to Centinela Boulevard; northerly along Centinela Boulevard and Centinela Avenue to the point of beginning.</p>
25-A	<p>Beginning at the intersection of Kenter Avenue and Tuallitan Road; thence southerly along Kenter Avenue and Bundy Drive to Montana Avenue; westerly along Montana Avenue to Centinela Avenue; southerly along Centinela Avenue to Wilshire Boulevard; westerly along Wilshire Boulevard and its westerly prolongation to the shore line of the Pacific Ocean; northerly along said shore line to the northwest boundary line of the City of Santa Monica; northerly along said city boundary line to Rockingham Avenue adjacent to 26th Street; northerly along Rockingham Avenue to Sunset Boulevard; southerly along Sunset Boulevard to Rockingham Avenue; northerly and easterly along Rockingham Avenue to Carmilina Avenue; easterly in a direct line to the point of beginning.</p>

25-B	Beginning at the intersection of the shore line of the Pacific Ocean, and the westerly prolongation of Wilshire Boulevard; thence easterly along said prolongation and along Wilshire Boulevard to Centinela Avenue; southerly along Centinela Avenue to Olympic Boulevard; easterly along Olympic Boulevard to Centinela Avenue; southerly along Centinela Avenue to Pico Boulevard; westerly along Pico Boulevard and its westerly prolongation to the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.
25-C	Beginning at the intersection of the shore line of the Pacific Ocean and the westerly prolongation of Pico Boulevard; thence easterly along said prolongation and along Pico Boulevard to Centinela Avenue; southerly along Centinela Avenue to Venice Boulevard; westerly along Venice Boulevard and its westerly prolongation to the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.
* Change, Decision No. 48724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 108	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* LOS ANGELES COUNTY - DELIVERY ZONES (Continued)</p>
25-D	<p>Beginning at the intersection of the shore line of the Pacific Ocean and the westerly prolongation of that portion of Venice Boulevard lying southerly of the right of way of the Pacific Electric Railway Company; thence easterly along said prolongation and along Venice Boulevard to Centinela Avenue; southerly along Centinela Avenue to the northerly boundary line of the City of Los Angeles (Westchester District); westerly along said boundary line to Culver Boulevard; southerly along Culver Boulevard and its southerly prolongation to the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.</p>
26-A	<p>Beginning at a point on the westerly boundary line of the City of Los Angeles distant thereon 1000 feet northerly from the shore line of the Pacific Ocean; thence easterly in a direct line to intersection of Monte Crigio Drive and Sabbidoro Way; easterly along Sabbidoro Way to Bellino Drive; easterly in a direct line to intersection of Espera Avenue and Paseo Miramar; southerly along Paseo Miramar to Sunset Boulevard; westerly along Sunset Boulevard to Marquez Avenue; easterly along Marquez Avenue and Sunset Boulevard to Monument Street; northerly along Monument Street to Bestor Boulevard; easterly along Bestor Boulevard to Chautauqua Boulevard; southerly along Chautauqua Boulevard to Sunset Boulevard; southerly along Sunset Boulevard to Chautauqua Boulevard; southerly along Chautauqua Boulevard to Corona Del Mar; southerly along Corona Del Mar to the most southerly point thereon; southerly to the shore line of the Pacific Ocean at its closest point; westerly along said shore line to the westerly boundary line of the City of Los Angeles; northerly along said westerly boundary line to the point of beginning.</p>
26-B	<p>Beginning at the intersection of the shore line of the Pacific Ocean and the westerly boundary line of the City of Santa Monica; thence westerly along said shore line to a point therein 1500 feet from the point of beginning; northerly in a direct line to the most southerly point in Corona Del Mar; northerly along Corona Del Mar to Chautauqua Boulevard; northerly along Chautauqua Boulevard to Sunset Boulevard; northerly along Sunset Boulevard, Amalfi Drive, Capri Drive and Casele Road to San Remo Drive; southerly along San Remo Drive to Sunset Boulevard; northerly and easterly along Sunset Boulevard to Rockingham Avenue; southerly along Rockingham Avenue to the boundary line of the City of Santa Monica aforementioned; southerly along said boundary line to the point of beginning.</p>
27	<p>Beginning at the intersection of the westerly boundary line of the City of Los Angeles and the Pacific Ocean; thence northerly along said boundary line 2000 feet; westerly along a line 2000 feet northerly of and parallel to the Pacific Ocean to Las Flores Canyon Road; southerly along Las Flores Canyon Road and its prolongation to the Pacific Ocean; easterly along the shore line of the Pacific Ocean to the point of beginning.</p>

28	<p>Beginning at the intersection of the Pacific Ocean and the southerly prolongation of Las Flores Canyon Road; thence northerly along said prolongation and Las Flores Canyon Road to a line 2000 feet from and parallel to the Pacific Ocean; westerly along said parallel line to Malibu Creek; southerly along said Creek to the Pacific Ocean; easterly along the shore line of the Pacific Ocean to the point of beginning.</p>
35-A	<p>Beginning at the intersection of the shore line of the Pacific Ocean and the westerly prolongation of Culver Boulevard; thence easterly along said prolongation and Culver Boulevard to the northerly boundary line of the City of Los Angeles; easterly along said boundary line to Lincoln Boulevard; southerly along Lincoln Boulevard to Sepulveda Boulevard; southerly along Sepulveda Boulevard to Imperial Highway; westerly along Imperial Highway and its westerly prolongation to the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.</p>
<p>* Change, Decision No. 40724</p>	
<p>EFFECTIVE NOVEMBER 1, 1947</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 109</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* LOS ANGELES COUNTY - DELIVERY ZONES (Continued)</p>
35-B	<p>Beginning at the intersection of Imperial Highway and Sepulveda Boulevard; thence northerly along Sepulveda Boulevard to Lincoln Boulevard; northerly along Lincoln Boulevard to the northerly city boundary line of the City of Los Angeles; easterly along said boundary line to Bejack Avenue; northerly along Bejack Avenue to Florence Avenue; easterly along Florence Avenue to Centinela Avenue; southerly along Centinela Avenue to Sepulveda Boulevard; southerly along Sepulveda Boulevard to the northerly boundary line of the City of Los Angeles; southerly along said boundary line to Osage Avenue; southerly along Osage Avenue and Portal Avenue to Arbor Vitae Street; easterly along Arbor Vitae Street to Aviation Boulevard; southerly along Aviation Boulevard to Imperial Highway; westerly along Imperial Highway to the point of beginning.</p>
35-C	<p>Beginning at the intersection of the shore line of the Pacific Ocean and the westerly prolongation of Imperial Highway; thence easterly along said prolongation and along Imperial Highway to Aviation Boulevard; southerly along Aviation Boulevard to Rosecrans Avenue; westerly along Rosecrans Avenue and its westerly prolongation to the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.</p>
36-A	<p>Beginning at the intersection of Rodeo Road and La Brea Boulevard; thence southerly along La Brea Boulevard and La Brea Avenue to the southerly boundary line of Tract No. 13906; westerly along the southerly boundary line of said Tract No. 13906 to the most southwesterly corner of Lot 18 in said Tract No. 13906; westerly in a direct line to the intersection of Jefferson Boulevard and Duquensne Avenue; northerly along Jefferson Boulevard to the intersection of Figueroa Street and Rodeo Road; easterly along Rodeo Road to the point of beginning.</p>
36-B	<p>Beginning at the intersection of Centinela Avenue and La Tijera Boulevard; thence northerly along La Tijera Boulevard to Slauson Avenue; easterly along Slauson Avenue to La Brea Avenue; northerly along La Brea Avenue to Stocker Street; easterly along Stocker Street to Palmeta Boulevard; southerly along Palmeta Boulevard to Vernon Avenue; easterly along Vernon Avenue to Crenshaw Boulevard; southerly along Crenshaw Boulevard to the right of way of the Atchison, Topeka and Santa Fe Railway; westerly along said right-of-way to Redondo Boulevard; westerly along Redondo Boulevard to Centinela Avenue; northerly and westerly along Centinela Avenue to the point of beginning.</p>
36-C	<p>Beginning at the intersection of Florence Avenue and the right of way of the Atchison, Topeka &amp; Santa Fe Railway; thence easterly along said right-of-way to Crenshaw Boulevard; northerly along Crenshaw Boulevard to Vernon Avenue; easterly along Vernon Avenue to Figueroa Street; southerly along Figueroa Street to Florence Avenue; westerly along Florence Avenue to the point of beginning.</p>

36-D	Beginning at the intersection of Century Boulevard and Crenshaw Boulevard; thence northerly along Crenshaw Boulevard to Eighth Avenue; northerly along Eighth Avenue to Florence Avenue; easterly along Florence Avenue to Figueroa Street; southerly along Figueroa Street to Century Boulevard; westerly along Century Boulevard to the point of beginning.
36-E	Beginning at the intersection of Century Boulevard and Aviation Boulevard; thence northerly along Aviation Boulevard to Arbor Vitae Street; westerly along Arbor Vitae Street to Portal Avenue; northerly along Portal Avenue and Osage Avenue and the northerly prolongation of Osage Avenue to the right of way of the Pacific Electric Railway Company; northerly along said right of way to its intersection with the westerly prolongation of Centinela Avenue; easterly along Centinela Avenue to the Atchison, Topoka and Santa Fe Railway; easterly along said railroad to Florence Avenue; easterly along Florence Avenue to Eighth Avenue; southerly along Eighth Avenue to Crenshaw Boulevard; southerly along Crenshaw Boulevard to Century Boulevard; westerly along Century Boulevard to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 110	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) *LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
36-F	Beginning at the intersection of Centinela Avenue and Jefferson Boulevard; thence northerly along Jefferson Boulevard to Slauson Avenue; easterly along Slauson Avenue to La Tijera Boulevard; southerly along La Tijera Boulevard to Centinela Avenue; westerly along Centinela Avenue to the point of beginning.
37-A	Beginning at the intersection of Rosecrans Avenue and Aviation Boulevard; thence northerly along Aviation Boulevard to Century Boulevard; easterly along Century Boulevard to Crenshaw Boulevard; southerly along Crenshaw Boulevard to Rosecrans Avenue; westerly along Rosecrans Avenue to the point of beginning.
37-B	Beginning at the intersection of Rosecrans Avenue and Crenshaw Boulevard; thence northerly along Crenshaw Boulevard to Century Boulevard; easterly along Century Boulevard to Figueroa Street; southerly along Figueroa Street to Rosecrans Avenue; westerly along Rosecrans Avenue to the point of beginning.
37-C	Beginning at the intersection of Crenshaw Boulevard and 190th Street; thence northerly along Crenshaw Boulevard to Rosecrans Avenue; easterly along Rosecrans Avenue to Figueroa Street; southerly along Figueroa Street to 190th Street; westerly along 190th Street to the point of beginning.
37-D	Beginning at the intersection of Flagler Lane and Dominguez Street; thence northerly along Flagler Lane to Redondo Beach Boulevard; westerly along Redondo Beach Boulevard to Dewey Avenue; northerly along Dewey Avenue to Robinson Street; easterly along Robinson Street to Wiseburn Avenue; northerly along Wiseburn Avenue and Aviation Boulevard to Rosecrans Avenue; easterly along Rosecrans Avenue to Crenshaw Boulevard; southerly along Crenshaw Boulevard to 190th Street; westerly along 190th Street and Dominguez Street to the point of beginning.
40-A	Beginning at the intersection of the shore line of the Pacific Ocean and the westerly prolongation of Rosecrans Avenue; thence easterly along said prolongation and along Rosecrans Avenue to Aviation Boulevard; southerly along Aviation Boulevard and Wiseburn Avenue to Robinson Street; westerly along Robinson Street to Second Street; westerly and southerly along Second Street and its prolongation to the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.
	Beginning at the intersection of the shore line of the Pacific Ocean and the westerly prolongation of Second Street; thence easterly along said prolongation

40-B	and along Second Street to Dewey Avenue; southerly along Dewey Avenue to Redondo Beach Boulevard; easterly along Redondo Beach Boulevard to Flagler Lane; southerly along Flagler Lane to its intersection with the easterly prolongation of the southerly boundary line of the City of Hermosa Beach; westerly along said prolongation and along said boundary line to the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.
40-C	Beginning at the intersection of the shore line of the Pacific Ocean and the southerly boundary line of the City of Hermosa Beach; thence easterly along said city boundary line and along its easterly prolongation to Flagler Lane; southerly along Flagler Lane to the easterly boundary line of the City of Redondo Beach; southerly along said city boundary line to Sepulveda Boulevard; westerly along Sepulveda Boulevard to Knob Hill Avenue; westerly along Knob Hill Avenue and its westerly prolongation to the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.
40-D	Beginning at the intersection of the shore line of the Pacific Ocean and the westerly prolongation of Knob Hill Avenue; thence easterly along said prolongation and along Knob Hill Avenue to Sepulveda Boulevard; easterly along Sepulveda Boulevard to the westerly boundary line of the City of Torrance; westerly and southerly along said boundary line to Pacific Coast Highway; westerly along Pacific Coast Highway to Paseo de Gracia; southerly along Paseo de Gracia to Via Los Altos; southerly along Via Los Altos to Calle Major; southerly in a direct line to the northerly terminus of Via Colusa; southerly along Via Colusa to the southerly boundary line of the City of Torrance; westerly along said boundary line to the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 111	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
41-A	Beginning at the intersection of Sepulveda Boulevard and the easterly boundary line of the City of Redondo Beach; thence northerly along said boundary line to its intersection with Flagler Lane; northerly along Flagler Lane to Dominguez Street; easterly along Dominguez Street and 190th Street to Crenshaw Boulevard; southerly along Crenshaw Boulevard to Sepulveda Boulevard; westerly along Sepulveda Boulevard to the point of beginning.
41-B	Beginning at the intersection of Sepulveda Boulevard and Crenshaw Boulevard; thence northerly along Crenshaw Boulevard to 190th Street; easterly along 190th Street to Figueroa Street; southerly along Figueroa Street to Sepulveda Boulevard; westerly along Sepulveda Boulevard to the point of beginning.
41-C	Beginning at the intersection of the southerly boundary line of the City of Torrance with Via Colusa; thence northerly in a direct line to Calle Major and Via Los Altos; northerly along Via Los Altos to Paseo de Gracia; northerly along Paseo de Gracia to a point in the northerly boundary line of the City of Torrance; easterly and northerly along said city boundary line to Sepulveda Boulevard; easterly along Sepulveda Boulevard to Pennsylvania Avenue; southerly along Pennsylvania Avenue to Pacific Coast Highway; westerly along Pacific Coast Highway and along Newton Street to Hawthorne Avenue; westerly along Hawthorne Avenue to the westerly boundary line of the City of Torrance; northerly and westerly along said boundary line to the point of beginning.
41-D	Beginning at the intersection of Pennsylvania Avenue and Pacific Coast Highway; thence northerly along Pennsylvania Avenue to Sepulveda Boulevard; easterly along Sepulveda Boulevard to Figueroa Street; southerly along Figueroa Street to 257th Street; westerly along 257th Street, "O" Street, 258th Street, Wilmington Road and Pacific Coast Highway to the point of beginning.
41-E	Beginning at the intersection of Pennsylvania Drive and the easterly city boundary line of the City of Torrance; thence northerly along said boundary line to Pacific Coast Highway; easterly along Pacific Coast Highway, Wilmington Road, 258th Street, "O" Street and 257th Street to Figueroa Street; southerly along Figueroa Street to Anaheim Street; westerly along Anaheim Street to Palos Verdes Drive North; westerly along Palos Verdes Drive North to the intersection of the westerly boundary line of the City of Los Angeles; westerly in a direct line to the point of beginning.

41-F	Beginning at the intersection of the westerly boundary line of the City of Los Angeles and Gatun Street; thence northerly along said boundary line to Palos Verdes Drive North; easterly along Palos Verdes Drive North to Anaheim Street; easterly along Anaheim Street to Figueroa Street; southerly along Figueroa Street to "E" Street; easterly along "E" Street to Frigate Avenue; southerly along Frigate Avenue to its southerly terminus; southerly in a direct line to the Southern Pacific Company's Bascule Bridge over entrance to West Basin; westerly in a direct line to the easterly terminus of Channel Street; northerly along Wilmington Avenue to Battery Street; westerly along Battery Street to Gaffey Street; northerly along Gaffey Street to Gatun Street; westerly along Gatun Street to the point of beginning.
42-A	Beginning at the intersection of Figueroa Street and East Road; thence northerly along Figueroa Street to Victoria Street; easterly along Victoria Street to Wilmington Avenue; southerly along Wilmington Avenue to 213th Street; westerly along 213th Street to Main Street; northerly along Main Street to East Road; westerly along East Road to the point of beginning.
42-B	Beginning at the intersection of Dominguez Street and Wilmington Avenue; thence northerly along Wilmington Avenue to Victoria Street; easterly along Victoria Street to its easterly terminus; easterly in a direct line to the intersection of Bort Street and Gale Avenue; easterly along Bort Street to Long Beach Boulevard; southerly along Long Beach Boulevard to the Los Angeles River; southerly along said river to Dominguez Street; westerly along Dominguez Street to the point of beginning.
42-C	Beginning at the intersection of Sepulveda Boulevard and Wilmington Avenue; thence northerly along Wilmington Avenue to Dominguez Street; easterly along Dominguez Street to the Los Angeles River; southerly along said river to Willow Street; westerly along Willow Street and Sepulveda Boulevard to the point of beginning.
42-D	Beginning at the intersection of Sepulveda Boulevard and Figueroa Street; thence northerly along Figueroa Street to East Road; easterly along East Road to Main Street; southerly along Main Street to 213th Street; easterly along 213th Street to Wilmington Avenue; southerly along Wilmington Avenue to Sepulveda Boulevard; westerly along Sepulveda Boulevard to Main Street; thence in a direct line to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 112	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
42-E	Beginning at the intersection of Anaheim Street and Figueroa Street; thence northerly along Figueroa Street to Sepulveda Boulevard; easterly along Sepulveda Boulevard to the easterly terminus thereof; easterly in a direct line to the intersection of Main Street and Sepulveda Boulevard; easterly along Sepulveda Boulevard to Alameda Street; southerly along Alameda Street to Anaheim Street; westerly along Anaheim Street to the point of beginning.
42-F	Beginning at the intersection of Anaheim Street and Alameda Street; thence northerly along Alameda Street to Sepulveda Boulevard; easterly along Sepulveda Boulevard to Willow Street; easterly along Willow Street to the Los Angeles River; southerly along said river to Anaheim Street; westerly along Anaheim Street to the point of beginning.
42-G	Beginning at the intersection of Cerritos Channel and Pennington Avenue; thence northerly along Pennington Avenue to Anaheim Street; easterly along Anaheim Street to the Los Angeles River; southerly along said river to the shore line of the Pacific Ocean; westerly along said shore line to the water course at the easterly end of Terminal Island; northerly along said water course to Cerritos Channel; westerly along Cerritos Channel to the point of beginning.
42-H	Beginning at the Southern Pacific Company's Bascule Bridge over entrance to West Basin; thence northerly in a direct line to the southerly terminus of Frigate Avenue; northerly along Frigate Avenue to "E" Street; westerly along "E" Street to Figueroa Street; northerly along Figueroa Street to Anaheim Street; easterly along Anaheim Street to Pennington Avenue; southerly along Pennington Avenue to Cerritos Channel; westerly along Cerritos Channel to East Basin; southerly along East Basin to Turning Basin; westerly in a direct line to the point of beginning.
43-A	Beginning at the intersection of the Los Angeles River with the westerly prolongation of Bixby Road; thence northerly along said river to the westerly prolongation of South Street; easterly along said prolongation and along South Street to Cherry Avenue; southerly along Cherry Avenue to Bixby Road; westerly along Bixby Road and its westerly prolongation to the point of beginning.

43-B	Beginning at the intersection of Carson Street and Cherry Avenue; thence northerly along Cherry Avenue to South Street; easterly along South Street to Orangethorpe Avenue; easterly along Orangethorpe Avenue to the San Gabriel River; southerly along said river to Carson Street; westerly along Carson Street to the point of beginning.
43-C	Beginning at the intersection of Carson Street with the San Gabriel River; thence northerly along said river to Del Amo Boulevard; easterly along said Del Amo Boulevard to the westerly boundary line of the County of Orange; southerly and westerly along said boundary line to Carson Street; westerly along Carson Street to the point of beginning.
43-D	Beginning at the intersection of Palos Verdes Avenue and Spring Street; thence northerly along Palos Verdes Avenue as surveyed and proposed to Carson Street; easterly along Carson Street to the westerly boundary line of Orange County; southerly and westerly along said boundary line to Spring Street; westerly along Spring Street to the point of beginning.
43-E	Beginning at the intersection of Cherry Avenue and Spring Street; thence northerly along Cherry Avenue to Carson Street; easterly along Carson Street to Palos Verdes Avenue as surveyed and proposed; southerly along Palos Verdes Avenue to Spring Street; westerly along Spring Street to the point of beginning.
43-F	Beginning at the point of intersection of the Los Angeles River with Willow Street; thence northerly along said river to the westerly prolongation of Bixby Road; easterly along said prolongation and along Bixby Road to Cherry Avenue; southerly along Cherry Avenue to Willow Street; westerly along Willow Street to the point of beginning.
43-G	Beginning at the point of intersection of the Los Angeles River with Anaheim Street; thence northerly along said river to Willow Street; easterly along Willow Street to Cherry Avenue; southerly along Cherry Avenue to Anaheim Street; westerly along Anaheim Street to the point of beginning.
* Change, Decision No. 40724	
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Correction No. 113	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
43-H	Beginning at the intersection of Anaheim Street and Cherry Avenue; thence northerly along Cherry Avenue to Spring Street; easterly along Spring Street to Palos Verdes Avenue; southerly along Palos Verdes Avenue to Anaheim Street; westerly along Anaheim Street to the point of beginning.
43-I	Beginning at the intersection of Palos Verdes Avenue and Anaheim Street; thence northerly along Palos Verdes Avenue to Spring Street; easterly along Spring Street to the westerly boundary line of Orange County; southerly along said boundary line to Seventh Street; westerly along Seventh Street to Anaheim Street; westerly along Anaheim Street to the point of beginning.
43-J	Beginning at the intersection of the shore line of the Pacific Ocean and the southerly prolongation of Ximeno Avenue; thence northerly along said prolongation and along Ximeno Avenue to Anaheim Street; easterly along Anaheim Street to Seventh Street; easterly along Seventh Street to the westerly boundary line of Orange County; southerly and westerly along said boundary line to the shore line of the Pacific Ocean; westerly along said shore line to the point of beginning.
43-K	Beginning at the intersection of the shore line of the Pacific Ocean and the southerly prolongation of Cherry Avenue; thence northerly along said prolongation and along Cherry Avenue to Anaheim Street; easterly along Anaheim Street to Ximeno Avenue; southerly along Ximeno Avenue and its southerly prolongation to the shore line of the Pacific Ocean; westerly along said shore line to the point of beginning.
43-L	Beginning at the intersection of the Los Angeles River and Anaheim Street; thence easterly along Anaheim Street to Cherry Avenue; southerly along Cherry Avenue and its southerly prolongation to the shore line of the Pacific Ocean; westerly along said shore line to the Los Angeles River; northerly along said river to the point of beginning.
44-A	Beginning at the intersection of Hamilton Avenue and the westerly boundary line of the City of Los Angeles; thence northerly along said boundary line to Gaton Street; easterly along Gaton Street to Meyler Street; southerly along Meyler Street to 14th Street; easterly along 14th Street to Cabrillo Avenue; southerly along Cabrillo Avenue to 17th Street; westerly along 17th Street to Meyler Street; southerly along Meyler Street to Hamilton Avenue; westerly along Hamilton Avenue to the point of beginning.

44-B	<p>Beginning at the intersection of Meyler Street and Hamilton Avenue; thence northerly along Meyler Street to 17th Street; easterly along 17th Street to Cabrillo Street; northerly along Cabrillo Street to 14th Street; westerly along 14th Street to Meyler Street; northerly along Meyler Street to Gatun Street; easterly along Gatun Street to Gaffey Street; southerly along Gaffey Street to Battery Street; easterly along Battery Street to Wilmington and San Pedro Road; southerly along Wilmington and San Pedro Road to Channel Street; easterly in a direct line to the Southern Pacific Company's Bascule Bridge over entrance to West Basin; easterly in a direct line to the intersection of East Basin and the Main Channel; southerly along the Main Channel to the easterly prolongation of Hamilton Avenue; westerly along said prolongation and along Hamilton Avenue to the point of beginning.</p>
44-C	<p>Beginning at the intersection of the Main Channel and the easterly prolongation of Hamilton Avenue; thence northerly along the Main Channel to East Basin; northerly along East Basin to Cerritos Channel; easterly along Cerritos Channel to the water course at the easterly end of Terminal Island; southerly along said water course to a point on the shore line of the Pacific Ocean; westerly along a direct line connecting said last mentioned point with the intersection of Breakwater Drive and the shore line of the Pacific Ocean to a point in said direct line at its intersection with the Main Channel; northerly along the Main Channel to the point of beginning.</p>
44-D	<p>Beginning at the intersection of the shore line of the Pacific Ocean and the southerly prolongation of Weymouth Avenue; thence northerly along said prolongation and along Weymouth Avenue to Hamilton Avenue; easterly along Hamilton Avenue and its easterly prolongation to the Main Channel; southerly along the Main Channel to a point on a direct line connecting the intersection of Breakwater Drive with the shore line of the Pacific Ocean and the intersection of said shore line with the southerly end of the water course at the easterly end of Terminal Island; westerly along said direct line to the intersection with said shore line at Breakwater Drive; westerly along said shore line to the point of beginning.</p>
* Change, Decision No. 40724	
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<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 114</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
45-A	Beginning at a point in the shore line of the Pacific Ocean, said point being due north of the intersection of Paseo Del Mar and Palos Verdes Drive West; thence south to said point of intersection; southerly along Palos Verdes Drive West to the southerly boundary line of the City of Palos Verdes Estates; westerly along said last mentioned boundary line to a point in the shore line of the Pacific Ocean; northerly along said shore line to the point of beginning.
45-B	Beginning at the intersection of Palos Verdes Drive West and Via Monte Mar; thence southerly in a direct line to the northerly terminus of Paseo La Cresta; easterly along Paseo La Cresta to Montemalaga Drive; easterly along Montemalaga Drive to Via Balboa; southerly along Via Balboa to Granvia Altamira; easterly along Granvia Altamira to Via Cataluna; southerly along Via Cataluna to Cataluna Place; southerly along Cataluna Place and its southerly prolongation to the southerly boundary line of the City of Palos Verdes Estates; westerly, southerly and westerly along said boundary line to Palos Verdes Drive West; northerly along Palos Verdes Drive West to the point of beginning.
45-C	Beginning at the intersection of the shore line of the Pacific Ocean and the southerly boundary line of the City of Torrance; thence easterly along said boundary line to Via Alameda; southerly along Via Alameda to Palos Verdes Drive West; westerly along Palos Verdes Drive West to Paseo Del Mar; north to the shore line of the Pacific Ocean; easterly along said shore line to the point of beginning.
45-D	Beginning at the intersection of Palos Verdes Drive West, and Via Monte Mar; thence northerly and easterly along Palos Verdes Drive West to Via Alameda; northerly along Via Alameda to the southerly boundary line of the City of Torrance; easterly along said boundary line to the northerly prolongation of Via Navajo; southerly along said prolongation and along Via Navajo to Paseo Del Campo; southerly along Paseo Del Campo to the southerly boundary line of the City of Palos Verdes Estates; westerly and southerly along said boundary line to the southerly prolongation of Cataluna Place; northerly along said prolongation and along Cataluna Place to Altamira Lane; northerly along Altamira Lane to the intersection of Via Cataluna and Granvia Altamira; westerly along Granvia Altamira to Via Balboa; westerly along Via Balboa to Montemalaga Drive; westerly along Montemalaga Drive to Paseo La Cresta; westerly along Paseo La Cresta to the westerly terminus thereof; thence in a direct line to the point of beginning.

45-E	Beginning at the intersection of the southerly boundary line of the City of Torrance and the northerly prolongation of Via Navajo; thence easterly and southerly along said boundary line to the southerly boundary line of the City of Palos Verdes Estates; westerly along said boundary line to Paseo Del Campo; northerly along Paseo Del Campo and Via Navajo and the northerly prolongation of Via Navajo to the point of beginning.
45-G	Beginning at the intersection of the shore line of the Pacific Ocean and the southerly city boundary line of the City of Palos Verdes Estates; thence easterly along said boundary line to a line 600 feet easterly of and parallel to Palos Verdes Drive West; southerly along said parallel line and a line 600 feet northerly of and parallel to Palos Verdes Drive South to a point north of the easterly fork of Palos Verdes Drive South; south to the shore line of the Pacific Ocean; westerly along the shore line of the Pacific Ocean to the point of beginning.
45-H	Beginning at the intersection of Pacific Avenue and Palos Verdes Drive South; thence south to the shore line of the Pacific Ocean; westerly along said shore line to a point south of the easterly fork of Palos Verdes Drive South; north to a line 600 feet northerly of and parallel to Palos Verdes Drive South; easterly along said parallel line and a line 600 feet northerly of and parallel to Pacific Avenue to Palos Verdes Drive South; southerly and westerly along said Drive to the point of beginning.
45-I	A strip of land 600 feet in width lying and being 300 feet on each side of Sepulveda Boulevard, the northerly limits of said strip of land being Valley Vista Boulevard and the southerly limits of said strip of land being Mulholland Highway.
45-J	A strip of land 600 feet in width lying and being 300 feet on each side of Sepulveda Boulevard, the southerly limits of said strip of land being on a direct line between the intersection of Firth Avenue and McCullough Drive and the intersection of Bellagio Road and Moraga Drive; and the northerly limits of said strip of land being Mulholland Highway.
* Change, Decision No. 40724	
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Correction No. 115	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)  *LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
46	A strip of land 400 feet in width lying 200 feet on each side of Beverly Glen Drive between the intersections of the center lines of Valley Vista Boulevard and Beverly Glen Drive, and Mulholland Drive and Beverly Glen Drive excluding therefrom any area in Los Angeles County Delivery Zone 50.
46-E	Beginning at a point in the shore line of the Pacific Ocean south of the intersection of Palos Verdes Drive South and Pacific Avenue; thence north to said point of intersection; easterly along Palos Verdes Drive South to a line 600 feet northerly of and parallel to Pacific Avenue and 25th Street; easterly along said last mentioned parallel line to the westerly boundary line of the City of Los Angeles; southerly along said boundary line to the shore line of the Pacific Ocean; westerly along said shore line to the point of beginning.
47	A strip of land being 400 feet in width lying 200 feet on each side of the following described center line: Beginning at the intersection of Coldwater Canyon Avenue and Mulholland Drive; thence northerly along Coldwater Canyon Avenue to Greenleaf Street.
48	A strip of land being 400 feet in width lying 200 feet on each side of the following described center line: Beginning at the intersection of Laurel Canyon Boulevard and Mulholland Drive; thence northerly along Laurel Canyon Boulevard to Sunshine Terrace.
49	A strip of land 400 feet in width lying 200 feet on each side of the following described center line: Beginning at the intersection of Coldwater Canyon Drive and Mulholland Drive; thence northerly along Mulholland Drive to Coldwater Canyon Avenue.
50	A strip of land 100 feet in width lying 50 feet on each side of the center line of Mulholland Drive between the intersection of Mulholland Drive and Beverly Glen Drive, and Benedict Canyon Drive and Mulholland Drive.
50-A-1	Beginning at the intersection of Ventura Street and Lincoln Avenue; thence westerly along Ventura Street and its westerly prolongation to Windsor Avenue; northerly along Windsor Avenue to the westerly prolongation of Loma Alta Drive; easterly along said prolongation and along Loma Alta Drive to Lake Avenue; southerly along Lake Avenue to Mendocino Street; westerly along Mendocino Street to El Molino Avenue; southerly along El Molino Avenue to Mendocino Street; westerly along Mendocino Street to Raymond Avenue; southerly along Raymond Avenue to Harriet Street; westerly along Harriet Street to Lincoln Avenue; southerly along Lincoln Avenue to the point of beginning.

60-A-2	Beginning at the intersection of the westerly prolongation of Montana Street and Linda Vista Avenue; thence northerly along Linda Vista Avenue to La Canada Verdugo Road; easterly along La Canada Verdugo Road to Windsor Avenue; northerly along Windsor Avenue to Ventura Street; easterly along Ventura Street to Lincoln Avenue; northerly along Lincoln Avenue to Harriet Street; easterly along Harriet Street to Raymond Avenue; northerly along Raymond Avenue to Mendocino Street; easterly along Mendocino Street to El Molino Avenue; northerly along El Molino Avenue to Mendocino Street; easterly along Mendocino Street to Lake Avenue; southerly along Lake Avenue to Woodbury Road; westerly along Woodbury Road to Los Robles Avenue; southerly along Los Robles Avenue to Montana Street; westerly along Montana Street to Marengo Avenue; northerly along Marengo Avenue to Montana Street; westerly along Montana Street and its westerly prolongation to the point of beginning.
60-B-2	Beginning at the intersection of Lake Avenue and New York Drive; thence northerly along Lake Avenue to Foothill Boulevard; easterly and southerly along Foothill Boulevard to New York Drive; westerly along New York Drive to the point of beginning.
60-C-1	Beginning at the intersection of Linda Vista Avenue and Mira Vista Terrace; thence northerly along Linda Vista Avenue to the westerly prolongation of Montana Street; easterly along said prolongation and Montana Street to Lincoln Avenue; southerly along Lincoln Avenue to Seco Street; southerly along Seco Street to the southerly terminus thereof; southerly in a direct line to the point of beginning.
60-C-2	Beginning at the intersection of Lincoln Avenue and Montana Street; thence easterly along Montana Street to Marengo Avenue; southerly along Marengo Avenue to Montana Street; easterly along Montana Street to Los Robles Avenue; northerly along Los Robles Avenue to Woodbury Road; easterly along Woodbury Road to Lake Avenue; southerly along Lake Avenue to Mountain Street; westerly along Mountain Street to Manzanita Avenue; westerly along Manzanita Avenue to Lincoln Avenue; northerly along Lincoln Avenue to the point of beginning.
* Change, Decision No. 40724	
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Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)  *LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
60-C-3	Beginning at the intersection of Linda Vista Avenue with Colorado Street; thence northerly along Linda Vista Avenue to Mira Vista Terrace; northerly in a direct line to the southerly terminus of Seco Street; northerly along Seco Street to Lincoln Avenue; northerly along Lincoln Avenue to Manzanita Avenue; easterly along Manzanita Avenue to Mountain Street; easterly along Mountain Street to Lake Avenue; southerly along Lake Avenue to Colorado Street; westerly along Colorado Street to the point of beginning.
60-D-1	Beginning at the intersection of Lake Avenue and Mountain Street; thence northerly along Lake Avenue to New York Avenue; easterly along New York Avenue to Oxford Avenue; southerly along Oxford Avenue to the easterly boundary line of the City of Pasadena; southerly along said city boundary line to Howard Street; westerly along Howard Street to Sierra Bonita Avenue; southerly along Sierra Bonita Avenue to Mountain Street; westerly along Mountain Street to the point of beginning.
60-D-2	Beginning at the intersection of Mountain Street and Sierra Bonita Avenue; thence northerly along Sierra Bonita Avenue to Howard Street; easterly along Howard Street to the easterly boundary line of the City of Pasadena; northerly along said boundary line to Oxford Avenue; northerly along Oxford Avenue to New York Avenue; easterly along New York Avenue to the westerly prolongation of Fairpoint Street; easterly along said prolongation and along Fairpoint Street to Sierra Madre Villa Avenue; easterly in a direct line to the intersection of Fairview Avenue and Michillinda Boulevard; southerly along Michillinda Boulevard to the right of way of the Pacific Electric Railway Company; westerly and southerly along said right of way to Paloma Street; westerly along Paloma Street to Martelo Avenue; northerly along Martelo Avenue to Mountain Street; westerly along Mountain Street to the point of beginning.
60-D-3	Beginning at the intersection of Colorado Street and the right of way of the Pacific Electric Railway Company; thence northerly and easterly along said right of way to Michillinda Boulevard; southerly along Michillinda Boulevard to Colorado Street; westerly along Colorado Street to the point of beginning.
60-D-4	Beginning at the intersection of Colorado Street and Sierra Bonita Avenue; thence northerly along Sierra Bonita Avenue to Villa Street; westerly along Villa Street to Sierra Bonita Avenue; northerly along Sierra Bonita Avenue to Mountain Street; easterly along Mountain Street to Martelo Avenue; southerly along Martelo Avenue to Paloma Street; easterly along Paloma Street to the right of way of the Pacific Electric Railway Company; southerly along said right of way to Colorado Street; westerly along Colorado Street to the point of beginning.

60-D-5	Beginning at the intersection of Lake Avenue and Colorado Street; thence northerly along Lake Avenue to Mountain Street; easterly along Mountain Street to Sierra Bonita Avenue; southerly along Sierra Bonita Avenue to Villa Street; easterly along Villa Street to Sierra Bonita Avenue; southerly along Sierra Bonita Avenue to Colorado Street; westerly along Colorado Street to the point of beginning.
60-E-1	Beginning at the intersection of Colorado Street and Arroyo Boulevard; thence southerly along Arroyo Boulevard to San Rafael Avenue; northerly along San Rafael Avenue to the southerly boundary line of the City of Pasadena; northerly along said boundary line to Colorado Street; easterly along Colorado Street to the point of beginning.
60-E-2	Beginning at the intersection of Arroyo Boulevard and San Rafael Avenue; thence northerly along Arroyo Boulevard to Colorado Street; easterly along Colorado Street to Marengo Avenue; southerly along Marengo Avenue to Garfield Avenue; westerly along Garfield Avenue to Fair Oaks Avenue; southerly along Fair Oaks Avenue to the southerly boundary line of the City of Pasadena; westerly along said boundary line to Arroyo Boulevard; northerly along Arroyo Boulevard to the point of beginning.
60-E-3	Beginning at the intersection of Marengo Avenue and Colorado Street; thence easterly along Colorado Street to Lake Avenue; southerly along Lake Avenue to Arden Road; easterly along Arden Road to Oak Grove Avenue; southerly along Oak Grove Avenue to Virginia Road; southerly along Virginia Road to Alhambra Road; southerly along Alhambra Road to the right of way of the Southern Pacific Company; southerly along said right of way to Alhambra Road westerly from Valencia Street; westerly along Alhambra Road to Granada Avenue; northerly along Granada Avenue to Huntington Drive; westerly along Huntington Drive to Garfield Avenue; northerly along Garfield Avenue to the southerly prolongation of Marengo Avenue; northerly along said prolongation and along Marengo Avenue to the point of beginning.

\* Change, Decision No. 40724

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Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>*LOS ANGELES COUNTY - DELIVERY ZONES (Continued)</p>
60-F-1	<p>Beginning at the intersection of Alhambra Road and the right of way of the Southern Pacific Company (Duarte Branch); thence northerly along Alhambra Road to Virginia Road; northerly along Virginia Road to Oak Grove Avenue; northerly along Oak Grove Avenue to Arden Road; westerly along Arden Road to Lake Avenue; northerly along Lake Avenue to Colorado Street; easterly along Colorado Street to the right of way of the Pacific Electric Railway Company (Sierra Madre Branch); southerly along said right of way to North Huntington Drive; easterly along North Huntington Drive to San Marino Avenue; southerly along San Marino Avenue to the right-of-way of the Southern Pacific Company (Duarte Branch); westerly along said right-of-way to the point of beginning.</p>
60-F-2	<p>Beginning at the intersection of Longden Avenue and San Marino Avenue; thence northerly along San Marino Avenue to North Huntington Drive; westerly along North Huntington Drive to the right of way of the Pacific Electric Railway Company (Sierra Madre Branch); northerly along said right of way to Colorado Street; easterly along Colorado Street to Michillinda Avenue; southerly along Michillinda Avenue to North Huntington Drive; westerly along North Huntington Drive to San Gabriel Boulevard; southerly along San Gabriel Boulevard to Duarte Road; westerly along Duarte Road to Rose Avenue; southerly along Rose Avenue and Longden Avenue to the point of beginning.</p>
61-A-1	<p>Beginning at the intersection of Fletcher Drive and the northerly line of the Los Angeles River; thence easterly along Fletcher Drive to Verdugo Road; southerly along Verdugo Road to Avenue 33; southerly along Avenue 33 to Division Street; westerly along Division Street and the westerly prolongation thereof to the northerly line of the Los Angeles River; northerly along the northerly line of the Los Angeles River to the point of beginning.</p>
61-A-2	<p>Beginning at the intersection of North Broadway with the easterly line of the Los Angeles River; thence northerly along the said easterly line of the Los Angeles River to the westerly prolongation of Division Street; easterly along Division Street and the westerly prolongation thereof to Avenue 33; easterly along Avenue 33 to Isabel Drive; westerly and southerly along Isabel Drive, Isabel Street and Isabel Place to Amabel Street; southerly along Amabel Street to North Figueroa Street; northerly along North Figueroa Street to Pasadena Avenue; southerly along Pasadena Avenue to Workman Street; southerly along Workman Street to North Broadway; westerly along North Broadway to the point of beginning.</p>
61-A-3	<p>Beginning at the intersection of Division Street and Avenue 33; thence northerly along Avenue 33 to Verdugo Boulevard; northerly along Verdugo Boulevard to Fletcher Drive; northerly along Fletcher Drive and Eagle Rock Boulevard to El Paso Drive; easterly along El Paso Drive to Cleland Avenue; southerly along Cleland Avenue to Jessica Drive; westerly along Jessica Drive to Cleland Avenue; southerly and westerly along Cleland Avenue to Division Street; southerly along Division Street to the point of beginning.</p>

61-A-4	Beginning at the intersection of North Figueroa Street and Pasadena Avenue; thence westerly along North Figueroa Street to Amabel Street; northerly along Amabel Street to Isabel Place; westerly and northerly along Isabel Place, Isabel Street and Isabel Drive to Avenue 33; northerly along Avenue 33 to Division Street; easterly along Division Street to Cleland Avenue; northerly along Cleland Avenue to Jessica Drive; easterly along Jessica Drive to Cleland Avenue; easterly along Cleland Avenue to El Paso Drive; southerly along El Paso Drive to Avenue 50; southerly along Avenue 50 to the center line of North Figueroa Street; westerly along North Figueroa Street to the point of beginning.
61-B-1	Beginning at the intersection of York Boulevard and the westerly portion of Eagle Rock Boulevard; thence northerly along Eagle Rock Boulevard to Hill Drive; easterly along Hill Drive to Colorado Boulevard; easterly along Colorado Boulevard to the southerly boundary line of the City of Pasadena; southerly along said boundary line to Avenue 64; southerly along Avenue 64 to Pasadena Avenue; westerly along Pasadena Avenue to York Boulevard; westerly along York Boulevard to the point of beginning.
61-B-2	Beginning at the intersection of Figueroa Street and Avenue 50; thence northerly along Avenue 50 to El Paso Drive; northerly along El Paso Drive to the northerly portion of Eagle Rock Boulevard; easterly along Eagle Rock Boulevard to York Boulevard; easterly along York Boulevard to Figueroa Street; westerly along Figueroa Street to Avenue 50 the point of beginning.
61-C-1	Beginning at the intersection of Monterey Road and Avenue 60; thence northerly along Avenue 60 to Figueroa Street; northerly along Figueroa Street to Pasadena Avenue; easterly along Pasadena Avenue to Avenue 64; northerly along Avenue 64 to the southerly boundary line of the City of Pasadena; easterly along said boundary line to Arroyo Drive; southerly along Arroyo Drive to Lincoln Park Place; easterly along Lincoln Park Place to Monterey Road; westerly along Monterey Road to Avenue 60 the point of beginning.
* Change, Decision No. 49724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 118	

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 COUNTY - DELIVERY ZONES (Continued)</p>
61-C-2	<p>Beginning at the intersection of Pine Street with the southerly property line of North Huntington Drive; thence westerly along Pine Street to Meridian Avenue; northerly along Meridian Avenue to Monterey Road; westerly along Monterey Road to Lincoln Park Place; westerly along Lincoln Park Place to Arroyo Drive; northerly along Arroyo Drive to the southerly city boundary line of the City of Pasadena; easterly along said boundary line to Fair Oaks Avenue; northerly along Fair Oaks Avenue to State Street; southerly along State Street and Garfield Avenue to the southerly property line of North Huntington Drive; westerly along said property line to the point of beginning.</p>
61-C-3	<p>Beginning at the intersection of North Huntington Drive and Monterey Road; thence northerly along Monterey Road to Cassatt Street; westerly along Cassatt Street to Monterey Road; northerly and easterly along Monterey Road to Meridian Avenue; southerly along Meridian Avenue to Pine Street; easterly along Pine Street to the southerly property line of North Huntington Drive; easterly and southerly along said property line to Eastern Avenue; northerly along Eastern Avenue to North Huntington Drive; westerly along North Huntington Drive to the point of beginning.</p>
61-C-4	<p>Beginning at the intersection of North Broadway and Workman Street; thence northerly along Workman Street to Pasadena Avenue; northerly along Pasadena Avenue to Figueroa Street; northerly along Figueroa Street to Avenue 60; southerly along Avenue 60 to Monterey Road; southerly along Monterey Road to Cassatt Street; easterly along Cassatt Street to Monterey Road; southerly along Monterey Road to North Huntington Drive; southerly along North Huntington Drive to Mission Road; southerly along Mission Road to North Broadway; westerly along North Broadway to the point of beginning.</p>
61-D-1	<p>Beginning at the intersection of Hoover Street and Santa Monica Boulevard; thence easterly along Santa Monica Boulevard to Sunset Boulevard; southerly along Sunset Boulevard to Hyperion Avenue; northerly along Hyperion Avenue and its northerly prolongation to the Los Angeles River; southerly and easterly along said river to its intersection with the northerly prolongation of Allesandro Street; southerly along said prolongation and along Allesandro Street to Whitmore Avenue; easterly along Whitmore Avenue to Alvarado Street; southerly along Alvarado Street to Glendale Avenue; southerly along Glendale Avenue to Sunset Boulevard; westerly along Sunset Boulevard to Alvarado Street; southerly along Alvarado Street to Marathon Street; westerly along Marathon Street to Melrose Avenue; westerly along Melrose Avenue to Hoover Street; northerly along Hoover Street to the point of beginning.</p>

61-D-2	Beginning at the intersection of Sunset Boulevard and Glendale Avenue; thence northerly along Glendale Avenue to Alvarado Street; northerly along Alvarado Street to Whitmore Avenue; westerly along Whitmore Avenue to Alessandro Street; northerly along Alessandro Street and its northerly prolongation to the Los Angeles River; southerly along said river to North Broadway; westerly along North Broadway to Bernard Street; westerly along Bernard Street to Figueroa Street; southerly along Figueroa Street to Chavez Ravine Road; westerly along Chavez Ravine Road to Lilac Terrace; westerly along Lilac Terrace and Sunset Boulevard to the point of beginning.
62-A-1	Beginning at the intersection of Macy Street and the Los Angeles River; thence northerly along said river to North Broadway; easterly along North Broadway to Mission Road; northerly along Mission Road to North Huntington Drive; northerly and easterly along North Huntington Drive to Eastern Avenue; southerly along Eastern Avenue to Valley Boulevard; easterly along Valley Boulevard to Marianna Avenue; southerly along Marianna Avenue to Eastern Avenue; easterly and southerly along Eastern Avenue to Brooklyn Avenue; westerly along Brooklyn Avenue to Macy Street; westerly along Macy Street to the point of beginning.
62-A-2	Beginning at the intersection of Brooklyn Avenue and Indiana Street; thence easterly along Brooklyn Avenue to Atlantic Boulevard; southerly along Atlantic Boulevard to the Los Angeles River; westerly along said river to its intersection with the southerly prolongation of Indiana Street; northerly along said prolongation and along Indiana Street to East 26th Street; thence in a direct line to the intersection of Indiana Street and Sheila Street; northerly along Indiana Street to Washington Boulevard; northerly in a direct line to the southerly terminus of Indiana Street; northerly along Indiana Street to the point of beginning.
62-A-3	Beginning at the intersection of Soto Street and the Los Angeles River; thence northerly along said river to Macy Street; easterly along Macy Street to Brooklyn Avenue; easterly along Brooklyn Avenue to Indiana Street; southerly along Indiana Street to the southerly terminus thereof; southerly in a direct line to the intersection of Indiana Street and Washington Boulevard; southerly along Indiana Street to Sheila Street; southerly in a direct line to the intersection of Indiana Street and East 26th Street; southerly along Indiana Street and its southerly prolongation to the Los Angeles River; northerly along said river to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 119

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 COUNTY - DELIVERY ZONES (Continued)</p>
62-B-1	<p>Beginning at the intersection of Eastern Avenue and Valley Boulevard; thence northerly along Eastern Avenue to North Huntington Drive; easterly along North Huntington Drive to Garfield Avenue; southerly along Garfield Avenue to Atlantic Boulevard; southerly along Atlantic Boulevard to Valley Boulevard; westerly and southerly along Valley Boulevard to the point of beginning.</p>
62-B-2	<p>Beginning at the intersection of Ramona Boulevard and Eastern Avenue; thence northerly and westerly along Eastern Avenue to Marianna Avenue; northerly along Marianna Avenue to Valley Boulevard; easterly along Valley Boulevard to Atlantic Boulevard; southerly along Atlantic Boulevard to Garvey Pass Avenue; westerly along Garvey Pass Avenue to Ramona Boulevard; westerly along Ramona Boulevard to the point of beginning.</p>
63-A	<p>Beginning at the intersection of Valley Boulevard and Atlantic Boulevard; thence northerly along Atlantic Boulevard to Garfield Avenue; northerly along Garfield Avenue to Huntington Drive; easterly along Huntington Drive to Granada Avenue; southerly along Granada Avenue to Alhambra Road; easterly along Alhambra Road to the right of way of the Southern Pacific Railroad Company westerly of Valencia Street; easterly along said right of way to San Marino Avenue; southerly along San Marino Avenue to Santa Anita Street; southerly along Santa Anita Street to Mission Drive; southerly along Mission Drive to Ramona Street; southerly along Ramona Street to Valley Boulevard; westerly along Valley Boulevard to the point of beginning.</p>
63-B	<p>Beginning at the intersection of Valley Boulevard and Ramona Avenue; thence northerly along Ramona Avenue, Mission Drive, Santa Anita Street and San Marino Avenue to Longden Avenue; easterly along Longden Avenue to Rose Avenue; northerly along Rose Avenue to Duarte Road; easterly along Duarte Road to San Gabriel Boulevard; northerly along San Gabriel Boulevard to Huntington Drive; easterly along Huntington Drive to the westerly boundary line of the City of Arcadia; southerly along said boundary line to Duarte Road; westerly along Duarte Road to Rosemead Boulevard; southerly along Rosemead Boulevard to Valley Boulevard; westerly along Valley Boulevard to the point of beginning.</p>
63-C	<p>Beginning at the intersection of Atlantic Boulevard and Harding Avenue; thence northerly along Atlantic Boulevard to Valley Boulevard; easterly along Valley Boulevard to New Avenue; southerly along New Avenue to Graves Avenue; westerly along Graves Avenue to Garfield Avenue; southerly along Garfield Avenue to Graves Avenue; westerly along Graves Avenue to El Mercado Avenue; northerly along El Mercado Avenue to Harding Avenue; westerly along Harding Avenue to the point of beginning.</p>

63-D	Beginning at the intersection of New Avenue and Graves Avenue; thence northerly along New Avenue to Valley Boulevard; easterly along Valley Boulevard to Rosemead Boulevard; southerly along Rosemead Boulevard and Rio Hondo to Fawcett Avenue; westerly along Fawcett Avenue to Muscatel Avenue; southerly along Muscatel Avenue to San Gabriel Boulevard; westerly along San Gabriel Boulevard and Hill Drive to Mesa Drive; northerly along Mesa Drive to La Merced Road; westerly along La Merced Road to Del Mar Avenue; northerly along Del Mar Avenue to Graves Avenue; westerly along Graves Avenue to the point of beginning.
64-A	Beginning at the intersection of Beverly Boulevard and Atlantic Boulevard; thence northerly along Atlantic Boulevard to Harding Avenue; easterly along Harding Avenue to El Mercado Avenue; southerly along El Mercado Avenue to Graves Avenue; easterly along Graves Avenue to Garfield Avenue; southerly along Garfield Avenue to Beverly Boulevard; westerly along Beverly Boulevard to the point of beginning.
64-B	Beginning at the intersection of Atlantic Boulevard and Anaheim Telegraph Road; thence northerly along Atlantic Boulevard to Beverly Boulevard; easterly along Beverly Boulevard to the Rio Hondo; southerly along said river to Anaheim Telegraph Road; westerly along Anaheim Telegraph Road to the point of beginning.
64-C	Beginning at the intersection of Atlantic Boulevard and Anaheim Telegraph Road; thence southerly along Anaheim Telegraph Road to the right of way of the Pacific Electric Railway Company (Whittier Line); westerly along said right of way to the Los Angeles River; northerly along said river to Atlantic Boulevard; easterly along Atlantic Boulevard to the point of beginning.
65-A	Beginning at the intersection of Whittier Boulevard and the Rio Hondo; thence northerly along the Rio Hondo to San Gabriel Boulevard; easterly along San Gabriel Boulevard, Durfee Avenue and Pellissier Road to Workman Mill Road; southerly along Workman Mill Road and Norwalk Boulevard to Whittier Boulevard; westerly along Whittier Boulevard to the point of beginning.
65-B	Beginning at the intersection of the Rio Hondo with the right of way of the Pacific Electric Railway Company (Whittier Line); thence northerly along said Rio Hondo to Whittier Boulevard; easterly along Whittier Boulevard to Norwalk Boulevard; southerly along Norwalk Boulevard to the aforementioned Pacific Electric Railway; westerly along said right of way to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 120

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)  *LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
65-C	Beginning at the intersection of Norwalk Boulevard and the right-of-way of the Pacific Electric Railway Company (La Habra Branch); thence northerly along Norwalk Boulevard to Beverly Drive; easterly along Beverly Drive to Citrus Avenue; northerly along Citrus Avenue to Honolulu Terrace; easterly along Honolulu Terrace to Pickering Avenue; southerly along Pickering Avenue to Panorama Drive; easterly and southerly along Panorama Drive to Orange Drive; easterly along Orange Drive to Painter Avenue; southerly along Painter Avenue to Beverly Boulevard; easterly along Beverly Boulevard to the easterly boundary line of the City of Whittier; southerly along said boundary line to Sixth Street; easterly along Sixth Street to Catalina Avenue; southerly along Catalina Avenue to Whittier Boulevard; easterly along Whittier Boulevard to Gunn Avenue; southerly along Gunn Avenue to the right-of-way of the Pacific Electric Railway Company (La Habra Branch); westerly along said right-of-way to the point of beginning.
66-A	Beginning at the intersection of Firestone Boulevard and the Los Angeles River; thence northerly along said river to the right of way of the Pacific Electric Company (Whittier Line); easterly along said right of way and Anaheim Telegraph Road to Paramount Boulevard; southerly along Paramount Boulevard to Florence Avenue; easterly along Florence Avenue to Paramount Boulevard; southerly along Paramount Boulevard to Firestone Boulevard; westerly along Firestone Boulevard to the point of beginning.
66-B	Beginning at the intersection of Firestone Boulevard and Paramount Boulevard; thence northerly along Paramount Boulevard to Florence Avenue; westerly along Florence Avenue to Paramount Boulevard; northerly along Paramount Boulevard and Anaheim Telegraph Road to the right of way of the Pacific Electric Railway Company (Whittier Line); easterly along said right of way to San Gabriel River; southerly along said river to Firestone Boulevard; westerly along Firestone Boulevard to the point of beginning.
66-C	Beginning at the intersection of Imperial Highway and the San Gabriel River; thence northerly along said river to the right of way of the Pacific Electric Railway Company (Whittier Line); easterly along said right of way to Painter Avenue; southerly along Painter Avenue to Los Nietos Road; easterly along Los Nietos Road to Painter Avenue; southerly along Painter Avenue to Lakeland Road; westerly along Lakeland Road to Shoemaker Avenue; southerly along Shoemaker Avenue to Imperial Highway; westerly along Imperial Highway to the point of beginning.
66-D	Beginning at the intersection of Imperial Highway and Shoemaker Avenue; thence northerly along Shoemaker Avenue to Lakeland Road; easterly along Lakeland Road to Painter Avenue; northerly along Painter Avenue to Los Nietos Road; westerly along Los Nietos Road to Painter Avenue; northerly along Painter Avenue to the right of way of the Pacific Electric Railway Company (La Habra Branch); easterly along said right of way to Gunn Avenue; northerly along Gunn Avenue to Whittier Boulevard; westerly along Whittier

	Boulevard to Catalina Avenue; northerly along Catalina Avenue to Fourth Street; easterly along a direct line connecting the intersection of 4th Street and Catalina Avenue with the southeast corner of Section 36, T. 2 S., R. 11 W. to a point therein at the intersection of the northerly prolongation of Colima Road; southerly along said prolongation, Colima Road, Busby Drive and Corley Drive to Imperial Highway; westerly along Imperial Highway to the point of beginning.
66-E	Beginning at the intersection of Imperial Highway and Corley Drive; thence northerly along Corley Drive, Busby Drive and Colima Road and its northerly prolongation to a direct line between the intersection of Catalina Avenue and Fourth Street and the intersection of the southerly line of T. 2 S. with the easterly line of R. 11 W., easterly along said line to the northwest corner of Orange County; southerly along the boundary line between Orange County and Los Angeles County to Imperial Highway; westerly along Imperial Highway to Cordova Road; westerly along Cordova Road to Imperial Highway; westerly along Imperial Highway to the point of beginning.
66-F	Beginning at the intersection of Paramount Boulevard and Golden Avenue; thence northerly along Paramount Boulevard to Firestone Boulevard; easterly along Firestone Boulevard to the San Gabriel River; southerly along said river to Imperial Highway; westerly along Imperial Highway to Lakewood Boulevard; southerly along Lakewood Boulevard to Gardendale Street; westerly along Gardendale Street to Grant Avenue; southerly along Grant Avenue to Golden Avenue; westerly along Golden Avenue to the point of beginning.
66-G	Beginning at the intersection of Century Boulevard and the Los Angeles River; thence northerly along said river to Firestone Boulevard; easterly along Firestone Boulevard to Paramount Boulevard; southerly along Paramount Boulevard to Main Street; westerly along Main Street and Century Boulevard to the point of beginning.
67-A	Beginning at the intersection of Lakewood Boulevard and Center Street; thence northerly along Lakewood Boulevard to Imperial Highway; easterly along Imperial Highway to Woodruff Avenue; southerly along Woodruff Avenue to Washington Street; westerly along Washington Street to Woodruff Avenue; southerly along Woodruff Avenue to Center Street; westerly along Center Street to the point of beginning.
67-B	Beginning at the intersection of Center Street and Woodruff Avenue; thence northerly along Woodruff Avenue to Washington Street; easterly along Washington Street to Woodruff Avenue; northerly along Woodruff Avenue to Imperial Highway; easterly along Imperial Highway to Pioneer Boulevard; southerly along Pioneer Boulevard to Center Street; westerly along Center Street to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 121

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) *LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
67-C	Beginning at the intersection of Center Street and Pioneer Boulevard; thence northerly along Pioneer Boulevard to Imperial Highway; easterly along Imperial Highway to Carmenita Road; southerly along Carmenita Road to Center Street; westerly along Center Street to the point of beginning.
67-D	Beginning at the intersection of Center Street and Carmenita Road; thence northerly along Carmenita Road to Imperial Highway; easterly along Imperial Highway to Luitwieler Avenue; southerly along Luitwieler Avenue to Center Street; westerly along Center Street to the point of beginning.
67-E	Beginning at the intersection of Luitwieler Avenue and the boundary line of Orange County; thence northerly along Luitwieler Avenue to Imperial Highway; easterly along Imperial Highway to Cordova Road; easterly along Cordova Road to Imperial Highway; easterly along Imperial Highway to the aforementioned boundary line of Orange County; southerly and westerly along said boundary line to the point of beginning.
67-F	Beginning at the intersection of Carmenita Road and Orangethorpe Avenue; thence northerly along Carmenita Road to Center Street; easterly along Center Street to Luitwieler Avenue; southerly along Luitwieler Avenue to the northerly boundary line of Orange County; southerly and westerly along said boundary line to the point of beginning.
67-G	Beginning at the intersection of Del Amo Street and Pioneer Boulevard; thence northerly along Pioneer Boulevard to Center Street; easterly along Center Street to Carmenita Road; southerly along Carmenita Road to the northerly boundary line of Orange County; southerly along said boundary line to the easterly terminus of Del Amo Street; westerly along Del Amo Street to the point of beginning.
67-H	Beginning at the intersection of Woodruff Avenue and Orangethorpe Avenue; thence northerly along Woodruff Avenue to the northerly prolongation of Center Street; easterly along Center Street to Pioneer Boulevard; southerly along Pioneer Boulevard to Del Amo Street; westerly along Del Amo Street to the San Gabriel River; northerly along said river to Orangethorpe Avenue; westerly along Orangethorpe Avenue to the point of beginning.
67-I	Beginning at the intersection of Lakewood Boulevard and South Street; thence northerly along Lakewood Boulevard to Center Street; easterly along Center Street to Woodruff Avenue; southerly along Woodruff Avenue to Orangethorpe Avenue; westerly along Orangethorpe Avenue and South Street to the point of beginning.

68-A	Beginning at the intersection of Figueroa Street and Florence Avenue; thence northerly along Figueroa Street to Vernon Avenue; easterly along Vernon Avenue to Compton Avenue; southerly along Compton Avenue to Florence Avenue; westerly along Florence Avenue to the point of beginning.
68-B	Beginning at the intersection of Florence Avenue and Compton Avenue; thence northerly along Compton Avenue to Vernon Avenue; easterly along Vernon Avenue to Santa Fe Avenue; northerly along Santa Fe Avenue to East Vernon Avenue; easterly along East Vernon Avenue to Soto Street; northerly along Soto Street to the Los Angeles River; easterly along said river to the northerly prolongation of Boyle Avenue; southerly along said prolongation and along Boyle Avenue and State Street to Florence Avenue; westerly along Florence Avenue to the point of beginning.
68-C	Beginning at the intersection of Florence Avenue and State Street; thence northerly along State Street and Boyle Avenue and its northerly prolongation to the Los Angeles River; easterly and southerly along said river to Florence Avenue; westerly along Florence Avenue to the point of beginning.
68-D	Beginning at the intersection of Tweedy Boulevard and State Street; thence northerly along State Street to Florence Avenue; easterly along Florence Avenue to the Los Angeles River; southerly along said river to Tweedy Boulevard; westerly along Tweedy Boulevard to the point of beginning.
68-E	Beginning at the intersection of 97th Street and Compton Avenue; thence northerly along Compton Avenue to 92nd Street; westerly along 92nd Street to Compton Avenue; northerly along Compton Avenue to Florence Avenue; easterly along Florence Avenue to State Street; southerly along State Street to Tweedy Boulevard; westerly along Tweedy Boulevard to Alameda Street; northerly along Alameda Street to 97th Street; westerly along 97th Street to the point of beginning.
68-F	Beginning at the intersection of 98th Street and Figueroa Street; thence northerly along Figueroa Street to Florence Avenue; easterly along Florence Avenue to Compton Avenue; southerly along Compton Avenue to 92nd Street; easterly along 92nd Street to Compton Avenue; southerly along Compton Avenue to Century Boulevard; westerly along Century Boulevard to Clovis Avenue; northerly along Clovis Avenue to 98th Street; westerly along 98th Street to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

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Correction No. 122

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) *LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
69-A	Beginning at the intersection of Figueroa Street and Rosecrans Avenue; thence northerly along Figueroa Street to 98th Street; easterly along 98th Street to Clovis Avenue; southerly along Clovis Avenue to Century Boulevard; easterly along Century Boulevard to Central Avenue; southerly along Central Avenue to Rosecrans Avenue; westerly along Rosecrans Avenue to the point of beginning.
69-B	Beginning at the intersection of Central Avenue and Rosecrans Avenue; thence northerly along Central Avenue to Century Boulevard; easterly along Century Boulevard to Compton Avenue; northerly along Compton Avenue to 97th Street; easterly along 97th Street to Alameda Street; southerly along Alameda Street to Tweedy Boulevard; easterly along Tweedy Boulevard to State Street; southerly along State Street to Long Beach Boulevard; southerly along Long Beach Boulevard to Rosecrans Avenue; westerly along Rosecrans Avenue to the point of beginning.
69-C	Beginning at the intersection of Rosecrans Avenue and Long Beach Boulevard; thence northerly along Long Beach Boulevard and State Street to Tweedy Boulevard; easterly along Tweedy Boulevard to the Los Angeles River; southerly along said river to Century Boulevard; easterly along Century Boulevard and Main Street to Paramount Boulevard; southerly along Paramount Boulevard to Golden Avenue; easterly along Golden Avenue to Grant Avenue; northerly along Grant Avenue to Gardendale Street; easterly along Gardendale Street to Lakewood Boulevard; southerly along Lakewood Boulevard to Rosecrans Avenue; westerly along Rosecrans Avenue to the point of beginning.
69-D	Beginning at the intersection of Cherry Avenue and South Street; thence northerly along Cherry Avenue and Garfield Avenue to Rosecrans Avenue; easterly along Rosecrans Avenue to Lakewood Boulevard; southerly along Lakewood Boulevard to South Street; westerly along South Street to the point of beginning.
69-E	Beginning at the intersection of Cherry Avenue and South Street; thence northerly along Cherry Avenue and Garfield Avenue to Rosecrans Avenue; westerly along Rosecrans Avenue to Long Beach Boulevard; southerly along Long Beach Boulevard to the westerly prolongation of South Street; easterly along said prolongation and South Street to the point of beginning.
69-F	Beginning at the intersection of Victoria Street and Wilmington Avenue; thence westerly along Victoria Street to Central Avenue; northerly along Central Avenue to Rosecrans Avenue; easterly along Rosecrans Avenue to Long Beach Boulevard; southerly along Long Beach Boulevard to Bort Street; westerly along Bort Street to Gale Avenue; westerly in a direct line to the easterly terminus of Victoria Street; westerly along Victoria Street to the point of beginning.

69-C	Beginning at the intersection of Victoria Street and Figueroa Street; thence northerly along Figueroa Street to Rosecrans Avenue; easterly along Rosecrans Avenue to Central Avenue; southerly along Central Avenue to Victoria Street; westerly along Victoria Street to the point of beginning.
73	A strip of land 400 feet in width lying 200 feet on each side of the following described center line: Beginning at the intersection of Benedict Canyon Drive and Hillgrove Drive; thence northerly along Benedict Canyon Drive to Mulholland Drive.
74	A strip of land 400 feet in width lying 200 feet on each side of the following described center line: Beginning at the intersection of Coldwater Canyon Drive and Mulholland Drive; thence southerly along Coldwater Canyon Drive to Monte Cielo Drive.
75	A strip of land 400 feet in width lying 200 feet on each side of the following described center line: Beginning at the intersection of Laurel Canyon Boulevard and Hollywood Boulevard; thence northerly along Laurel Canyon Boulevard to Mulholland Drive.
80-A	Beginning at the intersection of Duarte County Road and the southerly prolongation of Michillinda Avenue; thence northerly along said prolongation and along Michillinda Avenue to Foothill Boulevard; easterly along Foothill Boulevard to Santa Anita Avenue; southerly along Santa Anita Avenue to Main Street; westerly along Main Street and Duarte County Road to the point of beginning.
80-B	Beginning at the intersection of Main Street and Santa Anita Avenue; thence northerly along Santa Anita Avenue to Foothill Boulevard; easterly along Foothill Boulevard and White Oak Avenue to Fifth Avenue; northerly along Fifth Avenue to Hill Crest Boulevard; easterly along Hill Crest Boulevard to Primrose Avenue; northerly along Primrose Avenue to North Street; easterly along North Street and Scenic Drive to Canyon Boulevard; southerly along Canyon Boulevard to Grand Avenue; easterly along Grand Avenue to Prospect Avenue; southerly in a direct line to the intersection of Oak Park Lane and Canyon Drive; southerly along Canyon Drive to Wild Rose Avenue; easterly along Wild Rose Avenue to Bradbury Avenue; southerly along Bradbury Avenue to Lemon Avenue; easterly along Lemon Avenue to the northerly prolongation of Buena Vista Street; southerly along said prolongation and Buena Vista Street to Falling Leaf Avenue; westerly along Falling Leaf Avenue and Huntington Drive to California Avenue; southerly along California Avenue to Duarte Road; westerly along Duarte Road and Main Street to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

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Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p align="center">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p align="center">*LOS ANGELES COUNTY - DELIVERY ZONES (Continued)</p>
80-C	<p>Beginning at the intersection of Shrode Avenue and California Avenue; thence northerly along California Avenue to Huntington Drive; easterly along Huntington Drive and Falling Leaf Avenue to Buena Vista Street; northerly along Buena Vista Street and its northerly prolongation to Lemon Avenue; easterly along Lemon Avenue and its easterly prolongation to the northerly prolongation of Scott Road; southerly along said prolongation, Scott Road, Bradbury Avenue and its southerly prolongation to Maine Avenue; southerly along Maine Avenue to Arrow Highway; westerly along Arrow Highway to the line between R. 10 W. and R. 11 W; northerly along said line to a line 200 feet northerly of and parallel to Meridian Street; westerly along said parallel line to Mountain Avenue; southerly along Mountain Avenue to Shrode Avenue; westerly along Shrode Avenue to the point of beginning.</p>
80-D	<p>Beginning at the intersection of Peck Road and Michigan Avenue; thence southerly along Peck Road to the Rio Hondo Wash; westerly along said wash to Santa Anita Wash; northerly along Santa Anita Wash to Longden Avenue; easterly along Longden Avenue to the easterly terminus thereof; easterly in a direct line to the intersection of Peck Road and Longden Avenue; easterly along Longden Avenue to California Avenue; northerly along California Avenue, as surveyed and proposed, to Shrode Avenue; easterly along Shrode Avenue to Mountain Avenue; northerly along Mountain Avenue to a line 200 feet northerly of and parallel to Meridian Street; easterly along said last mentioned parallel line to Buena Vista Street; southerly along Buena Vista Street to the southerly terminus thereof; southerly along the Range Line between R. 10 W. and R. 11 W., T. 1 S., to Arrow Highway, as surveyed and proposed; easterly along Arrow Highway to the San Gabriel River; southerly along said river to Michigan Avenue; westerly along Michigan Avenue to the point of beginning.</p>
80-E	<p>Beginning at the intersection of San Bernardino Road and the San Gabriel River; thence northerly along said river to Arrow Highway, as surveyed and proposed; easterly along Arrow Highway to Maine Avenue; southerly along Maine Avenue and Holt Avenue to Puente Avenue; westerly along Puente Avenue to Francisquito Avenue; northerly along Francisquito Avenue to West Ramona Boulevard; westerly along West Ramona Boulevard and San Bernardino Road to the point of beginning.</p>
80-F	<p>Beginning at the intersection of Pomona Boulevard (Valley Boulevard) and the San Gabriel River; thence northerly along said river to San Bernardino Road; easterly along San Bernardino Road and West Ramona Boulevard to Francisquito Avenue; southerly along Francisquito Avenue to Puente Avenue; westerly along Puente Avenue to Pomona Boulevard (Valley Boulevard); northerly along Pomona Boulevard (Valley Boulevard) to the point of beginning.</p>

80-G	Beginning at the intersection of Valley Boulevard and the Rio Hondo; thence northerly and easterly along said river to Peck Road; northerly along Peck Road to Michigan Avenue; easterly along Michigan Avenue to the San Gabriel River; southerly along said river to Pomona Boulevard; westerly along Pomona Boulevard and Valley Boulevard to the point of beginning.
80-H	Beginning at the intersection of San Gabriel River and Pellissier Road; thence northerly along San Gabriel River to Pomona Boulevard; easterly along Pomona Boulevard to Third Avenue; southerly along Third Avenue to Proctor Avenue; westerly along Proctor Avenue to Second Avenue; southerly along Second Avenue, Workman Mill Road and Pellissier Road to the point of beginning.
80-I	Beginning at the intersection of Central Avenue and Tyler Avenue; thence northerly along Tyler Avenue, Hoyt Avenue and Hoyt Street to Valley Boulevard; easterly along Valley Boulevard and Pomona Boulevard to the San Gabriel River; southerly along said river to Pellissier Road; westerly along Pellissier Road to Durfee Avenue; northerly along Durfee Avenue to Central Avenue; westerly along Central Avenue to the point of beginning.
80-J	Beginning at the intersection of the Rio Hondo and San Gabriel Boulevard; thence northerly along the Rio Hondo to Rosemead Boulevard; northerly along Rosemead Boulevard to Valley Boulevard; easterly along Valley Boulevard to Hoyt Street; southerly along Hoyt Street, Hoyt Avenue and Tyler Avenue to Central Avenue; easterly along Central Avenue to Durfee Avenue; southerly along Durfee Avenue to San Gabriel Boulevard; westerly along San Gabriel Boulevard to the point of beginning.
80-K	Beginning at the intersection of Rosemead Boulevard and Valley Boulevard; thence northerly along Rosemead Boulevard to Duarte Road; easterly along Duarte Road and Duarte County Road to El Monte Avenue; southerly along El Monte Avenue to Lower Azusa Road; easterly along Lower Azusa Road to the Rio Hondo; southerly along said river to Valley Boulevard; westerly along Valley Boulevard to the point of beginning.
80-L	Beginning at the intersection of El Monte Avenue and Lower Azusa Road; thence northerly along El Monte Avenue to Main Street; easterly along Main Street and Duarte Road to California Avenue; southerly along California Avenue to Longden Avenue; westerly along Longden Avenue to Peck Road; westerly in a direct line to the easterly terminus of Longden Avenue; westerly along Longden Avenue to Santa Anita Wash; southerly along Santa Anita Wash to Rio Hondo; southerly along Rio Hondo to Lower Azusa Road; westerly along Lower Azusa Road to the point of beginning.

\* Change, Decision No. 4072A

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 124

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) *LOS ANGELES COUNTY - DELIVERY ZONES (Continued)
81-A	Beginning at the intersection of Sierra Madre Boulevard and Michillinda Boulevard; thence northerly along Michillinda Boulevard to the westerly prolongation of Carter Avenue; easterly along said prolongation and along Carter Avenue to Maramonte Avenue; easterly along Maramonte Avenue to Mountain Trail Avenue; southerly along Mountain Trail Avenue to Sturtevant Drive; easterly along Sturtevant Drive to Alta Vista Drive; southerly in a direct line to Foothill Avenue and Camille Street; southerly along Foothill Avenue to the easterly boundary line of the City of Sierra Madre; southerly along said boundary line to Sierra Madre Boulevard; westerly along Sierra Madre Boulevard to the point of beginning.
81-B	Beginning at the intersection of Foothill Boulevard and Michillinda Avenue; thence northerly along Michillinda Avenue and Michillinda Boulevard to Sierra Madre Boulevard; easterly along Sierra Madre Boulevard to the easterly boundary line of the City of Sierra Madre; northerly along said boundary line to Grand View Avenue; easterly along Grand View Avenue to Santa Anita Canyon Avenue; southerly in a direct line to the intersection of Fifth Avenue and Hillcrest Boulevard; southerly along Fifth Avenue to White Oak Avenue; westerly along White Oak Avenue and Foothill Boulevard to the point of beginning.
82-A	Beginning at the intersection of Maine Avenue and Bonita Avenue; thence northerly in a direct line to the southerly terminus of Bradbury Avenue; northerly along Bradbury Avenue and its northerly prolongation to the right of way of the Pacific Electric Railway northerly of Foothill Boulevard; easterly along said right of way to Fish Canyon Road; easterly along Fish Canyon Road to the westerly city boundary line of the City of Azusa; southerly along said boundary line to Foothill Boulevard; westerly along Foothill Boulevard to Irwindale Avenue; southerly along Irwindale Avenue to Bonita Avenue; westerly along Bonita Avenue to the point of beginning.
82-B	Beginning at the intersection of Bonita Avenue and Irwindale Avenue (Garvey Boulevard); thence northerly along Irwindale Avenue to Foothill Boulevard; easterly along Foothill Boulevard to the westerly city boundary line of the City of Azusa; northerly and easterly along said boundary line to Sierra Madre Avenue, as surveyed and proposed; easterly along Sierra Madre Avenue to the southerly prolongation of the easterly line of Section 23, T. 1 N., R. 10 W., southerly along said prolongation to Citrus Avenue; southerly along Citrus Avenue to Bonita Avenue; westerly along Bonita Avenue to the point of beginning.

82-C	Beginning at the intersection of Citrus Avenue and Bonita Avenue; thence northerly along Citrus Avenue to the southerly prolongation of the easterly line of Section 23, T. 1 N., R. 10 W., northerly along said southerly prolongation to Sierra Madre Avenue; easterly along Sierra Madre Avenue to Loraine Avenue; southerly along Loraine Avenue and its southerly prolongation to Cladstone Avenue and Sunflower Avenue; southerly along Sunflower Avenue to Bonita Avenue; westerly along Bonita Avenue to Grand Avenue; northerly along Grand Avenue to Bonita Avenue; westerly along Bonita Avenue to the point of beginning.
82-D	Beginning at the intersection of Citrus Street and Holt Avenue (Garvey Boulevard); thence northerly along Citrus Street and Citrus Avenue to Bonita Avenue; easterly along Bonita Avenue to Grand Avenue; southerly along Grand Avenue to Bonita Avenue; easterly along Bonita Avenue to Sunflower Avenue; southerly along Sunflower Avenue to the right of way of the Pacific Electric Railway Company; westerly along said right of way to its intersection with Lyman Street; southerly along Lyman Street to Puente Street; westerly along Puente Street to Range Avenue, as surveyed and proposed; southerly along Range Avenue and its southerly prolongation to Arroyo Avenue; westerly along Arroyo Avenue to Holt Avenue; westerly along Holt Avenue to the point of beginning..
82-E	Beginning at the intersection of Irwindale Avenue and Arroyo Avenue (Garvey Boulevard); thence northerly along Irwindale Avenue to San Bernardino Road; westerly along San Bernardino Road to Irwindale Avenue; northerly along Irwindale to Bonita Avenue; easterly along Bonita Avenue to Citrus Street; southerly along Citrus Street to Holt Avenue; westerly along Holt Avenue and Arroyo Avenue to the point of beginning..
82-F	Beginning at the intersection of Holt Avenue (Garvey Boulevard) and Pacific Avenue; thence northerly along Pacific Avenue to Maine Avenue; northerly along Maine Avenue to Bonita Avenue; easterly along Bonita Avenue to Irwindale Avenue; southerly along Irwindale Avenue to San Bernardino Road; easterly along San Bernardino Road to Irwindale Avenue; southerly along Irwindale Avenue to Arroyo Avenue; westerly along Arroyo Avenue, Pacific Avenue and Holt Avenue to the point of beginning.
82-G	Beginning at the intersection of Puente Avenue and Francisquito Avenue; thence northerly along Puente Avenue to Holt Avenue; easterly along Holt Avenue, Pacific Avenue and Arroyo Avenue to Azusa Avenue; southerly along Azusa Avenue to Francisquito Avenue; westerly along Francisquito Avenue to Glendora Avenue; southerly along Glendora Avenue to Francisquito Avenue; westerly along Francisquito Avenue to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 125

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 COUNTY - DELIVERY ZONES (Continued)</p>
82-E	<p>Beginning at the intersection of Azusa Avenue and Merced Avenue; thence northerly along Azusa Avenue to Arroyo Avenue; easterly along Arroyo Avenue to Holt Avenue; easterly along Holt Avenue to Arroyo Avenue; easterly along Arroyo Avenue to Oregon Avenue; southerly along Oregon Avenue to Cortez Street; westerly along Cortez Street to Baranca Street; southerly along Baranca Street to Cameron Avenue; westerly along Cameron Avenue to Citrus Avenue; southerly along Citrus Avenue to Vine Avenue; westerly along Vine Avenue to Hollenbeck Street; southerly along Hollenbeck Street to Merced Avenue; westerly along Merced Avenue to the point of beginning.</p>
83-A	<p>Beginning at the intersection of Sunflower Avenue and Cypress Avenue; thence northerly along Sunflower Avenue to Gladstone Avenue; northerly in a direct line to the intersection of Alosta Avenue and Loraine Avenue; northerly along Loraine Avenue to Foothill Boulevard; easterly and southerly along Foothill Boulevard to Amelia Avenue; southerly along Amelia Avenue to Gladstone Avenue; easterly along Gladstone Avenue to Amelia Avenue; southerly along Amelia Avenue to Bonita Avenue; easterly along Bonita Avenue to Eucla Avenue; southerly along Eucla Avenue to Cienega Avenue; westerly along Cienega Avenue to Amelia Avenue; southerly along Amelia Avenue to Cypress Avenue; westerly along Cypress Avenue to the right of way of the Pacific Electric Railway; westerly along said right of way to Sunflower Avenue; northerly along Sunflower Avenue to the point of beginning.</p>
83-B	<p>Beginning at the intersection of Covina Boulevard and Amelia Avenue; thence northerly along Amelia Avenue to Cienega Avenue; easterly along Cienega Avenue to Eucla Avenue; northerly along Eucla Avenue to Bonita Avenue; westerly along Bonita Avenue to Amelia Avenue; northerly along Amelia Avenue to Gladstone Avenue; westerly along Gladstone Avenue to Amelia Avenue; northerly along Amelia Avenue and Foothill Boulevard to the southeast corner of Section 27, T. 1 N., R. 9 W., easterly along the southerly line of Sections 27, 26 and 25 of said Township and Range to its intersection with Wheeler and La Verne Road; southerly along Wheeler and La Verne Road to Foothill Boulevard; westerly along Foothill Boulevard to Grand Avenue; southerly along Grand Avenue to the right of way of the Southern Pacific Company; westerly along said right of way to Walnut Avenue; southerly along Walnut Avenue to Covina Boulevard; westerly along Covina Boulevard to the point of beginning.</p>
84-A	<p>Beginning at the intersection of Puente Avenue and Pomona Boulevard (Valley Boulevard); thence northerly along Puente Avenue to Franciscuito Avenue; easterly along Franciscuito Avenue to Glendora Avenue; southerly along Glendora Avenue to Pomona Boulevard (Valley Boulevard); westerly along Pomona Boulevard (Valley Boulevard) to the point of beginning.</p>

84-B	Beginning at the intersection of Glendora Avenue and Sierra Vista Court; thence easterly along Sierra Vista Court to its most easterly terminus; east to Pass and Covina Road; northerly along Pass and Covina Road to Francisquito Avenue; westerly along Francisquito Avenue to Glendora Avenue; southerly along Glendora Avenue to the point of beginning.
84-C	Beginning at the intersection of Hacienda Boulevard and Los Altos Drive; thence westerly along Los Altos Drive to Turnbull Canyon Road; northerly along Turnbull Canyon Road to Pomona Boulevard; easterly along Pomona Boulevard to Stimson Avenue; southerly along Stimson Avenue to La Honda Street; westerly in a direct line to the intersection of Tetly Street and Hacienda Boulevard; southerly along Hacienda Boulevard to the point of beginning.
84-D	Beginning at the intersection of Sixth Avenue and Union Pacific Railroad right-of-way;-- thence westerly along said right-of-way to Workman Mill Road; northerly and easterly along Workman Mill Road and Second Avenue to Proctor Avenue; easterly along Proctor Avenue to Third Avenue; northerly along Third Avenue to the right of way of the Southern Pacific Company; easterly along said right of way to Turnbull Canyon Road; southerly and westerly along Turnbull Canyon Road to Orange Grove Avenue; westerly along Orange Grove Avenue to the westerly terminus thereof; northerly in a direct line to the point of beginning.
84-J	Beginning at the intersection of Anaheim and Puente Road, and a private road known as La Habra Road; thence westerly in a direct line to the intersection of La Honda Street and Stimson Avenue; northerly along Stimson Avenue to the right of way of the Union Pacific Railroad; easterly along the Union Pacific Railroad right of way to Anaheim and Puente Road; southerly and easterly along Anaheim and Puente Road to the point of beginning.
84-K	Beginning at the intersection of Sierra Vista Court and Glendora Avenue; thence easterly along Sierra Vista Court and the easterly prolongation thereof to Del Valle Street; southerly along Del Valle Street to Main Street; easterly along Main Street to the easterly terminus thereof; easterly in a direct line to a point on Pass and Covina Road 3,000 feet northerly along Pass and Covina Road from Pomona Boulevard; southerly along Pass and Covina Road to Pomona Boulevard; westerly along Pomona Boulevard to Anaheim and Puente Road; southerly along Anaheim and Puente Road to the Union Pacific Railroad Company's right of way; westerly along the Union Pacific Railroad Company's right of way to Stimson Avenue; northerly along Stimson Avenue to Pomona Boulevard; westerly along Pomona Boulevard to Glendora Avenue; northerly along Glendora Avenue to the point of beginning.

\* Change, Decision No. 46724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 126

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>*LOS ANGELES COUNTY - DELIVERY ZONES (Continued)</p>
85-A-1	<p>Beginning at the intersection of Nogales Street and La Puente Road; thence westerly along a line parallel to Pomona Boulevard to Pass and Covina Road; southerly along Pass and Covina Road to Pomona Boulevard; easterly along Pomona Boulevard to Center Street; northerly along Center Street to La Puente Road; westerly along La Puente Road to the point of beginning.</p>
85-A-2	<p>Beginning at the intersection of Graziade Road and Anaheim and Puente Road; thence westerly and northerly along Anaheim and Puente Road to Pomona Boulevard; easterly along Pomona Boulevard to Center Street; southerly along Center Street to Front Street; westerly along Front Street to Otterbein Avenue; southerly along Otterbein Avenue to Walnut Drive; easterly along Walnut Drive to Brea Canyon Cut-off Road; southerly along Brea Canyon Cut-off Road to Fifth Avenue; westerly along Fifth Avenue and Graziade Road to the point of beginning.</p>
85-B-1	<p>Beginning at the intersection of Brea Canyon Cut-off Road and Fifth Avenue; thence northerly along Brea Canyon Cut-off Road to Walnut Drive; westerly along Walnut Drive to Otterbein Avenue; northerly along Otterbein Avenue to Front Street; easterly along Front Street to Center Street; northerly along Center Street to La Puente Road; easterly along La Puente Road to Pomona Boulevard; southerly along Pomona Boulevard to Anaheim Spadra Road; southerly along Anaheim Spadra Road to Fifth Avenue; westerly along Fifth Avenue to the point of beginning.</p>
85-B-2	<p>Beginning at the intersection of Anaheim Spadra Road and Fifth Avenue; thence northerly along Anaheim Spadra Road to Pomona Boulevard; northerly along Pomona Boulevard to La Puente Road; southerly in a direct line to the intersection of the Union Pacific Railroad right-of-way with the northerly line of Section 9, T. 2 S., R. 9 W., easterly along said northerly line and its easterly prolongation to Brea Canyon Road; southerly along Brea Canyon Road to Fifth Avenue; westerly along Fifth Avenue to the point of beginning.</p>
85-C-1	<p>Beginning at the intersection of Pomona Boulevard and San Jose Hills Road; thence northerly along San Jose Hills Road to Temple Avenue; easterly along Temple Avenue to Covina and Spadra Road; easterly along Covina and Spadra Road to the ranch line between Rancho San Jose and Rancho La Fuente; northerly along said ranch line to Arroyo Avenue; easterly along Arroyo Avenue to Holt Avenue; easterly and southerly along Holt Avenue to San Jose Creek; southerly along San Jose Creek to Collins Street; easterly along Collins Street to Pomona Boulevard; southerly along Pomona Boulevard to the point of beginning.</p>

85-C-2	Beginning at the intersection of La Fuente Road and Pomona Boulevard; thence northerly along Pomona Boulevard to Collins Street; westerly along Collins Street to San Jose Creek; northerly along San Jose Creek to Holt Avenue; southerly along Holt Avenue and Pomona and Covina Road to Pomona Boulevard; easterly along Pomona Boulevard to North Roselawn Avenue; southerly along North Roselawn Avenue to Brea Canyon Road; southerly along Brea Canyon Road to the easterly prolongation of the northerly line of Section 9, T. 2 S., R. 9 W., westerly along said prolongation and said line to the Union Pacific Railroad right-of-way; northerly in a direct line to the point of beginning.
86-A	Beginning at the intersection of the right of way of the Southern Pacific Company with Grand Avenue; thence northerly along Grand Avenue to Foothill Boulevard; easterly along Foothill Boulevard to Wheeler and La Verne Road; northerly along Wheeler and La Verne Road to Base Line Road; easterly along Base Line Road to Live Oak Canyon Road; westerly along Live Oak Canyon Road to College Way; westerly along College Way to Carey Avenue; southerly along Carey Avenue to Cucamonga Avenue (Arrow Highway); westerly along Cucamonga Avenue (Arrow Highway) to La Verne Avenue; westerly along La Verne Avenue, Pomona Avenue and Palomares Avenue to "E" Street; southerly along "E" Street to Walnut Avenue; westerly along Walnut Avenue to Tonner Avenue; northerly along Tonner Avenue to the southerly boundary line of the City of La Verne; westerly along said boundary line to the right of way of the Southern Pacific Company; westerly along said right of way to the point of beginning.
86-B	Beginning at the intersection of Oxford Street and Base Line Road; thence northerly along Oxford Street to Miramar Avenue; easterly along Miramar Avenue to Mills Avenue; northerly along Mills Avenue to Pomello Drive; easterly along Pomello Drive and its easterly prolongation to the easterly boundary line of the County of Los Angeles; southerly along said boundary line to Base Line Road; westerly along Base Line Road to the point of beginning.
86-C	Beginning at the intersection of Mills Avenue and the westerly boundary line of San Bernardino County; northerly along Mills Avenue to Cucamonga Avenue (Arrow Highway); westerly along Cucamonga Avenue (Arrow Highway) to Carey Avenue; northerly along Carey Avenue, College Way and Live Oak Canyon Road to Base Line Road; easterly along Base Line Road to the county boundary line aforementioned; southerly along said boundary line to the point of beginning.
86-D	Beginning at the intersection of Mills Avenue and Holt Avenue; thence westerly along Holt Avenue to San Antonio Avenue; northerly along San Antonio Avenue to Cucamonga Avenue; easterly along Cucamonga Avenue to Mills Avenue; southerly along Mills Avenue to the point of beginning.

\* Change Decision No. 49724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 127

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) *LOS ANGELES COUNTY - DELIVERY ZONES (Concluded)
86-2	Beginning at the intersection of the northerly boundary line of San Bernardino County with Garey Avenue Extension; thence northerly along Garey Avenue Extension to Garey Avenue; northerly along Garey Avenue to Holt Avenue; easterly along Holt Avenue to the boundary line aforementioned; southerly and westerly along said boundary line to the point of beginning.
86-F	Beginning at the intersection of Garey Avenue and the southerly city boundary line of the City of Pomona; thence westerly and northerly along said boundary line to Holt Avenue; easterly along Holt Avenue to Garey Avenue; southerly along Garey Avenue to the point of beginning.
86-G	Beginning at the intersection of Walnut Avenue and the westerly city boundary line of the City of Pomona; thence westerly along Walnut Avenue to "E" Street; northerly along "E" Street to Palomares Avenue; easterly along Palomares Avenue to Pomona Avenue; southerly along Pomona Avenue and La Verne Avenue to Cucamonga Avenue (Arrow Highway); easterly along Cucamonga Avenue (Arrow Highway) to San Antonio Avenue; southerly along San Antonio Avenue to Holt Avenue; westerly along Holt Avenue to the aforementioned westerly boundary line; northerly along said boundary line to Orange Grove Avenue; westerly along Orange Grove Avenue to Dudley Street; northerly along Dudley Street to Murchison Avenue; easterly along Murchison Avenue to the aforementioned boundary line; northerly along said boundary line to the point of beginning.
86-H	Beginning at the intersection of Elwood Avenue and Dudley Street; thence southerly along Dudley Street to Orange Grove Avenue; easterly along Orange Grove Avenue to the westerly boundary line of the City of Pomona; southerly along said boundary line to Brea Canyon Road; westerly along Brea Canyon Road to the southerly prolongation of North Roselawn Avenue; northerly along said prolongation to Pomona Boulevard; westerly along Pomona Boulevard to Pomona and Covina Road; northerly along Pomona and Covina Road and along Holt Avenue to Elwood Avenue; easterly along Elwood Avenue to the point of beginning.
	* Change, Decision No. 40724
	EFFECTIVE NOVEMBER 1, 1947
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.
	Correction No. 128

Area No.	SECTION NO. 3--RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF--TERRITORIAL (Continued) (1) LOS ANGELES COUNTY--PRODUCTION AREAS
*A	Beginning at the intersection of Stonehurst Avenue and Tujunga Avenue; thence southerly on Tujunga Avenue to Sheldon Street; southerly on Sheldon Street to Remsen Avenue; westerly on Remsen Avenue to Wentworth Street; westerly 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; westerly on Stonehurst Avenue to the point of beginning.
*B	Beginning at the intersection of Foothill Boulevard and Wheatland Avenue; thence southerly on Wheatland Avenue to McBroom Street; westerly 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; northerly on Sunland Boulevard to Foothill Boulevard; westerly on Foothill Boulevard to the point of beginning.
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.
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.
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 the 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.
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 boundary line of Los Angeles County; southerly along said boundary line to the 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.

* Change	)	
(1) Areas C and D eliminated	)	Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 129

Area No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>(1) LOS ANGELES COUNTY - PRODUCTION AREAS (Continued)</p>
*K	<p>Beginning at the intersection of the westerly boundary line of the City of Alhambra and 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; southerly 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; easterly along a direct line to the intersection of Ladrillo Avenue and Coyote Pass Road; northerly on Coyote Pass Road to its intersection with the southerly prolongation of the westerly boundary line of the City of Alhambra; northerly along said prolongation and boundary line to the point of beginning.</p>
L	<p>Beginning at the intersection of Arroyo Drive and Mesa Drive; thence northerly on Mesa Drive to La Merced Road; westerly on La Merced Road to Graves Avenue; westerly on Graves Avenue to Garfield Avenue; southerly on Garfield Avenue to Third Street; easterly on Third Street to Wilcox Avenue; southerly on Wilcox Avenue to Lincoln Avenue; easterly on Lincoln Avenue to San Gabriel Boulevard; northerly on San Gabriel Boulevard to Arroyo Drive; westerly on Arroyo Drive to the point of beginning.</p>
*M	<p>Beginning at a point on Redondo and Wilmington Boulevard 1,000 feet easterly of Narbonne Avenue; thence westerly on Redondo and Wilmington Boulevard to Newton Street; westerly on Newton Street to Hawthorne Avenue; southerly and westerly on Hawthorne Avenue to the southerly boundary line of the City of Torrance; southerly along said boundary line and the southerly prolongation thereof to its intersection with a line 1,000 feet easterly of and parallel to Narbonne Avenue; northerly along said parallel line to the point of beginning.</p>
*P	<p>Beginning at the intersection of Alameda and "O" Streets in Wilmington; thence northerly along Alameda to its intersection with "Q" Street; westerly along "Q" Street to its intersection with Gamble Avenue; southerly on Gamble Avenue and the southerly prolongation thereof to its intersection with the westerly prolongation of "O" Street; easterly along said prolongation and along "O" Street to the point of beginning.</p>

(2)Q

Beginning at the intersection of Hollywood Boulevard and Courtney Avenue; thence northerly along a direct line to intersection of Nichols Canyon Road and Astral Drive; westerly along a direct line to the intersection of Nichols Canyon Road and Jalmia Drive; westerly along a direct line to the intersection of Lookout Mountain Avenue and Wonderland Park Avenue; southerly along Lookout Mountain Avenue to Oakstone Way; southerly on Oakstone Way to Sunset Plaza Drive; southerly along Sunset Plaza Drive to Sunset Boulevard; easterly along Sunset Boulevard to Laurel Canyon Boulevard; northerly along Laurel Canyon Boulevard to Hollywood Boulevard; easterly along Hollywood Boulevard to the point of beginning.

\*Change  
(1)Areas I and J eliminated ) Decision No. 40724  
(2)Addition )

EFFECTIVE NOVEMBER 1, 1947

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San Francisco, California.

Correction No. 130

Fifth Revised Page .... 21-C

Cancels

Fourth Revised Page ... 21-G

CITY CARRIERS' TARIFF NO. 6

HIGHWAY CARRIERS' TARIFF NO. 7

Area No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>(1) LOS ANGELES COUNTY - PRODUCTION AREAS (Concluded)</p>
* R	<p>Beginning at the intersection of Coldwater Canyon Drive and Cherokee Road; thence easterly along a direct line to the intersection of Alto Cedro Drive and Hazen Drive; northerly along Hazen Drive and Briarcrest Lane to Mulholland Drive; westerly along Mulholland Drive to Franklin Canyon Drive; southerly along Franklin Canyon Drive to Lake Drive; easterly along a direct line to the point of beginning.</p>
*S	<p>Beginning at the intersection of the railroad of The Atchison, Topeka &amp; Santa Fe Railway Company's San Diego line with a line parallel to and 1,000 feet easterly of Indiana Street; thence westerly on said railroad to Soto Street; northerly on Soto Street to 8th Street; westerly on 8th Street and its westerly 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; easterly on Los Angeles River to the southerly prolongation of a line parallel to and 1,000 feet easterly of Indiana Street; 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 the intersection of South Palos Verdes Drive and La Costa; thence along an imaginary line north for one and one half miles; along an imaginary line west for one and one half miles; along an imaginary line south to its intersection with South Palos Verdes Drive; easterly along South Palos Verdes Drive 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; easterly on the easterly prolongation of 212th Street to its intersection with the southerly prolongation of North Oak Avenue; northerly along said prolongation to the point of beginning.</p>

(2)Z

Beginning at the intersection of Nichols Canyon Road and Astral Drive; thence northerly along a direct line to the intersection of Del Zuro Drive and La Cuesta; northerly along a direct line to the intersection of Mulholland Drive and Woodrow Wilson Drive; westerly along a direct line to the intersection of Mulholland Drive and Upper Fryman Road; southerly along a direct line to the intersection of Skyline Drive and Greenvalley Road; easterly along a direct line to the intersection of Lookout Mountain Avenue and Wonderland Park Avenue; easterly along a direct line to the intersection of Nichols Canyon Road and Jalmia Drive; easterly along a direct line to the point of beginning.

\*Change

(1)Areas O and Y eliminated) Decision No. 4072A

(2)Addition

For Area F, formerly shown on this page, see Third. Revised Page No. 21-F.

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Correction No. 131

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * VENTURA COUNTY - DELIVERY ZONES
10	A strip of land 2,000 feet in width, lying 1,000 feet on each side of the following described center line, excluding any area within Ventura County Delivery Zone No. 12: Beginning at the intersection of Maricopa Road and Matilija Road; thence westerly along Matilija Road to Matilija Dam.
11	A strip of land 2,000 feet in width, lying 1,000 feet on each side of the following described center line, excluding any area within Ventura County Delivery Zone No. 10: Beginning at the intersection of Maricopa Road and Matilija Road; thence northerly along Maricopa Road a distance of 2½ miles.
12	A strip of land ½ mile in width, lying ¼ mile on each side of the following described center line: Beginning at the intersection of Maricopa Road and Fairview Road; thence northerly along Maricopa Road to Matilija Road.
13	Beginning at the intersection of Foothill Road and Fairview Road; thence southerly along Foothill Road to Ojai Avenue (State Route 151); westerly along Ojai Avenue (State Route 151), Ventura Avenue and Baldwin Road to the Ventura River; northerly along said river to its intersection with the westerly prolongation of Fairview Road; easterly along said prolongation and Fairview Road to the point of beginning.
14	Beginning at the intersection of Ventura Avenue and Hermosa Avenue; thence westerly along Ventura Avenue and Baldwin Road to the Ventura River; southerly along said river to a point west of the intersection of Ventura Avenue and Old Creek Road; east along a direct line to its intersection with a line ½ mile easterly of and parallel to Old Creek Road and San Antonio Creek; northerly along said parallel line to its intersection with the easterly prolongation of Hermosa Road; westerly along said prolongation and Hermosa Road to the point of beginning.
15	Beginning at the intersection of Baldwin Road and the Ventura River; thence westerly along Baldwin Road to a line ½ mile northerly of and parallel to Upper Santa Ana Road; westerly along said parallel line to a point ½ mile north of the westerly end of Upper Santa Ana Road; south to Upper Santa Ana Road; southerly along a direct line to the westerly end of Dunshee Road; easterly along a direct line to the westerly end of Peirano Road; easterly along a direct line to the intersection of Santa Ana Road and Santa Ana Boulevard; easterly along Santa Ana Boulevard to the Ventura River; northerly along said river to the point of beginning.
16	Beginning at the intersection of the Ventura River and Santa Ana Boulevard; thence westerly along Santa Ana Boulevard to Santa Ana Road; westerly along a direct line to the intersection of Baldwin Road and Peirano Road; southerly along Baldwin Road to Casitas Pass Road; easterly along Casitas Pass Road to the Ventura River; northerly along said river to the point of beginning.

17	Beginning at a point $\frac{1}{4}$ mile east of the intersection of Old Creek Road and Ventura Avenue; thence west along a direct line to the Ventura River; southerly along said river to Casitas Pass Road; easterly along Casitas Pass Road to Ventura Avenue; east to a line $\frac{1}{4}$ mile easterly of and parallel to Ventura Avenue; northerly along said parallel line to the point of beginning.
18	Beginning at a point $\frac{1}{4}$ mile east of the intersection of Ventura Avenue and Casitas Pass Road; thence west to said intersection; westerly along Casitas Pass Road to the Ventura River; southerly along said river to a point due west of the intersection of Ventura Avenue and School Canyon Road; east to a line $\frac{1}{4}$ mile easterly of and parallel to Ventura Avenue; northerly along said parallel line to the point of beginning.
19	Beginning at a point $\frac{1}{4}$ mile east of the intersection of Ventura Avenue and School Canyon Road; thence west to the Ventura River; southerly along said river to its intersection with the westerly prolongation of Ramona Street; easterly along said prolongation and Ramona Street to a line $\frac{1}{4}$ mile easterly of and parallel to Ventura Avenue; northerly along said parallel line to the point of beginning.
20	Beginning at the intersection of the westerly boundary line of the City of Ventura and Highway U.S. 101; thence westerly along Highway U.S. 101 to the right-of-way of the Southern Pacific Company; south to the shore line of the Pacific Ocean; easterly along said shore line to the westerly boundary line of the City of Ventura; northerly along said boundary line to the point of beginning.
21	Beginning at the intersection of Padre Juan Canyon and the shore line of the Pacific Ocean; thence easterly along said shore line to a point south of the intersection of the right-of-way of the Southern Pacific Company and Highway U.S. 101; north to a line $\frac{1}{4}$ mile northerly of and parallel to Highway U.S. 101; westerly along said parallel line to its intersection with Padre Juan Canyon; southerly along Padre Juan Canyon to the point of beginning.
22	Beginning at the intersection of the shore line of the Pacific Ocean and Padre Juan Canyon; thence northerly along Padre Juan Canyon to a line $\frac{1}{4}$ mile northerly of and parallel to Highway U.S. 101; westerly along said parallel line to its intersection with the northerly prolongation of General Petroleum Pier (Long Pier); southerly along said prolongation and General Petroleum Pier (Long Pier) to the shore line of the Pacific Ocean; easterly along said shore line to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, Correction No. 145 San Francisco, California.	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * VENTURA COUNTY - DELIVERY ZONES (Continued)
23	Beginning at the intersection of General Petroleum Pier (Long Pier) and the shore line of the Pacific Ocean; thence northerly along General Petroleum Pier (Long Pier) and the northerly prolongation thereof to a line $\frac{1}{4}$ mile northerly of and parallel to Highway U.S. 101; westerly along said parallel line to its intersection with the Ventura-Santa Barbara County Line; southerly along said county line to its intersection with the shore line of the Pacific Ocean; easterly along said shore line to the point of beginning.
24	Beginning at the intersection of Gridley Road and Valley View Road (in the vicinity of Ojai); thence westerly along Valley View Road to Foothill Road; southerly along Foothill Road to its intersection with the westerly prolongation of Grand Avenue; easterly along said prolongation and Grand Avenue to Gridley Road; northerly along Gridley Road to the point of beginning.
25	Beginning at the intersection of Gridley Road and Grand Avenue; thence westerly along Grand Avenue and the westerly prolongation thereof to Foothill Road; southerly along Foothill Road to Ojai Avenue (State Route 151); westerly along Ojai Avenue (State Route 151) and Ventura Avenue to Hermosa Avenue; southerly along Hermosa Avenue to Creek Road; easterly along the Creek Road to Ventura Street in Ojai; easterly along a direct line to its intersection with the southerly end of Gridley Road; northerly along Gridley Road to the point of beginning.
26-A	Beginning at the intersection of McNeill Road and Thatcher Road; thence westerly along Thatcher Road to Carne Road; westerly along a direct line to the intersection of Gridley Road and Valley View Road; southerly along Gridley Road to the southerly end thereof; southerly along a direct line to its intersection with the southerly end of Boardman Road; easterly along a direct line to the intersection of Ojai Avenue and Reeves Road; easterly along Reeves Road to McNeill Road; northerly along McNeill Road to the point of beginning.
26-B	Beginning at the intersection of McAndrew Road and Thatcher Road; thence westerly along Thatcher Road to McNeill Road; southerly along McNeill Road to Reeves Road; easterly along Reeves Road to a point 1 mile easterly of McAndrew Road; northerly along a direct line to the point of beginning.
27	A strip of land 1200 feet in width, lying 600 feet on each side of the following described center line: Beginning at the intersection of Reeves Road and State Route 151; thence easterly along State Route 151 to Sulphur Mountain Road.

28	A strip of land 1200 feet in width, lying 600 feet on each side of the following described center line: Beginning at the intersection of State Route 151 and Sulphur Mountain Road; thence easterly along State Route 151 to Koenigstein Road.
29	A strip of land 400 feet in width, lying 200 feet on each side of the following described center line: Beginning at the intersection of State Route 151 and Koenigstein Road; thence easterly along State Route 151 to Mupu Road.
30	A strip of land 1 mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line: Beginning at the intersection of State Route 151 and Mupu Road; thence southerly along State Route 151 to the northerly boundary line of the City of Santa Paula.
31-A	Beginning at the intersection of Main Street and the westerly boundary line of the City of Ventura; thence northerly along a direct line to the intersection of the Ventura River and the westerly prolongation of Ramona Street; easterly along said prolongation, Ramona Street and the northerly boundary line of the City of Ventura to Hall Canyon Road; southerly along Hall Canyon Road to its intersection with the easterly prolongation of Foster Avenue; westerly along said prolongation and Foster Avenue to Pacific Avenue; southerly along Pacific Avenue to Poli Street; westerly along Poli Street to the westerly end thereof; south along a direct line to Main Street; westerly along Main Street to the point of beginning.
31-B	Beginning at the intersection of Brent Street and Poli Street; thence easterly along Poli Street to Hospital Road; northerly along Hospital Road, the northerly prolongation thereof and Hall Canyon Road to its intersection with the easterly prolongation of Foster Avenue; westerly along said prolongation and Foster Avenue to Pacific Avenue; southerly along Pacific Avenue to Poli Street; westerly along Poli Street to the westerly end thereof; south along a direct line to Main Street; westerly along Main Street to the westerly boundary line of the City of Ventura; southerly along said boundary line to the shore line of the Pacific Ocean; easterly along said shore line to its intersection with the southerly prolongation of San Juan Road; northerly along said prolongation and San Juan Road to the right-of-way of the Southern Pacific Company; easterly along said right-of-way to the easterly boundary line of the City of Ventura; northerly along said boundary line to Brent Street; northerly along Brent Street to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 146	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* VENTURA COUNTY - DELIVERY ZONES (Continued)</p>
32	<p>Beginning at the intersection of Seaward Avenue and the right-of-way of the Southern Pacific Company; thence westerly along said right-of-way to San Juan Road; southerly along San Juan Road and the southerly prolongation thereof to the shore line of the Pacific Ocean; southerly along said shore line to the Santa Clara River; easterly along said river to its intersection with the southerly prolongation of Ocean Drive; northerly along said prolongation, Ocean Drive and Buena Vista Avenue to Seaward Avenue; northerly along Seaward Avenue to the point of beginning.</p>
33	<p>Beginning at the intersection of the right-of-way of the Southern Pacific Company and Seaward Avenue; thence easterly along said right-of-way to Charles Jones Road; southerly along the southerly prolongation of Charles Jones Road to the Santa Clara River; westerly along said river to its intersection with the southerly prolongation of Ocean Drive; northerly along said prolongation, Ocean Drive, and Buena Vista Drive to Seaward Avenue; northerly along Seaward Avenue to the point of beginning.</p>
34	<p>Beginning at the intersection of the right-of-way of the Southern Pacific Company and Charles Jones Road; thence northerly along Charles Jones Road to Highway U.S. 101; northerly along a direct line to the intersection of Day Road and Telegraph Road; northerly along Day Road and the northerly prolongation thereof to a line <math>\frac{1}{4}</math> mile northerly of and parallel to Foothill Road; westerly along said parallel line to its intersection with the northerly prolongation of Hospital Road; southerly along said prolongation and Hospital Road to Poli Street; westerly along Poli Street to Brent Street; southerly along Brent Street to the easterly boundary line of the City of Ventura; southerly along said boundary line to the right-of-way of the Southern Pacific Company; easterly along said right-of-way to the point of beginning.</p>
35	<p>Beginning at the intersection of Upper Foothill Road and Day Road; thence southerly along Day Road to Telegraph Road; southerly along a direct line to the intersection of Highway U.S. 101 and Charles Jones Road; southerly along Charles Jones Road and the southerly prolongation thereof to the Santa Clara River; easterly along said river to Highway U. S. 101; easterly along Highway U.S. 101 to Santa Clara Avenue; northerly along Santa Clara Avenue to Central Avenue; westerly along Central Avenue to Vineyard Avenue; westerly along a direct line to the intersection of Bristol Road and Telephone Road; westerly along Telephone Road to South Kimball Road; northerly along South Kimball Road to Telegraph Road; westerly along Telegraph Road to Corbett Road; northerly along Corbett Road and the northerly prolongation thereof to a line <math>\frac{1}{4}</math> mile northerly of and parallel to Upper Foothill Road; westerly along said parallel line to its intersection with the northerly prolongation of Day Road; southerly along said prlongation to the point of beginning.</p>

36

Beginning at the intersection of Foothill Road and Corbett Road; thence southerly along Corbett Road to Telegraph Road; easterly along Telegraph Road to South Kimball Road; southerly along South Kimball Road to Telephone Road; easterly along Telephone Road to Bristol Road; easterly along a direct line to the intersection of Vineyard Avenue and Central Avenue; easterly along Central Avenue to Santa Clara Avenue; northerly along Santa Clara Avenue and Los Angeles Avenue to La Vista Avenue; northerly along La Vista Avenue to Center Road; northerly in a direct line to the intersection of Telegraph Road and Olive Road; northerly along Olive Road and the northerly prolongation thereof to a line  $\frac{1}{4}$  mile northerly of and parallel to Foothill Road; westerly along said parallel line to its intersection with the northerly prolongation of Corbett Road; southerly along said prolongation to the point of beginning.

37

Beginning at the intersection of Peck Road and Foothill Road; thence westerly along Foothill Road to Olive Road; southerly along Olive Road and the southerly prolongation thereof to the Santa Clara River; easterly along said river to its intersection with the southerly prolongation of Peck Road; northerly along said prolongation and Peck Road to the point of beginning.

38-A

Beginning at the intersection of Willard Road and Telegraph Road; thence westerly on Telegraph Road to Orcutt Road; northerly and westerly along Orcutt Road to the westerly end thereof; westerly along a straight line to an angle point in the easterly boundary line of the City of Santa Paula; northerly and westerly along said boundary line to Peck Road; southerly along Peck Road and the southerly prolongation thereof to the Santa Clara River; easterly along said river to the southerly prolongation of Willard Road; northerly along said prolongation and Willard Road to the point of beginning.

38-B

Beginning at the intersection of the Santa Clara River and the southerly prolongation of Atmore Road; thence northerly along said prolongation and Atmore Road to Telegraph Road; northerly along a direct line to a point on Sycamore Road east of the northerly end of Hall Road; west to the northerly end of Hall Road; westerly along a direct line to the northerly end of Orcutt Road; southerly along Orcutt Road to Telegraph Road; easterly along Telegraph Road to Willard Road; southerly along Willard Road and the southerly prolongation thereof to its intersection with the Santa Clara River; easterly along said river to the point of beginning.

\* Change, Decision No. 40724

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Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * VENTURA COUNTY - DELIVERY ZONES (Continued)
38-C	Beginning at the intersection of South Mountain Road and the westerly boundary line of the City of Bardsdale; thence northerly along said boundary line to Pyle Road; northerly along Pyle Road and the northerly prolongation thereof to its intersection with the Santa Clara River; westerly along said river to its intersection with the southerly prolongation of Willard Road; south to South Mountain Road; easterly along South Mountain Road to the point of beginning.
39-A	Beginning at the intersection of Sycamore Road and Muir Street (in the vicinity of Fillmore); thence easterly along Muir Street and the easterly prolongation thereof to Sespe Creek; northerly along Sespe Creek to its intersection with the northerly boundary line of Tract No. 2, Rancho Sespe; southerly and westerly along said boundary line to its intersection with Sycamore Road; southerly along Sycamore Road to the point of beginning.
39-B	Beginning at the intersection of Telegraph Road and the easterly boundary line of the City of Fillmore; thence northerly and westerly along said boundary line to Goodenough Road; west to Sespe Creek; southerly along Sespe Creek to its intersection with the easterly prolongation of Muir Street; westerly along Muir Street to Sycamore Road; southerly along Sycamore Road to Young Road; westerly along Young Road to the westerly end thereof; southerly along a direct line to a point on Sycamore Road east of the northerly end of Hall Road; southerly along a direct line to the intersection of Telegraph Road and Atmore Road; southerly along Atmore Road and the southerly prolongation thereof to its intersection with the Santa Clara River; easterly along said river to its intersection with the southerly prolongation of the easterly boundary line of the City of Fillmore; northerly along said prolongation and said boundary line to the point of beginning.
39-C	Beginning at the intersection of the Santa Clara River and the southerly prolongation of the easterly boundary line of the City of Fillmore; thence westerly along the Santa Clara River to its intersection with the northerly prolongation of Pyle Road; southerly along said prolongation and Pyle Road to its intersection with the westerly boundary line of the City of Bardsdale; southerly and easterly along said boundary line to its intersection with Grimes Canyon Road (State Route 155); northerly along Grimes Canyon Road (State Route 155) to Gilbertson Road; easterly along Gilbertson Road to a point south of the point of beginning; north to the point of beginning.
39-D	Beginning at the intersection of Cavin Road and Telegraph Road; thence westerly along Telegraph Road to the easterly boundary line of the City of Fillmore; southerly along said boundary line and the southerly prolongation thereof to the Santa Clara River; south to Gilbertson Road; easterly along Gilbertson Road to Cavin Road; northerly along Cavin Road to the point of beginning.

40-A	Beginning at the intersection of Torrey Road and Telegraph Road; thence northerly along Torrey Road to a point $\frac{1}{4}$ mile northerly of Telegraph Road; west along a direct line to its intersection with the northerly prolongation of Cavin Road; southerly along said prolongation and Cavin Road to Gilbertson Road; easterly along Gilbertson Road to Torrey Road; northerly along Torrey Road to the point of beginning.
40-B	Beginning at the intersection of Main Street and Palm Street (in the vicinity of Piru); thence west to a point north of the westerly end of Center Street; south to the westerly end of Center Street; southerly along a direct line to a point on Torrey Road $\frac{1}{4}$ mile northerly on Telegraph Road; southerly along Torrey Road to the Santa Clara River; easterly along said river to a point south of the Camules Station of the Southern Pacific Company; north to a line $\frac{1}{4}$ mile northerly of and parallel to the right-of-way of the Southern Pacific Company. westerly along said parallel line to its intersection with Main Street; northerly along Main Street to the point of beginning.
40-C	Beginning at the intersection of the Santa Clara River and the easterly boundary line of Ventura County; northerly along said boundary line to its intersection with Telegraph Road; westerly along Telegraph Road to a point south of Camules Station of the Southern Pacific Company; south to the Santa Clara River; easterly along said river to the point of beginning.
41-A	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{4}$ mile on each side of the following described center line, excluding any area within Ventura County Delivery Zone 40-B: Beginning at the intersection of Piru Canyon Road and Main Street; thence northerly along Piru Canyon Road a distance of 3 miles.
41-B	A strip of land $\frac{1}{4}$ mile in width, lying $\frac{1}{4}$ mile on each side of the following described center line: Beginning at a point on Piru Canyon Road, 3 miles northerly of the intersection of Piru Canyon Road and Main Street; thence northerly along Piru Canyon Road a distance of $1\frac{1}{4}$ miles.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 148	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * VENTURA COUNTY - DELIVERY ZONES (Continued)
42	Beginning at the intersection of Los Angeles Avenue and Aggen Road; thence northerly along Aggen Road to Berylwood Road; westerly along Berylwood Road and La Loma Avenue to La Vista Avenue; southerly along La Vista Avenue to Los Angeles Avenue; easterly along Los Angeles Avenue to the point of beginning.
43	Beginning at the Intersection of Los Angeles Avenue and Donlon Road; northerly along Donlon Road to the northerly end thereof; westerly along a direct line to the intersection of Bradley Road and Berylwood Road; westerly along Berylwood Road to Aggen Road; southerly along Aggen Road to Los Angeles Avenue; southerly along a direct line to the intersection of Las Posas Road and Somis Road; easterly along Somis Road to Los Angeles Avenue; easterly along Los Angeles Avenue to the point of beginning.
44	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line, excluding any area within Ventura County Delivery Zone No. 43: Beginning at the intersection of Bradley Road and Berylwood Road; thence northerly along Bradley Road to Balcom Canyon Road.
45	A strip of land 200 feet in width, lying 100 feet on each side of the following described center line: Beginning at the intersection of Balcom Canyon Road and South Mountain Road; thence southerly along Balcom Canyon Road to a point $\frac{1}{2}$ mile northerly of Bradley Road.
46	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line, excluding any area within Ventura County Delivery Zone No. 47: Beginning at the intersection of Balcom Canyon Road and Bradley Road; thence easterly and southerly along Balcom Canyon Road to Stockton Road.
47	Beginning at the intersection of Los Angeles Avenue and Balcom Canyon Road; thence northerly along Balcom Canyon Road to Stockton Road; westerly along a direct line to the northerly end of Donlon Road; southerly along Donlon Road to Los Angeles Avenue; easterly along Los Angeles Avenue to the point of beginning.

48-A	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line, excluding any area within Ventura County Delivery Zones Nos. 46 and 50: Beginning at the intersection of Stockton Road and Balcom Canyon Road; thence northerly, easterly and southerly along along Stockton Road and Broadway Street to Schekell Road.
48-B	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line: Beginning at the intersection of Grimes Canyon Road and Broadway Street; thence southerly along Grimes Canyon Road to a point $\frac{1}{2}$ mile northerly of Los Angeles Avenue.
48-C	Beginning at the intersection of Los Angeles Avenue and Hitch Boulevard; thence northerly along the northerly prolongation of Hitch Boulevard to a line $\frac{1}{2}$ mile northerly of and parallel to Los Angeles Avenue; westerly along said parallel line to Balcom Canyon Road; southerly along Balcom Canyon Road and the southerly prolongation thereof to a line $\frac{1}{2}$ mile southerly of and parallel to Los Angeles Avenue; easterly along said parallel line to its intersection with the southerly prolongation of Grimes Canyon Road; southerly along a direct line to the southwesterly corner of Moorpark Home Acres Subdivision; easterly along the boundary line of said subdivision to the easterly boundary line thereof; northerly along the easterly boundary line of said subdivision and the northerly prolongation thereof to its intersection with Los Angeles Avenue; westerly along Los Angeles Avenue to the point of beginning.
49	A strip of land 200 feet in width, lying 100 feet on each side of the following described center line, excluding any area within Ventura County Delivery Zone No. 50: Beginning at the intersection of Grimes Canyon Road and the southerly boundary line of the City of Bardsdale; thence southerly along Grimes Canyon Road to Schekell Road.
50	Beginning at the intersection of Happy Camp Road and Broadway Street; thence northerly along Happy Camp Road to the northerly end thereof; westerly along a direct line to the intersection of Grimes Canyon Road and Schekell Road; westerly and southerly on Schekell Road to Broadway Street; easterly on Broadway Street to the point of beginning.
* Change, Decision No. 4672A	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 149	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * VENTURA COUNTY - DELIVERY ZONES (Continued)
51-A	Beginning at the intersection of Los Angeles Avenue and Spring Street (in Moorpark); thence northerly along Spring Street and its northerly prolongation to its intersection with the southerly boundary line of Vallette Tract; easterly along the southerly boundary of said tract to the easterly boundary thereof; northerly along the easterly boundary of Vallette Tract to the northeast corner thereof; westerly along a direct line to the intersection of Broadway Street and Happy Camp Road; westerly along Broadway Street to its intersection with a line $\frac{1}{2}$ mile easterly of and parallel to Grimes Canyon Road; southerly along said parallel line to its intersection with Los Angeles Avenue; easterly along Los Angeles Avenue to Spring Street; northerly along Spring Street to the point of beginning.
51-B	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line: Beginning at the intersection of Los Angeles Avenue and Spring Street; thence easterly along Los Angeles Avenue to the right-of-way of the Southern Pacific Company.
51-C	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line, excluding any area within Ventura County Delivery Zones Nos. 52 and 56: Beginning at the intersection of Los Angeles Avenue and the right-of-way of the Southern Pacific Company (easterly of Moorpark); thence easterly along Los Angeles Avenue to its intersection with the northerly prolongation of Kujawsky Road.
52	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line: Beginning at the intersection of Tierra Rejada Road and Los Angeles Avenue; thence westerly along Tierra Rejada Road to a point $\frac{3}{4}$ mile easterly of the intersection of Tierra Rejada Road and Moorpark Road.
53-A	Beginning at the intersection of Spring Street, Los Angeles Avenue and Moorpark Road; thence westerly along Los Angeles Avenue to its intersection with a line $\frac{3}{4}$ mile westerly of and parallel to Moorpark Road, southerly along said parallel line to the westerly prolongation of Read Road; easterly along said prolongation and Read Road to the easterly end thereof; northerly along a direct line through a point on Tierra Rejada Road $\frac{3}{4}$ mile easterly of the intersection of Tierra Rejada Road and Moorpark Road to its intersection with a line $\frac{3}{4}$ mile northerly of and parallel to Tierra Rejada Road and Moorpark Road; westerly and northerly along said parallel line to its intersection with a line $\frac{1}{2}$ mile southerly of and parallel to Los Angeles Avenue; easterly along said last mentioned parallel line to Spring Street; southerly along Spring Street to the point of beginning.

53-B	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line: Beginning at the intersection of Moorpark Road and the westerly prolongation of Read Road; thence southerly along Moorpark Road to Olsen Road.
54	A strip of land 2 miles in width, lying 1 mile on each side of the following described center line: Beginning at the intersection of Moorpark Road and Olson Road; thence southerly along Moorpark Road to a point 1 mile northerly of Highway U.S. 101.
56	Beginning at the intersection of Sycamore Drive and Avenida Simi; thence westerly along the westerly prolongation of Avenida Simi to its intersection with the northerly prolongation of Kujawsky Road; southerly along said prlongation and Kujawsky Road to the southerly end thereof; easterly along a direct line to the westerly end of Fitzgerald Road; easterly along Fitzgerald Road to Appleton Road; northerly along Appleton Road to Royal Avenue; northerly along a direct line to the southerly end of Sycamore Drive; northerly along Sycamore Drive to the point of beginning.
57	Beginning at the northeasterly corner of Kadota Fig Farms Subdivision; thence westerly along the northerly boundary of said Subdivision to a point north of the easterly end of Walnut Avenue; south to the easterly end of Walnut Avenue; westerly and southerly along Walnut Avenue to Township Avenue; westerly and southerly along Township Avenue to Avenida Simi; westerly on Avenida Simi to Sycamore Drive; southerly on Sycamore Drive to Alamo Street; easterly along Alamo Street and its easterly prolongation to its intersection with the northerly prolongation of Sterns Street; northerly along a direct line to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 150	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)  * VENTURA COUNTY - DELIVERY ZONES (Continued)
58-A	Beginning at the intersection of the northerly prolongation of Sterns Street and the easterly prolongation of Alamo Street; thence westerly along the easterly prolongation of Alamo Street and Alamo Street to Sycamore Drive; southerly along Sycamore Drive to the southerly end thereof; southerly along a direct line to the intersection of Royal Avenue and Appleton Road; southerly along Appleton Road to Fitzgerald Road; easterly along the easterly prolongation of Fitzgerald Road to its intersection with the southerly prolongation of Sterns Street; northerly along the southerly prolongation of Sterns Street, Sterns Street and the northerly prolongation thereof to the point of beginning.
58-B	Beginning at the northerly end of Hoar Street; thence westerly along a direct line to the intersection of the northerly prolongation of Sterns Street and the easterly prolongation of Alamo Street; southerly along the northerly prolongation of Sterns Street, Sterns Street and the southerly prolongation thereof to its intersection with the southerly boundary line of Simi Land and Water Company Subdivision No. 3; easterly along a direct line to the southerly end of Black Canyon Road; east to the westerly boundary line of Section 15, T. 2 N., R. 17 W.; northerly along a direct line to the easterly end of Smith Road; northerly along a direct line to the point of beginning.
59-A	Beginning at the intersection of the northerly prolongation of Patterson Road and the Santa Clara River; thence westerly along the Santa Clara River to the shore line of the Pacific Ocean; southerly along said shore line to its intersection with the westerly prolongation of Teal Club Road; easterly along said prolongation and Teal Club Road to Patterson Road; northerly along Patterson Road and the northerly prolongation thereof to the point of beginning.
59-B	Beginning at the intersection of Ventura Road and Teal Club Road; thence westerly along Teal Club Road and the westerly prolongation thereof to the shore line of the Pacific Ocean; southerly along said shore line to its intersection with the westerly prolongation of Oxnard Road; easterly along said prolongation and Oxnard Road to Ventura Road; northerly along Ventura Road to the point of beginning.

60	Beginning at the intersection of Rice Road and Highway U.S. 101; thence westerly along Highway U. S. 101 to the Santa Clara River; westerly along the Santa Clara River to its intersection with the northerly prolongation of Patterson Road; southerly along said prolongation and Patterson Road to Teal Club Road; easterly on Teal Club Road to Ventura Road; southerly on Ventura Road to the southerly boundary line of the City of Oxnard; easterly and northerly along said boundary line to its intersection with Wooley Road; easterly on Wooley Road to Rice Road; northerly on Rice Road to the point of beginning.
61	Beginning at the intersection of Los Angeles Avenue and Walnut Avenue; thence westerly along Los Angeles Avenue to Santa Clara Avenue; southerly along Santa Clara Avenue and Rice Road to Fifth Street; easterly on Fifth Street to Wood Road; northerly on Wood Road to Highway U.S. 101; westerly on Highway U. S. 101 to Central Avenue; northerly along a direct line to the point of beginning.
62	Beginning at the intersection of Las Posas Road and Somis Road; thence northerly along a direct line to the intersection of Los Angeles Avenue and Aggen Road; westerly along Los Angeles Avenue to Walnut Street; southerly along a direct line to the intersection of Central Avenue and Highway U.S. 101; easterly along Highway U.S. 101 to Las Posas Road; northerly and easterly along Las Posas Road to the point of beginning.
63	Beginning at the intersection of Camarillo Road and Conejo Road; thence northerly in a direct line to the intersection of Las Posas Road and Somis Road; westerly and southerly along Las Posas Road to Highway U. S. 101; easterly along Highway U.S. 101 to Camarillo Road; westerly along Camarillo Road to the point of beginning.
64-A	Beginning at the intersection of Somis Road and Highway U.S. 101; thence westerly along Highway U. S. 101 to Las Posas Road; southerly along Las Posas Road and the southerly prolongation thereof to Hueneme Road; easterly along Hueneme Road to Lewis Road; easterly along Lewis Road to Fifth Street; northerly on Fifth Street to Highway U.S. 101; westerly on Highway U.S. 101 to the point of beginning.
64-B	Beginning at the intersection of Lewis Road and West Potrero Road; thence southerly and easterly along West Potrero Road for a distance of 1½ miles; north along a direct line to Lewis Road; westerly along Lewis Road to the point of beginning.

\* Change, Decision No. 40724

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Correction No. 161

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * VENTURA COUNTY - DELIVERY ZONES (Continued)
65	Beginning at the intersection of Las Posas Road and Highway U. S. 101; thence westerly along Highway U. S. 101 to Wood Road; southerly along Wood Road to Hueneme Road; easterly along Hueneme Road to its intersection with the southerly prolongation of Las Posas Road; northerly along said prolongation and Las Posas Road to the point of beginning.
66	Beginning at the intersection of Wood Road and Fifth Street; thence westerly along Fifth Street to Rice Road; southerly along Rice Road to Pleasant Valley Road; westerly along Pleasant Valley Road to Highway U. S. 101 - Alternate; southerly along Highway U. S. 101 - Alternate to Hueneme Road; easterly along Hueneme Road to Wood Road; northerly along Wood Road to the point of beginning.
67	Beginning at the intersection of Rice Road and Wooley Road; thence westerly along Wooley Road to the easterly boundary line of the City of Oxnard; southerly and westerly along said boundary line to Ventura Road; southerly along Ventura Road to Pleasant Valley Road; easterly along Pleasant Valley Road to Rice Road; northerly along Rice Road to the point of beginning.
68	Beginning at the intersection of Ventura Road and Oxnard Road; thence westerly along Oxnard Road and the westerly prolongation thereof to its intersection with the shore line of the Pacific Ocean; southerly along said shore line to its intersection with the southerly prolongation of the easterly boundary line of the U. S. Naval Base (in the vicinity of Hueneme); northerly and easterly along said boundary line to its intersection with Pleasant Valley Road; easterly along Pleasant Valley Road to Ventura Road; northerly along Ventura Road to the point of beginning.
69	Beginning at the intersection of Olds Road and Pleasant Valley Road; thence westerly along Pleasant Valley Road to its intersection with the easterly boundary line of the U.S. Naval Base (in the vicinity of Hueneme); westerly and southerly along said boundary line and the southerly prolongation thereof to its intersection with the shore line of the Pacific Ocean; easterly along said shore line to Arnold Road; northerly along Arnold Road to Hueneme Road; easterly along Hueneme Road to Olds Road; northerly along Olds Road to the point of beginning.

70	Beginning at the intersection of Wood Avenue and Hueneme Road; thence westerly on Hueneme Road to Highway U. S. 101-Alternate; northerly along Highway U.S. 101-Alternate to Pleasant Valley Road; westerly along Pleasant Valley Road to Olds Road; southerly along Olds Road to Hueneme Road; westerly along Hueneme Road to Arnold Road; southerly along Arnold Road to its intersection with the westerly prolongation of Casper Road; easterly along said prolongation and Casper Road to the easterly end thereof; northerly along a direct line to the intersection of Wood Road and Highway U.S. 101-Alternate; northerly along Wood Road to the point of beginning.
71	Beginning at the intersection of Wood Road and Highway U. S. 101-Alternate; thence westerly along a direct line to the easterly end of Casper Road; westerly along Casper Road and the westerly prolongation thereof to its intersection with Arnold Road; southerly along Arnold Road to the shore line of the Pacific Ocean; easterly along said shore line to a point south of Calleguas Creek Bridge on Highway U. S. 101-Alternate; north to Highway U. S. 101-Alternate; northerly along Highway U.S. 101-Alternate to the point of beginning.
72	Beginning at the Calleguas Creek Bridge on Highway U. S. 101-Alternate; thence easterly along Highway U. S. 101-Alternate a distance of 3 miles to a line at right angles to Highway U. S. 101-Alternate; northerly along said line to its intersection with a line 300 feet northerly of and parallel to Highway U. S. 101-Alternate; westerly along said parallel line to a point 300 feet northerly of Calleguas Creek Bridge; southerly along a direct line to the point of beginning.
73	Beginning at a point on Highway U.S. 101-Alternate; 3 miles easterly of Calleguas Creek Bridge; thence easterly along Highway U. S. 101-Alternate to Big Sycamore Canyon; northerly along Big Sycamore Canyon to its intersection with a line 300 feet northerly of and parallel to Highway U.S. 101-Alternate; westerly along said parallel line to a point 300 feet northerly of the point of beginning; southerly in a direct line to the point of beginning.
74	Beginning at the intersection of Highway U.S. 101-Alternate and Big Sycamore Canyon; thence northerly along Big Sycamore Canyon to its intersection with a line 300 feet northerly of and parallel to Highway U.S. 101-Alternate; easterly along said parallel line to Little Sycamore Canyon; southerly along Little Sycamore Canyon to Highway U.S. 101-Alternate; westerly along Highway U.S. 101-Alternate to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

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Correction No. 152

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* VENTURA COUNTY - DELIVERY ZONES (Concluded)</p>
75	<p>A strip of land <math>\frac{1}{2}</math> mile in width, lying <math>\frac{1}{2}</math> mile on each side of the following described center line: Beginning at the intersection of Highway U.S. 101-Alternate and Little Sycamore Canyon; thence easterly along Highway U.S. 101-Alternate to the Los Angeles-Ventura County boundary line.</p>
76-A	<p>A strip of land 2 miles in width, lying 1 mile on each side of the following described center line, excluding any area within Ventura County Delivery Zones Nos. 63 and 77: Beginning at the intersection of Camarillo Road and Conejo Road; thence easterly along Camarillo Road a distance of 4 miles.</p>
76-B	<p>A strip of land 2 miles in width, lying 1 mile on each side of the following described center line, excluding any area within Ventura County Delivery Zones Nos. 53-A and 53-B: Beginning at a point on Camarillo Road 4 miles easterly of the intersection of Camarillo Road and Conejo Road; thence easterly along Camarillo Road to Moorpark Road.</p>
77	<p>Beginning at the easterly end of Park Road (in the vicinity of Camarillo Grove Park); thence northerly along direct line to the intersection of Camarillo Road and Conejo Road; westerly along Camarillo Road to Highway U.S. 101; westerly along Highway U. S. 101 to Fifth Street; southerly along Fifth Street to Lewis Road; southerly along Lewis Road to Cawletti Road; easterly along a direct line to the southerly end of Pancho Road; easterly along a direct line to the intersection of Conejo Road and Highway U.S. 101 at the foot of Conejo grade; northerly along a direct line to the point of beginning.</p>
78	<p>Beginning at the intersection of Highway U. S. 101 and Conejo Road at the foot of Conejo grade; thence northerly along a line at right angles to Highway U. S. 101 to its intersection with a line 300 feet northerly of and parallel to Highway U. S. 101; easterly along said parallel line to its intersection with a straight line extending between the easterly terminus of Park Road and the intersection of Conejo Road and Highway U. S. 101 easterly of Borchard Road; southerly along said last mentioned line to the intersection of Conejo Road and Highway U. S. 101 easterly of Borchard Road; westerly and northerly along Conejo Road to Highway U. S. 101; westerly along Highway U. S. 101 to the point of beginning.</p>

79-A	Beginning at the intersection of Conejo Road and Borchard Road; thence southerly along Borchard Road to North Potrero Road; southerly along North Potrero Road to West Potrero Road; easterly along a direct line to the northeast corner of Section 14, T.1 N., R.20 W.; east to the southeast corner of Section 12, T.1 N., R.20 W.; easterly along a direct line to the southerly end of Ventu Park Road; east to a line $\frac{1}{2}$ mile easterly of and parallel to Ventu Park Road and the northerly prolongation thereof; northerly along said parallel line to a line $\frac{1}{2}$ mile northerly of and parallel to Highway U.S. 101; westerly along said last mentioned parallel line to a point $\frac{1}{2}$ mile northerly of the intersection of Highway U. S. 101 and Conejo Road easterly of Borchard Road; southerly along a direct line to said intersection; easterly along Conejo Road to the point of beginning.
79-B	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line, excluding any area within Ventura County Delivery Zone No. 79-A: Beginning at the intersection of Potrero Road, West Potrero Road and North Potrero Road; thence westerly along Potrero Road a distance of 2 miles.
79-C	A strip of land $\frac{1}{2}$ mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line: Beginning at a point on Potrero Road, 2 miles easterly of the intersection of West Potrero Road, North Potrero Road and Potrero Road; thence easterly, southerly and easterly along Potrero Road a distance of $2\frac{1}{2}$ miles.
79-D	Beginning at the intersection of Decker Road and Potrero Road; thence westerly along Potrero Road to the easterly boundary of Ventura County Delivery Zone 79-C; southerly along a direct line to the south end of Lake Sherwood; easterly along a direct line to the point of beginning.
79-E	A strip of land 1 mile in width, lying $\frac{1}{2}$ mile on each side of the following described center line: Beginning at the intersection of Decker Road and Potrero Road; thence easterly along Decker Road to the boundary line of Ventura County Delivery Zone No. 80-B.
80-A	A strip of land 2 miles in width, lying 1 mile on each side of the following described center line, excluding any area within Ventura County Delivery Zone No. 79-A: Beginning at a point on Highway U. S. 101 $\frac{1}{2}$ mile east of Ventu Park Road; thence easterly along Highway U.S. 101 to the westerly boundary line of Thousand Oaks Subdivision.
80-B	A strip of land 2 miles in width, lying 1 mile on each side of the following described center line: Beginning at the intersection of Highway U. S. 101 and the westerly boundary line of Thousand Oaks Subdivision; thence easterly along Highway U.S. 101 to the Los Angeles-Ventura County boundary line.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 163

Area No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) (1) VENTURA COUNTY - PRODUCTION AREAS
* A	Production facilities located in Ventura County Delivery Zone No. 35 at and adjacent to the point where Southern Pacific tracks cross the Santa Clara River, on north bank of river.
* B	Production facilities located in Ventura County Delivery Zone No. 35 at and adjacent to a point one mile northeast of the intersection of Highway U.S. 101 and Highway U.S. 101-Alternate.
* C	Production facilities located in Ventura County Delivery Zone No. 36 at and adjacent to a point on Vineyard Avenue $\frac{1}{2}$ mile south of the intersection of Los Angeles Avenue and Vineyard Avenue.
* E	Production facilities located in Ventura County Delivery Zone No. 38-A at and adjacent to the intersection of Riverside Drive and Monta Bella (north end of Willard Bridge), on north side of the Santa Clara River.
<p>(1) Areas "D" and "F" eliminated)</p> <p>* Change ) Decision No. 40724</p>	
EFFECTIVE NOVEMBER 1, 1947	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 164</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)  *ORANGE COUNTY - DELIVERY ZONES
1	Beginning at the intersection of Santiago Creek and Santiago Boulevard; thence westerly on Santiago Boulevard to Wanda Avenue; southerly on Wanda Avenue to the railroad of the Southern Pacific Company; westerly along said railroad to Batavia Street; southerly on Batavia Street to Vista Avenue; easterly on Vista Avenue to Batavia Street; southerly on Batavia Street to Chapman Avenue; westerly on Chapman Avenue to Main Street; southerly on Main Street to Santiago Creek; easterly along Santiago Creek to its intersection with the westerly prolongation of Fairhaven Avenue; thence easterly along said prolongation and Fairhaven Avenue to Hewes Avenue; northerly on Hewes Avenue to Foothill Boulevard; northerly on Foothill Boulevard, Alameda Street and Santiago Boulevard to the point of beginning.
2-A	Beginning at the intersection of Newport Avenue and Foothill Boulevard; thence northerly on Foothill Boulevard to Fairhaven Avenue; westerly on Fairhaven Avenue and the westerly prolongation thereof to its intersection with Santiago Creek; westerly along Santiago Creek to Main Street; southerly on Main Street to McFadden Street; easterly on McFadden Street to Newport Avenue; southerly on Newport Avenue to Walnut Street; easterly on Walnut Street to Browning Avenue; northerly on Browning Avenue to La Colina Drive; westerly on La Colina Drive to Redhill Avenue; northerly on Redhill Avenue to La Loma Drive; westerly on La Loma Drive to Arroyo Avenue; northerly on Arroyo Avenue to Skyland Drive; northerly on Skyland Drive to the point of beginning.
2-B	Beginning at the intersection of Main Street and Santiago Creek; thence westerly along Santiago Creek to the Santa Ana River; southerly along the Santa Ana River to its intersection with the westerly prolongation of Fairview Avenue; easterly along the westerly prolongation of Fairview Avenue and Fairview Avenue to Main Street; northerly on Main Street to the point of beginning.
2-C	Beginning at the intersection of Batavia Street and the railroad of the Southern Pacific Company (between Vista Avenue and Taft Avenue); thence westerly along said railroad to its intersection with Cerritos Avenue; westerly on Cerritos Avenue to Los Angeles Street; southerly on Los Angeles Street and Easter Street to Garden Grove Boulevard; easterly on Garden Grove Boulevard to its intersection with the Santa Ana River; southerly along the Santa Ana River to Santiago Creek; easterly along Santiago Creek to Main Street; northerly on Main Street to Chapman Avenue; easterly on Chapman Avenue to Batavia Street; northerly on Batavia Street to the point of beginning.

2-D	Beginning at the intersection of Jefferson Street and North Street; thence westerly on North Street (La Palma Avenue) to Placentia Avenue; southerly on Placentia Avenue to Cerritos Avenue; easterly on Cerritos Avenue to the railroad of the Southern Pacific Company; easterly along said railroad to Wanda Avenue; northerly on Wanda Avenue to Santiago Boulevard; northerly on Santiago Boulevard to Tustin Avenue; northerly on Tustin Avenue and Santa Ana Canyon Road to Jefferson Street; northerly on Jefferson Street to the point of beginning.
3-A	Beginning at the intersection of Orange Park Boulevard and County Park Road; thence northerly on Orange Park Boulevard and the northerly prolongation thereof to its intersection with Santiago Creek; westerly along Santiago Creek to its intersection with Santiago Boulevard; southerly along Santiago Boulevard to Alameda Street; southerly along Alameda Street to Chapman Avenue; easterly on Chapman Avenue and County Park Road to the point of beginning.
3-B	Beginning at the intersection of the westerly boundary of Orange County Park (Irvine Park) and County Park Road; thence northerly along the westerly boundary of said Park to its intersection with Santiago Creek; westerly along Santiago Creek to its intersection with the northerly prolongation of Orange Park Boulevard; southerly on said prolongation and Orange Park Boulevard to County Park Road; easterly on County Park Road to the point of beginning.
4-A	Beginning at the intersection of Main Street and Fairview Avenue; thence westerly on Fairview Avenue and the westerly prolongation of Fairview Avenue to the Santa Ana River; southerly along the Santa Ana River to Harbor Boulevard; southerly on Harbor Boulevard to Huntzinger Avenue; easterly on Huntzinger Avenue to Santa Ana Road; northerly on Santa Ana Road to Wakeham Avenue; easterly on Wakeham Avenue to Bear Road; southerly on Bear Road to Sunflower Avenue; easterly on Sunflower Avenue to Main Street; northerly on Main Street to the point of beginning.
* Change, Decision No. 40724	
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Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p align="center">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p align="center">* ORANGE COUNTY - DELIVERY ZONES (Continued)</p>
4-B	<p>Beginning at the intersection of Red Hill Avenue and Walnut Avenue; thence westerly on Walnut Avenue to Newport Avenue; northerly on Newport Avenue to McFadden Street; westerly on McFadden Street to Main Street; southerly on Main Street to Newport Avenue; northerly on Newport Avenue to the Lane Road; easterly on the Lane Road to its intersection with the southerly prolongation of Red Hill Avenue; northerly along said prolongation and Red Hill Avenue to the point of beginning.</p>
4-C	<p>Beginning at the intersection of Culver Road and Irvine Boulevard; thence westerly on Irvine Boulevard to Browning Avenue; southerly on Browning Avenue to Walnut Avenue; westerly on Walnut Avenue to Red Hill Avenue; westerly on Red Hill Avenue to the railroad of the Atchison, Topeka and Santa Fe Railway Company; easterly along said railroad to Culver Road; northerly on Culver Road to the point of beginning.</p>
4-D	<p>Beginning at the intersection of Culver Road and the railroad of the Atchison, Topeka and Santa Fe Railway Company; thence along said railroad to Red Hill Avenue; southerly on Red Hill Avenue and the southerly prolongation thereof to the Lane Road; easterly on the Lane Road to Culver Road; northerly on Culver Road to the point of beginning.</p>
5-A	<p>Beginning at the intersection of Placentia Avenue and La Palma Avenue (North Street); thence westerly on La Palma Avenue to Euclid Avenue; southerly on Euclid Avenue to Cerritos Avenue; easterly on Cerritos Avenue to Placentia Avenue; northerly on Placentia Avenue to the point of beginning.</p>
5-B	<p>Beginning at the intersection of Los Angeles Street and Cerritos Avenue; thence westerly along the westerly prolongation of Cerritos Avenue and Cerritos Avenue to Nutwood Avenue; southerly on Nutwood Avenue to Garden Grove Boulevard; easterly on Garden Grove Boulevard to Easter Street; northerly on Easter Street and Los Angeles Street to the point of beginning.</p>
5-C	<p>Beginning at the intersection of the Santa Ana River and Garden Grove Boulevard; thence westerly on Garden Grove Boulevard to Wright Street; southerly on Wright Street to Sugar Avenue; easterly on Sugar Avenue and the easterly prolongation thereof to the Santa Ana River; northerly along the Santa Ana River to the point of beginning.</p>

5-D	Beginning at the intersection of the Santa Ana River and the easterly prolongation of Sugar Avenue; thence westerly along said prolongation and Sugar Avenue to Cannery Street; southerly on Cannery Street to Talbert Avenue; easterly on Talbert Avenue to Harbor Boulevard; northerly on Harbor Boulevard to the Santa Ana River; northerly along the Santa Ana River to the point of beginning.
6-A	Beginning at the intersection of Cypress Avenue and the easterly prolongation of Dorothy Lane; thence westerly along the easterly prolongation of Dorothy Lane and Dorothy Lane and along the westerly prolongation of Dorothy Lane to its intersection with the northerly prolongation of Euclid Avenue; southerly along the northerly prolongation of Euclid Avenue and Euclid Avenue to La Palma Avenue; easterly on La Palma Avenue to Placentia Avenue; northerly on Placentia Avenue to Cypress Avenue; northerly on Cypress Avenue to the point of beginning.
6-B	Beginning at the intersection of Jefferson Street and Placentia-Yorba Boulevard; thence westerly on Placentia-Yorba Boulevard to Linda Vista Street; northerly on Linda Vista Street to Palm Drive; westerly on Palm Drive to Placentia Avenue; southerly on Placentia Avenue to Pioneer Avenue; westerly on Pioneer Avenue to Cypress Avenue; southerly on Cypress Avenue to Placentia Avenue; southerly on Placentia Avenue to North Street (La Palma Avenue); easterly on North Street (La Palma Avenue) to Jefferson Street; northerly on Jefferson Street to the point of beginning.
6-C	Beginning at the intersection of Placentia-Yorba Boulevard and Orchard Drive; thence northerly on Orchard Drive to Mountain View Avenue; northerly along a direct line to the intersection of Yorba Linda Boulevard and Palm Avenue; northerly on Palm Avenue and the northerly prolongation thereof to its intersection with the south line of Section 14, T. 3 S., R. 9 W.; westerly along the south line of Sections 14, 15, 16 and 17, T. 3 S., R. 9 W.; to its intersection with Rose Drive; southerly on Rose Drive to Yorba Linda Boulevard; westerly on Yorba Linda Boulevard to Linda Vista Street; southerly on Linda Vista Street to Placentia-Yorba Boulevard; easterly on Placentia-Yorba Boulevard to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 133	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* ORANGE COUNTY - DELIVERY ZONES (Continued)</p>
6-D	<p>Beginning at the intersection of Santa Ana Canyon Road and Placentia-Yorba Boulevard; thence northerly and westerly on Placentia-Yorba Boulevard to Jefferson Street; southerly on Jefferson Street to the Santa Ana Canyon Road; easterly along the Santa Ana Canyon Road to the point of beginning.</p>
7-A	<p>Beginning at the intersection of Fullerton Road and the northerly boundary line of the County of Orange; thence westerly and southerly along said boundary line to its intersection with Imperial Highway; easterly on Imperial Highway to Fullerton Road; northerly on Fullerton Road to point of beginning.</p>
7-B	<p>Beginning at the southwest corner of the northeast quarter of Section 8, T. 3 S., R. 9 W.; thence northerly along the west line of the northeast quarter of said section and the west line of the east half of Section 5, T. 3 S., R. 9 W., to its intersection with the northerly boundary line of the County of Orange; westerly along said boundary line to Fullerton Road; southerly on Fullerton Road to Central Avenue; easterly on Central Avenue to Pomona Avenue (Brea Canyon Road); southerly on Pomona Avenue to Ocean Avenue; easterly on Ocean Avenue and the easterly prolongation thereof to its intersection with the west line of Section 8, T. 3 S., R. 9 W.; easterly along a direct line to the point of beginning.</p>
7-C	<p>Beginning at the southwest corner of the northeast quarter of Section 8, T. 3 S., R. 9 W.; thence along a direct line to the intersection of the west line of Section 8, T. 3 S., R. 9 W., and the easterly prolongation of Ocean Avenue; westerly along said prolongation of Ocean Avenue to the west line of Section 12, T. 3 S., R. 10 W., southerly along the west line of Sections 12, 13 and 24, T. 3 S., R. 9 W., to its intersection with Pioneer Avenue; easterly on Pioneer Avenue to Placentia Avenue; northerly on Placentia Avenue to Palm Drive; easterly on Palm Drive to Linda Vista Street; northerly on Linda Vista Street to Yorba Linda Boulevard; easterly on Yorba Linda Boulevard to Rose Drive; northerly on Rose Drive to its intersection with Carbon Canyon Road; westerly along a direct line to the point of beginning.</p>

7-D	Beginning at the intersection of Pomona Avenue (Brea Canyon Road) and Central Avenue; thence westerly on Central Avenue to Fullerton Road; southerly on Fullerton Road to Imperial Highway; westerly on Imperial Highway to its intersection with the west line of Section 16, T. 3 S., R. 10 W.; southerly along the west line of Sections 16, 21 and 28, T. 3 S., R. 10 W., to its intersection with the westerly prolongation of Dorothy Lane; easterly along the westerly prolongation of Dorothy Lane, Dorothy Lane and the easterly prolongation of Dorothy Lane to its intersection with Cypress Avenue; northerly on Cypress Avenue to its intersection with Pioneer Avenue; easterly on Pioneer Avenue to its intersection with the west line of Section 24, T. 3 S., R. 10 W.; northerly along the west line of Sections 24, 13 and 12, T. 3 S., R. 10 W., to Ocean Avenue; westerly on Ocean Avenue to Pomona Avenue; northerly on Pomona Avenue to the point of beginning.
7-E	Beginning at the intersection of the west line of Section 16, T. 3 S., R. 10 W., and Imperial Highway; thence westerly on Imperial Highway to the westerly boundary line of the County of Orange; southerly and westerly along the boundary line of said county to its intersection with the northerly prolongation of Stanton Avenue; southerly along said prolongation to its intersection with the westerly prolongation of Dorothy Lane; easterly along the westerly prolongation of Dorothy Lane to its intersection with the west line of Section 28, T. 3 S., R. 10 W.; northerly along the west line of Sections 28, 21 and 16, T. 3 S., R. 10 W. to the point of beginning.
9-A	Beginning at the intersection of the northerly prolongation of Stanton Avenue and the northerly boundary line of the County of Orange; thence westerly and southerly along boundary line of said County of Orange to its intersection with La Palma Avenue; easterly on La Palma Avenue to Stanton Avenue; northerly along Stanton Avenue and the northerly prolongation thereof to the point of beginning.
9-B	Beginning at the intersection of the northerly prolongation of Euclid Avenue and the westerly prolongation of Dorothy Lane; thence westerly along the westerly prolongation of Dorothy Lane to its intersection with the northerly prolongation of Stanton Avenue; southerly along the northerly prolongation of Stanton Avenue and Stanton Avenue to La Palma Avenue; easterly on La Palma Avenue to Euclid Avenue; northerly on Euclid Avenue and the northerly prolongation thereof to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California  
Correction No. 134

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * ORANGE COUNTY - DELIVERY ZONES (Continued)
10-A	Beginning at the intersection of Euclid Avenue and La Palma Avenue; thence westerly on La Palma Avenue to Stanton Avenue; southerly on Stanton Avenue to Cerritos Avenue; easterly on Cerritos Avenue and the easterly prolongation thereof to Euclid Avenue; northerly on Euclid Avenue to the point of beginning.
10-B	Beginning at the intersection of Nutwood Avenue and Cerritos Avenue; thence westerly along the westerly prolongation of Cerritos Avenue and Cerritos Avenue to Stanton Avenue; southerly on Stanton Avenue to Garden Grove Boulevard; easterly on Garden Grove Boulevard to the southerly prolongation of Nutwood Avenue; northerly along the southerly prolongation of Nutwood Avenue and Nutwood Avenue to the point of beginning.
10-C	Beginning at the intersection of Wright Street and Garden Grove Boulevard; thence westerly on Garden Grove Boulevard to Golden West Street; southerly on Golden West Street to Sugar Avenue; easterly on Sugar Avenue to Wright Street; northerly on Wright Street to the point of beginning.
10-D	Beginning at the intersection of Cannery Street and Sugar Avenue; thence westerly on Sugar Avenue to Golden West Street; southerly on Golden West Street to Smeltzer Avenue; westerly on Smeltzer Avenue to the northerly prolongation of Edwards Street; southerly along the northerly prolongation of Edwards Street and Edwards Street to the westerly prolongation of Talbert Avenue; easterly along the westerly prolongation of Talbert Avenue and Talbert Avenue to Cannery Street; northerly on Cannery Street to the point of beginning.
11-A	Beginning at the intersection of Stanton Avenue and La Palma Avenue; thence westerly on La Palma Avenue to its intersection with the westerly boundary line of the County of Orange; southerly along boundary line of said County of Orange to Bloomfield Street; southerly on Bloomfield Street to Cerritos Avenue; easterly on Cerritos Avenue to Stanton Avenue; northerly on Stanton Avenue to the point of beginning.
11-B	Beginning at the intersection of Stanton Avenue and Cerritos Avenue; thence westerly on Cerritos Avenue to Bloomfield Street; southerly on Bloomfield Street to Farquar Avenue; westerly on Farquar Avenue to the northerly prolongation of the westerly limits of Los Alamitos Naval Reserve Air Base; southerly along the said northerly prolongation of the westerly limits and the westerly limits of the said Naval Reserve Air Base to the southerly limits of the said Naval Reserve Air Base; easterly along the southerly limits of the said Naval Reserve Air Base to the southerly prolongation of Bloomfield Street; south along the southerly prolongation of Bloomfield Street to its intersection with Garden Grove Boulevard; easterly on Garden Grove Boulevard to Stanton Avenue; northerly on Stanton Avenue to the point of beginning.

11-C	Beginning at the intersection of Golden West Avenue and Garden Grove Boulevard; thence westerly on Garden Grove Boulevard to Bolsa Chica Street; southerly on Bolsa Chica Street to the westerly prolongation of Smeltzer Avenue; easterly along the westerly prolongation of Smeltzer Avenue and Smeltzer Avenue to Golden West Avenue; northerly on Golden West Avenue to the point of beginning.
11-D	Beginning at the intersection of the northerly prolongation of Edwards Street and Smeltzer Avenue; thence westerly on Smeltzer Avenue and the westerly prolongation thereof to the Pacific Ocean; southerly along the shoreline of the Pacific Ocean to its intersection with the westerly prolongation of Garfield Avenue; easterly along the westerly prolongation of Garfield Avenue and Garfield Avenue to Edwards Street; northerly on Edwards Street and the northerly prolongation thereof to the point of beginning.
12-A	Beginning at the intersection of Bloomfield Street and the westerly boundary line of the County of Orange; thence southerly along boundary line of said County of Orange to Garden Grove Boulevard; easterly on Garden Grove Boulevard to the southerly prolongation of Bloomfield Street; northerly along the southerly prolongation of Bloomfield Street to the southerly limits of the Los Alamitos Naval Reserve Air Base; westerly along the southerly limits of said Naval Reserve Air Base to the westerly limits of said Air Base; northerly along the westerly limits of said Air Base and the northerly extension thereof to its intersection with Farquar Avenue; easterly on Farquar Avenue to Bloomfield Street; northerly on Bloomfield Street to the point of beginning.
12-B	Beginning at the intersection of Bolsa Chica Street and Garden Grove Boulevard; thence westerly on Garden Grove Boulevard to the westerly boundary line of the County of Orange; southerly along the westerly boundary line of said County of Orange to the Pacific Ocean; easterly along the shoreline of the Pacific Ocean to its intersection with the westerly prolongation of Smeltzer Avenue; easterly along the westerly prolongation of Smeltzer Avenue to Bolsa Chica Street; northerly on Bolsa Chica Street to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 135	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) * ORANGE COUNTY - DELIVERY ZONES (Continued)
13-A	Beginning at the intersection of Bushard Street and Talbert Avenue; thence westerly on Talbert Avenue and the westerly prolongation thereof to Edwards Street; southerly on Edwards Street to Garfield Avenue; westerly on Garfield Avenue and the westerly prolongation thereof to the Pacific Ocean; easterly along the shoreline of the Pacific Ocean to its intersection with the southerly prolongation of Bushard Street; northerly along the southerly prolongation of Bushard Street and Bushard Street to the point of beginning.
13-B	Beginning at the intersection of Harbor Boulevard and Talbert Avenue; thence westerly on Talbert Avenue to Bushard Street; southerly on Bushard Street to Hamilton Street; easterly on Hamilton Street and Victoria Street to Harbor Boulevard; northerly on Harbor Boulevard to the point of beginning.
14-A	Beginning at the intersection of Main Street and Sunflower Avenue; thence westerly on Sunflower Avenue to Bear Road; northerly on Bear Road to Wakeham Avenue; westerly on Wakeham Avenue to Santa Ana Road; southerly on Santa Ana Road to Huntzinger Avenue; westerly on Huntzinger Avenue to Harbor Boulevard; southerly on Harbor Boulevard to Victoria Street; easterly on Victoria Street to Newport Avenue; northerly on Newport Avenue to 23rd Street; easterly on 23rd Street to Irvine Avenue; northerly along a direct line to the intersection of Cypress Avenue and Palisades Road; easterly on Palisades Road to San Joaquin Road; northerly on San Joaquin Road to the Lane Road; westerly on the Lane Road to Newport Avenue; westerly on Newport Avenue to Main Street; northerly on Main Street to the point of beginning.
14-B	Beginning at the intersection of Irvine Avenue and 23rd Street; thence westerly on 23rd Street to Newport Avenue; southerly on Newport Avenue to Victoria Street; westerly on Victoria Street and Hamilton Street to Bushard Street; southerly on Bushard Street and the southerly prolongation thereof to the Pacific Ocean; easterly along the shoreline of the Pacific Ocean to its intersection with the Santa Ana River; northerly along the Santa Ana River to Highway U. S. 101-West Alternate; easterly along Highway U. S. 101-West Alternate to Palisades Road; northerly and westerly along Palisades Road to Cypress Avenue; southerly along a direct line to the point of beginning.

15-A	Beginning at the intersection of Main Street and San Joaquin Road; thence southerly on San Joaquin Road and Palisades Road to Highway U.S. 101-West Alternate; easterly on Highway U.S. 101-West Alternate to its intersection with the north point of the city limits of the City of Newport Beach (Corona Del Mar District); easterly along the northerly limits of said city to a line 400' easterly of and parallel to Main Street (MacArthur Boulevard); northerly on said parallel line to San Joaquin Road; southerly on San Joaquin Road to the point of beginning.
15-B	Beginning at the intersection of the easterly boundary line of the City of Newport Beach (Corona Del Mar District) and the shoreline of the Pacific Ocean; thence northerly along said boundary line to its intersection with Main Street (MacArthur Boulevard); northerly along said boundary line to its extreme northerly intersection with Highway U.S. 101-West Alternate; along Highway U.S. 101-West Alternate to its intersection with the Santa Ana River; southerly along the Santa Ana River to its intersection with the shoreline of the Pacific Ocean; easterly along the shoreline of the Pacific Ocean to the point of beginning.
16	Beginning at the intersection of Irvine Boulevard and Central Avenue; thence westerly on Irvine Boulevard to Culver Road; southerly on Culver Road to Harcrow Road; easterly on Harcrow Road and the prolongation thereof to Laguna Canyon Road; northerly on Laguna Canyon Road and Central Avenue to the point of beginning.
17	Beginning at the intersection of Laguna Canyon Road and the southerly prolongation of the easterly limits of the U.S. Marine Air Station; thence northerly along the southerly prolongation of the easterly limits of said Air Station and northerly and westerly along limits of said Air Station to its intersection with Aqua Caliente Wash; northerly along Aqua Caliente Wash to the easterly prolongation of Irvine Boulevard; westerly along the easterly prolongation of Irvine Boulevard and Irvine Boulevard to Central Avenue; southerly on Central Avenue and Laguna Canyon Road to the point of beginning.
18-A	Beginning at the intersection of the west line of Section 35, T. 6 S., R. 8 W., and Highway U.S. 101; thence northerly along a direct line to the intersection of the west line of Section 25, T. 6 S., R. 8 W; and Aliso Creek; along Aliso Creek to its intersection with Los Alisos Avenue; westerly on Los Alisos Avenue to Trabuco Road; northerly on Trabuco Road to the easterly limits of the U.S. Marine Air Station; southerly along the easterly limits of said Air Station and the southerly prolongation thereof to its intersection with Highway U.S. 101; easterly on Highway U.S. 101 to the point of beginning.
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 136	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)  * ORANGE COUNTY - DELIVERY ZONES (Continued)
18-B	Beginning at the intersection of Niguel Road and Highway U.S. 101; thence westerly on Highway U.S. 101 to the southerly prolongation of the easterly limits of the U.S. Marine Air Station; southerly along the prolongation of said limits of said Air Station to its intersection with Laguna Canyon Road; southerly on Laguna Canyon Road to Niguel Road; northerly on Niguel Road to the point of beginning.
18-C	A strip of land 500 feet in width lying 250 feet on each side of the following described center lines: Beginning at the intersection of Laguna Canyon Road and Niguel Road; thence southerly along Laguna Canyon Road and Broadway to Coast Boulevard.
19-A	Beginning at the northeast corner of Section 36, T. 6 S., R. 8 W.; thence westerly along the north line of Sections 36 and 35 to its intersection with the railroad of the Atchison, Topeka and Santa Fe Railway Company; northerly along said railroad to its intersection with a direct line between the intersection of the west line of Section 35, T. 6 S., R. 8 W., and Highway U.S. 101 and the intersection of the west line of Section 25, T. 6 S., R. 8 W., and Aliso Creek; southerly along said direct line to the west line of Section 35, T. 6 S., R. 8 W., southerly along the west lines of Section 35, T. 6 S., R. 8 W., and Sections 2 and 11, T. 7 S., R. 8 W., to the southwest corner of Section 11; easterly along the southerly line of Sections 11 and 12 to the southeast corner of Section 12; northerly along the west line of Sections 12 and 1, T. 7 S., R. 8 W., and Section 36, T. 6 S., R. 8 W., to the point of beginning.
19-B	The area within Sections 13, 14, 23, 24, 25 and 26, T. 7 S., R. 8 W.
19-C	Beginning at the northeast corner of the northwest quarter of Section 31, T. 7 S., R. 7 W.; thence westerly along the north line of Section 31, and Sections 36 and 35, T. 7 S., R. 8 W., to the northwest corner of the northeast quarter of Section 35; southerly along the west line of the east half of Section 35 and Sections 2 and 11, T. 8 S., R. 8 W., to the southwest corner of the northeast quarter of Section 11, T. 8 S., R. 8 W.; easterly along the north line of the south half of Sections 11 and 12, T. 8 S., R. 8 W., and Section 7, T. 8 S., R. 7 W., to the southeast corner of the northwest quarter of Section 7, T. 8 S., R. 7 W.; northerly along the east line of the west half of Sections 7 and 6, T. 8 S., R. 7 W. and Section 31, T. 7 S., R. 7 W., to the point of beginning.

19-D	Beginning at the northeast corner of the southeast quarter of Section 12, T. 8 S., R. 8 W.; thence westerly along the north line of the south half of Sections 12, 11, 10 and 9 to its intersection with Arroyo Salada; southerly along Arroyo Salada to the shoreline of the Pacific Ocean; easterly along said shoreline to Doheny Palisades Beach Pier; northerly along a direct line to the southeast corner of Section 13, T. 8 S., R. 8 W.; northerly along the east line of Sections 13 and 12 to the point of beginning.
20-A	Beginning at the intersection of the shoreline of the Pacific Ocean and the southerly prolongation of Bluebird Canyon Drive; thence easterly along said shoreline to Aliso Creek; northerly along Aliso Creek to a line 400 feet northerly of and parallel to Highway U. S. 101; westerly along said parallel line to Bluebird Canyon Drive; southerly along Bluebird Canyon Drive and the southerly prolongation thereof to the point of beginning.
20-B	Beginning at the intersection of the shoreline of the Pacific Ocean and the westerly boundary line of the City of Laguna Beach; thence easterly along said shoreline to its intersection with the prolongation of Bluebird Canyon Drive; northerly along the southerly prolongation of Bluebird Canyon Drive and Bluebird Canyon Drive to a line 400 feet northerly of and parallel to Highway U.S. 101; westerly along said parallel line to the westerly boundary line of said City of Laguna Beach; southerly along said boundary line to the point of beginning.
20-C	Beginning at the extreme northerly corner of the City of Laguna Beach; thence westerly along a direct line between said point and the extreme easterly corner of the City of Newport Beach (Corona Del Mar District) to its intersection with Los Trancos Creek; southerly along Los Trancos Creek to the shore line of the Pacific Ocean; easterly along said shoreline to its intersection with the westerly boundary line of the City of Laguna Beach; northerly along said boundary line to the point of beginning.
20-D	Beginning at the intersection of the shoreline of the Pacific Ocean and Los Trancos Creek; thence northerly along Los Trancos Creek to its intersection with a direct line between the extreme northerly corner of the City of Laguna Beach and the extreme easterly corner of the City of Newport Beach (Corona Del Mar District); westerly along said line to its intersection with the extreme easterly corner of the City of Newport Beach (Corona Del Mar District); southerly along the easterly boundary line of said city to the shoreline of the Pacific Ocean; easterly along said shoreline to the point of beginning.

\* Change, Decision No. 40724

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
Correction No. 137 San Francisco, California.

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p>* ORANGE COUNTY - DELIVERY ZONES (Concluded)</p>
21	<p>Beginning at the intersection of Arroyo Salada and the north line of the south half of Section 9, T. 8 S., R. 8 W.; thence westerly along a direct line to the intersection of Aliso Creek and the south line of Section 32, T. 7 S., R. 8 W.; southerly along Aliso Creek to the Pacific Ocean; easterly along the shoreline of the Pacific Ocean to its intersection with Arroyo Salada; northerly along Arroyo Salada to the point of beginning.</p>
22	<p>Beginning at the intersection of the shoreline of the Pacific Ocean and the westerly boundary line of the City of San Clemente; thence northerly along said boundary line to its intersection with the east line of Section 30, T. 8 S., R. 7 W.; northerly along a direct line to the southeast corner of the southwest quarter of Section 18, T. 8 S., R. 7 W.; westerly along the south line of Section 18 to the southwest corner of Section 18; southerly along a direct line to the intersection of Doheny Palisades Beach Pier and the Pacific Ocean; easterly along the shoreline of the Pacific Ocean to the point of beginning.</p>
23-A	<p>Beginning at the shoreline of the Pacific Ocean and the San Clemente City Pier; thence northerly on Del Mar Avenue and the northerly prolongation thereof to its intersection with the northerly boundary line of the City of San Clemente; westerly and southerly along said boundary line to its intersection with the shoreline of the Pacific Ocean; easterly along the shoreline of said Pacific Ocean to the point of beginning.</p>
23-B	<p>Beginning at the intersection of the easterly boundary line of the County of Orange and the shoreline of the Pacific Ocean; thence northerly along said boundary line to the extreme northerly point of the easterly boundary line of the City of San Clemente; westerly along the northerly boundary line of the City of San Clemente to its intersection with the northerly prolongation of Del Mar Avenue; southerly along the northerly prolongation of Del Mar Avenue and Del Mar Avenue to the shoreline of the Pacific Ocean and the San Clemente City Pier; easterly along the shoreline of said Pacific Ocean to the point of beginning.</p>
* Change, Decision No. 40724	
EFFECTIVE NOVEMBER 1, 1947	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 138</p>	

Third Revised Page ....34  
 Cancels  
 Second Revised Page ...34

CITY CARRIERS' TARIFF NO. 6  
 HIGHWAY CARRIERS' TARIFF NO. 7

Second Revised Page 11124

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)																		
210-C Cancels 210-B	MATERIAL, viz.: Granite, decomposed, Stone, crushed, chips or waste, Gravel, Stone, natural, blocks, pieces or slabs, rough quarried, Sand, Stone, natural, saved, not further finished.																		
	TO (1) Los Angeles County Delivery Zones	FROM (1) Los Angeles County Production Areas																	
		A	B	E	F	G	H	K	L	M	P	Q	R	S	T	U	W	X	Z
		Rates in Cents Per Ton																	
	1-A	31	42	107	127	137		108	127			68	59	107					61
	1-B	25	36	101	123	132		102	127			72	62	103					65
	1-C	27	34	97	117	127		105	125			76	66	106					70
	1-D	34	27	88	111	120		108	119			80	70	104					72
	1-E	22	34	100	117	127		97	119			67	56	97					58
	1-F	20	31	97	111	122		92	112			64	54	90					56
1-G	23	30	93	107	117		90	107			71	60	87					60	
1-H	23	35	105	123	134		101	121			60	50	101					50	
1-I	31	43	111	131	141		108	126			69	58	106					56	
2-A	33	21	77	104	113		105	112			84	73	103					75	
2-B	38	26	67	98	108		99	105			90	79	96					81	
3-A	44	33	60	92	102		92	98			96	88	90					86	
3-B	51	40	54	85	94		84	92			98	90	84					94	
3-C	58	46	47	79	88		78	86			102	94	86					98	
3-D	58	47	70	88	98		78	92			90	83	77					90	
3-E	58	52	68	83	93		70	86			84	77	70					84	
3-H	62	59	73	84	94		73	89			84	76	72					86	
3-I	66	54	80	90	101		80	96			90	94	78					93	
3-J	75	68	82	98	110		82	99			96	95	81					99	
4-A	45	52	69	87	98		66	88			80	66	66					70	

4-B	52	60	64	80	90	64	80	70	72	62	77
4-C	50	57	68	77	88	58	78	66	68	58	73
4-D	54	61	60	74	85	56	76	64	78	43	78
4-E	58	66	56	72	83	58	72	60	82	58	82
5-A	23	34	90	105	115	84	104	71	60	83	60
5-B	29	39	84	96	107	76	98	77	66	78	66
5-C	38	45	76	91	102	71	91	74	63	72	63
5-D	32	43	87	101	112	81	101	66	55	80	56
5-E	38	50	84	98	109	78	99	60	50	78	55
6-C	39	50	99	108	119	79	99	47	40	77	43
6-D	41	52	106	110	121	81	101	50	48	85	48
6-E	37	48	111	112	123	87	107	54	44	88	46
7-A	34	46	112	130	141	109	125	63	52	105	48
7-B	30	42	107	122	133	105	121	63	52	102	47
7-C	23	35	103	115	126	95	118	56	46	98	46
7-D	23	35	99	115	125	93	115	62	52	94	49
7-E	27	39	96	110	121	89	111	58	48	90	46
7-F	28	40	101	117	128	96	114	52	42	93	42
7-G	31	42	105	123	133	101	119	59	48	98	42
7-H	35	46	110	127	137	104	124	59	48	102	44
7-I	38	50	112	124	135	98	118	54	43	98	40
7-J	36	48	109	121	131	94	113	50	40	92	36
7-K	34	45	105	117	127	91	109	47	36	88	37
7-L	33	44	94	106	117	84	105	52	42	84	45
7-M	44	55	113	125	136	99	119	55	44	97	38
7-N	40	52	110	121	132	98	115	51	40	93	34
8-A	46	57	123	136	147	110	128	66	55	107	50
8-B	40	51	117	134	145	109	124	63	52	103	48
8-C	42	54	116	129	139	103	119	58	47	99	42
8-D	48	60	121	133	143	107	124	62	51	103	46

o Increase

Reduction

Decision No. 40724

- (1) For descriptions of Los Angeles County Production Areas and Delivery Zones see  
Pages Nos. 11 to 21-G series, inclusive.

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 139

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)	
Item No.	
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.
TO (1) Los Angeles County Delivery Zones	FROM (1) Los Angeles County Production Areas
	A B E F G H K L M P Q R S T U W X Z
	Rates in Cents Per Ton
9-A	44 55 118 139 148 119 141 84 74 121 70
9-B	39 50 113 134 143 114 136 80 70 116 65
9-C	35 46 111 133 142 112 134 76 65 113 60
9-D	40 51 116 138 147 117 138 78 67 117 63
9-E	39 50 115 135 145 115 132 69 58 111 52
9-F	42 54 120 139 150 116 135 72 61 113 56
10-A	56 67 130 143 154 117 135 72 61 113 56
10-B	51 62 125 139 149 113 131 67 56 110 52
10-C	58 69 126 143 154 117 135 72 61 114 56
10-D	53 64 131 137 148 111 129 67 56 109 52
11-A	49 60 128 146 155 126 149 88 78 129 73
11-B	48 59 123 145 154 125 145 85 74 125 70
11-C	42 54 119 139 149 121 141 80 70 121 66
11-D	47 58 124 144 155 119 138 75 64 117 60
11-E	52 63 131 149 159 124 141 80 70 120 64
1-220-D Cancels 220-C	13-A 68 79 143 157 168 132 146 85 74 126 70
	13-B 62 74 139 151 162 125 143 80 70 123 65
	13-C 58 70 135 149 159 121 137 76 66 117 60
	13-D 67 78 136 147 158 122 142 80 70 122 62
	13-E 67 78 139 151 162 125 144 86 76 124 67

14-A	56	67	134	154	163	131	155	95	84	133						80
14-B	56	68	131	157	168	135	151	89	78	129						73
14-C	57	68	135	153	164	129	145	82	72	126						66
14-D	65	76	142	161	172	139	151	88	78	129						73
14-E	67	78	142	163	174	144	157	98	88	135						83
15-A	34	46	108	130	139	111	133	84	74	113						72
15-B	37	44	104	125	135	115	133	89	78	116						78
15-C	34	38	99	123	132	114	130	83	72	112						75
15-D	32	36	99	121	130	109	129	80	70	111						72
15-E	30	42	104	127	137	109	129	78	68	109						69
16-B	40	51	113	134	143	120	137	92	82	117						80
20-A	74	81	77	78	88	50	70	92	57	68	101	63	124	88	66	
20-B	77	84	72	74	84	47	62	86	67	78	91	56	120	83	76	
20-C	87	94	80	76	86	46	56	71	77	88	78	44	111	72	90	
20-D	87	94	88	85	96	53	66	78	74	84	31	85	51	105	65	87
21-A-2	45	56	101	103	113	72	100	107	37	48	74	121	88	133	103	50
21-A-3	50	62	96	97	107	69	88	104	37	48	65	115	84	130	100	48
21-A-4	54	65	101	103	113	74	93	104	32	43	68	115	88	127	99	43
21-C-2	61	69	82	85	94	63	84	114	59	70	64	117	86	112	112	70
21-C-3	59	67	77	83	92	60	80	107	52	63	60	107	79	135	105	66
21-C-4	59	70	87	92	101	62	78	101	49	60	57	105	72	132	96	60
22-A	70	82	117	117	127	92	111	119	40	52	84	130	103	129	107	29
22-B	64	76	109	111	120	79	101	111	38	49	71	122	94	123	101	39
22-C	60	72	105	101	111	71	90	99	38	48	62	113	86	122	94	50
22-D	58	69	97	94	103	64	83	99	44	54	59	111	76	125	92	57
22-E	70	81	88	86	95	57	75	101	52	62	52	104	71	123	87	66
22-F	72	84	89	89	100	60	78	94	58	69	44	97	64	116	80	72
22-G	65	76	102	97	107	67	86	94	50	61	51	104	69	119	76	64
22-H	63	74	109	104	113	75	90	97	44	54	56	111	76	116	86	55
22-I	69	80	115	111	120	82	97	109	42	52	66	117	84	119	96	44

◊Increase  
{Reduction

Decision No. 40724

- (1) For descriptions of Los Angeles County Production Areas and Delivery Zones see  
Pages Nos. 11 to 21-G series, inclusive.

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 140

Original Page ...35-A

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,															
	TO (1) Los Angeles County Delivery Zones	FROM																	
		(1) Los Angeles County Production Areas																	
		A	B	E	F	G	H	K	L	M	P	Q	R	S	T	U	W	X	Z
		Rates in Cents Per Ton																	
	23-A	73	84	117	112	122		79	95	90	103	46	56	59	109	78	111	90	52
	23-B	71	82	109	107	116		72	85	86	96	48	59	54	102	71	112	82	59
	23-C	71	82	102	101	110		67	78	84	95	55	66	46	93	63	113	74	66
	23-D	78	89	96	94	105		61	72	86	87	62	72	40	90	58	107	72	74
	23-E	88	99	103	99	106		61	74	76	78	59	80	40	84	54	99	63	80
	23-F	78	90	108	107	115		67	81	76	84	61	72	47	91	60	105	70	76
	24-A	65	76	133	127	137		98	115	92	107	54	65	80	117	86	112	90	48
	24-B	72	83	127	124	133		94	111	98	114	50	60	87	122	93	119	98	43
	24-C	73	84	120	117	127		88	107	91	106	48	59	78	117	85	112	90	48
	24-D	73	84	127	125	134		94	113	86	105	54	63	78	114	82	107	86	54
	24-E	77	88	127	123	132		89	101	84	97	55	66	69	107	76	102	81	59
	24-F	82	94	129	119	129		86	94	75	91	60	70	68	101	70	92	75	66
	25-A	82	94	137	133	142		104	121	93	109	64	75	88	118	90	113	94	61
	25-B	80	92	136	133	142		101	116	87	104	63	74	83	114	84	108	87	63
	25-C	91	103	137	129	138		97	109	79	99	66	76	79	107	74	99	80	68
	25-D	90	102	129	119	129		93	101	71	90	68	79	72	98	68	89	71	72
	26-A	90	102	151	149	159		117	136		114	74	84	104	124	100	117	98	67
	26-B	80	92	145	143	152		113	127		114	67	78	94	121	96	125	99	62
	27	96	107	160	155	164		127	137		121	87	98	105	129	95	124	104	80
	28	104	115	168	162	172		134	144		128	94	105	112	137	105	131	111	88

35-A	98	110	129	121	130	96	98	64	78	75	86	79	90	63	83	75	82
35-B	94	106	122	111	121	89	92	63	78	72	82	71	88	58	84	70	78
35-C	103	115	131	121	130	98	101	55	71	80	91	82	81	65	75	80	87
36-A	77	88	117	113	121	74	76	80	88	60	71	64	97	67	105	80	67
36-B	85	96	112	106	115	74	82	69	80	69	80	55	88	56	97	62	78
36-C	91	103	104	98	107	66	74	70	72	76	86	46	79	51	93	57	88
36-D	98	110	103	92	101	70	73	61	64	83	94	52	71	42	84	50	96
36-E	90	102	113	103	112	81	83	58	73	77	88	62	80	52	87	56	88
36-F	90	102	119	114	124	82	85	68	80	68	79	55	72	62	92	68	75
37-A	101	112	119	108	118	89	88	50	63	87	98	68	74	57	78	47	95
37-B	108	119	110	98	107	81	82	52	54	92	103	57	64	49	76	40	103
37-C	118	129	117	107	117	85	87	42	45	101	111	66	56	54	67	31	111
37-D	111	123	126	113	123	92	94	40	57	96	107	74	66	59	70	38	107
40-A	107	119	134	122	131	103	104	47	64	86	97	82	80	69	69	48	91
40-B	114	125	133	121	130	100	103	40	60	92	103	84	76	70	64	44	97
40-C	123	134	138	127	136	105	111	35	54	102	113	87	70	75	58	35	107
40-D	127	139	143	132	141	111	114	28	45	107	118	91	62	82	49	39	112
41-A	119	130	131	119	128	98	105	31	49	103	114	80	60	68	60	24	113
41-B	131	142	122	112	121	91	97	35	40	111	122	78	50	60	58	29	122
41-C	125	136	137	125	134	104	109	25	41	108	119	85	56	76	54	28	115
41-D	133	145	129	117	126	96	101	25	35	117	127	84	48	67	47	24	123
41-E	136	147	133	120	129	98	104	21	35	120	131	86	48	69	45	28	127
41-F	140	151	134	121	130	101	107	27	34	124	135	90	51	71	42	30	131
42-A	129	139	113	99	109	79	84	41	32	115	125	68	46	50	64	25	126
42-B	124	131	104	90	100	71	73	46	31	118	129	58	40	44	74	35	130
42-C	133	140	113	99	109	78	80	41	25	123	134	66	34	50	37	32	136
42-D	135	145	120	105	115	84	86	34	25	117	128	73	40	56	58	25	129
42-E	140	147	123	109	119	90	91	30	23	124	134	80	40	60	52	31	132
42-F	140	147	119	105	114	86	84	39	21	131	141	76	32	58	62	38	140
42-G	150	157	121	113	123	94	90	45	27	135	146	82	37	64	68	43	143
42-H	146	153	128	114	123	94	96	31	28	128	139	82	44	66	52	34	134

oIncrease }  
oReduction } Decision No. 40724

(1) For descriptions of Los Angeles County Production Areas and Delivery Zones see  
Pages Nos. 11 to 21-G series, inclusive.

EFFECTIVE NOVEMBER 1, 1947

Correction No. 141

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

- 35-A -

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.																
	TO (1) Los Angeles County Delivery Zones	FROM (1) Los Angeles County Production Areas															
		A	B	E	F	G	H	K	L	M	P	Q	R	S	T	U	V
		Rates in Cents Per Ton															
80225	43-A	133	140	101	88	98		70	67	56	39	125	136	59	25	41	81
	43-B	140	147	94	80	90		71	60	64	49	135	145	66	29	50	90
	43-C	147	154	96	80	88		72	64	73	58	141	151	72	36	55	98
	43-D	152	159	102	89	97		76	70	67	54	145	155	78	31	60	93
	43-E	144	151	98	84	93		73	64	60	46	137	148	71	23	54	86
	43-F	138	145	107	94	103		76	74	49	31	131	141	68	21	48	75
	43-G	143	150	111	100	109		83	79	46	29	137	148	74	27	56	71
	43-H	147	154	102	89	98		78	68	55	40	143	153	78	27	60	80
	43-I	153	161	107	94	103		81	74	66	47	146	157	80	31	64	92
	43-J	154	161	110	95	105		83	77	60	45	149	160	84	35	65	86
	43-K	155	162	110	97	107		84	77	56	40	146	157	82	31	64	80
	43-L	149	157	120	105	114		88	84	51	36	144	155	78	36	64	72
	44-A	154	165	143	134	143		109	115	42	44	131	141	102	63	84	34
	44-B	151	162	144	131	140		106	109	37	42	131	142	95	58	80	38
	44-C	153	160	133	120	129		100	101	49	31	139	150	87	49	70	71
	44-D	157	169	149	137	147		114	117	43	50	138	149	104	66	87	36
	45-A	142	153		145	154		125	129	44	58	121	129	108	76	93	36
	45-B	142	153		145	154		127	131	44	58	122	130	109	76	93	37
	45-C	135	147		138	147		117	121	38	52	112	123	99	70	86	42
	45-D	139	151		142	151		118	122	40	50	115	126	101	68	84	50

45-E	134	145		135	144	111	117	30	46	119	130	96	62	83	60	39	124
45-G	156	168		155	165	131	131	57	64	135	146	119	82	101	23	64	140
45-H	163	175		145	155	123	122	46	52	139	150	116	74	94	20	55	145
45-I	47	58		135	146	104	124			60	50	93			131	106	44
45-J	60	72		137	146	104	124			60	71	88			124	95	50
46	54	65		135	139	100	120			59	70						40
46-E	163	174		143	152	119	127	45		140	151	117	72		23	55	143
47	48	60		129	140	96	116			51	40						29
48	46	58		127	137	93	113			39	27						33
49	50	62		131	142	101	121			44	32						20
50	55	66		136	147	105	125			54	44						27
60-A-1	78	67	43	74	83	74	80			113		80			178	135	117
60-A-2	72	61	37	68	77	67	75			107		74			172	129	113
60-B-2	84	73	32	61	70	70	68			119		83			181	139	124
60-C-1	72	61	40	67	76	66	76			101	111	72			170	129	106
60-C-2	73	62	34	62	71	64	71			105	116	70			168	125	109
60-C-3	78	66	36	58	68	60	67			101	111	66			163	121	105
60-D-1	81	70	24	54	63	66	67			111	122	77			174	130	119
60-D-2	90	79	20	46	55	66	60			117	128	77			163	131	125
60-D-3	96	85	22	39	48	58	54			113	123	70			158	117	121
60-D-4	91	80	22	47	56	60	58			108	119	70			163	118	116
60-D-5	86	74	25	49	58	63	61			105	115	72			166	123	111
60-E-1	68	57	48	64	74	60	70			87	98	67			161	118	94
60-E-2	78	67	40	58	68	52	60			93	104	57			148	113	100
60-E-3	80	68	38	50	61	47	54			97	108	59			147	110	104
60-F-1	91	80	30	44	54	50	54			105	116	64			157	112	112
60-F-2	95	84	25	36	45	50	48			107	118	66			153	111	114
61-A-1	56	63	66	72	83	47	68			68	78	47		70	142	102	76
61-A-2	60	68	72	72	82	42	64			72	83	42		66	139	99	81
61-A-3	62	70	64	74	84	57	78			75	86	57		76	152		84

◊ Increase

◊ Reduction

} Decision No. 40724

(1) For descriptions of Los Angeles County Production Areas and Delivery Zones,  
see Pages Nos. 11 to 21-G series, inclusive.

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 142

- 35-B -

Cancels

Third Revised Page . . . . 36		SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)																	
Item No.	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.													
24230-D Cancels 230-C	TO (1) Los Angeles County Delivery Zones	FROM (1) Los Angeles County Production Areas																	
		A	B	E	F	G	H	K	L	M	P	Q	R	S	T	U	W	X	Z
	Rates in Cents Per Ton																		
	61-A-4	67	74	70	72	83		52	74			82	93	52		73	149		90
	61-B-1	67	74	54	67	76		62	72			79	90	67		86	154	114	88
	61-B-2	64	72	58	63	74		55	64			78	88	60		76	156	107	86
	61-C-1	70	77	50	58	68		51	58			83	94	58		72	153	114	90
	61-C-2	75	78	45	51	62		44	52			87	98	51		68	149	105	96
	61-C-3	78	85	48	57	68		41	54			90	101	52		70	145	105	100
	61-C-4	74	81	54	62	72		47	58			87	98	49		70	139	106	94
	61-D-1	64	71	76	80	91		54	75		107	60	71	57	107	76	137	98	68
	61-D-2	70	78	67	74	84		47	67		101	70	81	52	101	70	136	95	78
	62-A-1	82	89	59	58	68		30	47		90	76	87	30	92	56	131	91	82
	62-A-2	99	107	63	59	69		24	34		81	92	103	30	80	40	123	80	101
	62-A-3	89	96	67	64	74		30	40		81	84	95	23	84	46	121	83	93
	62-B-1	83	90	47	50	59		34	42			87	98	40		60	139	98	94
	62-B-2	86	93	53	50	60		23	37			85	96	38		55	129	90	92
	63-A	87	94	41	38	47		39	40			97	108	52		60	141	99	101
	63-B	96	103	34	34	43		44	36			104	115	56		62	145	102	108
	63-C	91	98	50	42	52		31	34			92	103	44		56	133	92	98
63-D	98	106	42	38	48		37	28			97	108	48		50	135	94	103	
64-A	98	106	52	48	58		34	23		81	96	107	44	82	45	128	94	101	
64-B	107	115	64	54	64		34	27		75	104	115	37	69	41	122	80	114	

64-C	107	114	66	60	70	34	36		67	99	110	30	47	31	111	70	111
65-A	117	125	58	46	52	47	27		84	110	121	50	68	46	129	85	121
65-B	116	123	63	50	59	44	31		74	117	128	45	60	38	117	76	124
65-C	125	132	69	54	60	54	37		84	125	136	52	72	51	129	82	133
66-A	115	122	72	62	71	42	40		62	107	118	37	54	27	107	64	121
66-B	119	127	68	56	66	45	37		65	114	125	42	52	31	109	67	125
66-C	125	133	75	60	67	52	44		73	121	131	50	58	42	118	74	134
66-D	132	139	77	63	70	58	50		80	130	141	56	64	49	125	83	143
66-E	136	143	82	67	74	64	51		84	135	145	65	71	53	130	87	147
66-F	125	132	75	63	72	51	43	89	59	117	128	46	47	31	102	60	130
66-G	120	127	78	67	76	48	48	89	54	111	122	41	47	24	103	57	124
67-A	132	139	80	67	76	56	49	87	56	125	135	54	42	38	101	56	137
67-B	133	141	81	68	75	58	49	93	60	127	138	56	48	41	109	64	140
67-C	134	141	82	68	75	60	53	102	66	129	139	59	52	42	112	71	141
67-D	139	147	88	72	79	66	57		73	134	145	66	56	47	118	77	147
67-E	145	152	92	75	82	70	60		77	141	151	70	62	55	123	82	153
67-F	141	149	89	75	82	66	60	99	66	137	148	67	51	48	111	74	150
67-G	143	150	90	77	84	66	59	80	62	136	147	66	48	48	106	68	149
67-H	141	148	90	76	82	67	60	75	56	132	143	66	43	48	101	63	145
67-I	136	143	88	76	86	64	57	69	50	127	138	62	39	45	95	58	140
68-A	100	107	94	88	98	56	64	71	64	86	96	37	70	39	98	57	92
68-B	98	105	83	80	90	47	54	85	60	92	103	25	65	31	107	63	99
68-C	107	115	72	69	78	38	42	84	64	102	113	27	64	26	109	64	109
68-D	109	117	78	70	79	46	50	74	56	105	115	37	57	20	99	57	114
68-E	102	109	95	76	86	56	58	71	54	96	107	37	58	26	107	54	107
68-F	105	113	88	84	94	63	66	63	50	92	103	44	64	31	85	48	103
69-A	117	126	103	94	104	70	74	59	52	102	113	54	61	41	81	43	112
69-B	110	117	95	86	95	62	64	63	47	104	115	45	52	34	87	46	116
69-C	117	125	86	76	85	52	56	66	49	109	120	46	46	27	92	51	122
69-D	131	138	87	76	86	60	55	64	46	126	137	57	32	40	91	51	139

Q Increase

Δ Reduction

} Decision No. 40724

(1) For descriptions of Los Angeles County Production Areas and Delivery Zones,  
see Pages Nos. 11 to 21-0 series, inclusive.

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 143.

Fourth Revised Page .... 36-A

Cancels

Third Revised Page .... 36-A

CITY CARRIERS' TARIFF NO. 6

HIGHWAY CARRIERS' TARIFF NO. 7

Third Revised Page . . . . 36-A . . . .		SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)																	
Item No.	MATERIAL, viz.:																		
	Granite, decomposed, Gravel, Sand,									Stone, crushed, chips or waste, Stone, natural, blocks, pieces or slabs, rough quarried, Stone, natural, saved, not further finished.									
235-D Cancels 235-C	TO (1) Los Angeles County Delivery Zones	FROM (1) Los Angeles County Production Areas																	
		A	B	E	F	G	H	K	L	M	P	Q	R	S	T	U	W	X	Z
	Rates in Cents Per Ton																		
	69-E	123	131	86	82	91		62	62	58	39	121	132	51	32	35	85	46	134
	69-F	121	128	100	88	97		65	68	52	38	112	123	53	40	37	78	38	125
	69-G	122	133	109	94	103		73	76	45		108	119	60	48	46	72	30	118
	73	74	86	143	141	150		110	113			56	66				135		40
	74	60	72	127	132	141		101	105			47	58				139		25
	75	57	68	103	118	127		86	90			28	28				139		37
	80-A	99	94	34	28	38		56	50			115	125	70		78	159	112	123
	80-B	110	102	38	26	37		65	59			124	128	78		82	161	121	133
	80-C	117	112	48	22	30		68	60			126	137	80		85	158	121	135
	80-D	113	111	49	20	24		60	51			118	129	70		75	154	114	127
	80-E	119	117	57	30	26		58	47			117	127	70		74	153	111	126
	80-F	117	119	57	30	31		52	42			115	125	64		67	144	103	124
	80-G	113	114	52	21	30		53	44			114	125	66		61	147	105	123
	80-H	122	125	62	36	38		52	37			117	127	60		62	139	98	126
	80-I	117	119	57	30	40		50	34			114	125	57		58	137	94	123
	80-J	107	111	47	36	46		44	30			104	115	54		52	133	89	113
	80-K	105	104	37	25	35		50	44			108	119	64		68	149	105	117
80-L	111	107	40	20	29		57	49			115	125	68		74	155	111	124	
81-A	107	96	34	39	48		67	60			127	138	77			168	123	137	
81-B	104	92	31	36	45		64	56			123	133	74			164	120	132	

82-A	123	117	52	31	21	60	69	60	131	141	83	164	121	140
82-B	128	122	58	35	24	54	74	66	137	148	87	168	126	147
82-C	133	127	66	44	35	47	82	74	145	155	96	176	133	154
82-D	136	133	72	40	30	52	74	67	137	148	88	171	124	147
82-E	131	128	65	35	24	59	66	52	129	139	80	159	118	138
82-F	124	121	58	30	21	66	63	51	123	133	75	153	113	132
82-G	129	129	65	39	29	63	59	50	123	134	73	155	111	133
82-H	131	133	73	42	32	56	67	57	129	139	79	159	117	138
83-A	141	134	72	46	36	40	85	77	150	161	99	178	137	159
83-B	144	137	76	50	42	36	92	84	155	165	105	183	143	164
84-A	123	123	64	39	35	68	57	45	119	129	68	148	107	128
84-B	129	131	75	47	36	67	70	56	124	135	83	163	123	133
84-C	132	133	72	45	46	72	63	51	126	137	74	156	112	135
84-D	123	125	63	37	39	71	58	45	121	131	68	148	106	130
84-J	134	136	77	48	47	66	66	54	129	139	77	161	115	129
84-K	129	131	75	43	41	64	70	56	127	138	83	163	123	134
85-A-1	136	138	76	51	49	58	70	57	132	143	82	161	118	139
85-A-2	141	143	79	56	54	63	71	58	133	144	84	162	119	140
85-B-1	144	146	84	58	56	50	77	64	139	150	88	169	125	146
85-B-2	151	153	87	64	62	50	81	68	143	154	92	170	129	150
85-C-1	153	155	94	66	54	42	86	72	149	159	99	176	135	155
85-C-2	153	155	94	66	54	42	86	72	149	159	99	176	135	155
86-A	151	148	84	57	47	30	96	88	159	170	111	190	149	169
86-B	166	163	95	75	65	27	112	104	178	188	127	204	167	187
86-C	155	151	88	64	54	23	104	96	168	179	121	197	155	178
86-D	163	157	93	68	58	23	97	88	161	172	113	191	149	168
86-E	163	167	100	74	64	34	97	88	161	172	113	190	146	168
86-F	156	159	99	67	57	38	92	82	155	166	107	185	143	162
86-G	157	161	90	62	52	29	94	84	157	166	107	186	143	163
86-H	149	152	89	59	49	36	84	74	147	158	98	176	135	154

↓ Increase

Δ Reduction

} Decision No. 40724

- (1) For descriptions of Los Angeles County Production Areas and Delivery Zones,  
see Pages Nos. 11 to 21-G series, inclusive.

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 144

- 36-A -

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)		
06237-A Cancels 237	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.	
	TO	FROM	
	(2) Orange County Delivery Zones	(1) Los Angeles County Production Areas	
		F	G
		Rates in Cents Per Ton	
	1	113	118
	2-A	117	125
	2-B	111	119
	2-C	101	107
	2-D	105	109
	3-A	121	127
	3-B	124	131
	4-A	117	125
	4-B	123	130
	4-C	127	135
	4-D	133	140
	5-A	96	101
	5-B	98	105
	5-C	105	113
	5-D	111	119
	6-A	90	97
	6-B	94	103
	6-C	100	106
	6-D	104	111
	7-A	72	79
	7-B	83	90
	7-C	92	97
	7-D	84	88
	7-E	81	88
	9-A	81	89
	9-B	85	91
	10-A	88	96
	10-B	96	103
	10-C	103	109
	10-D	108	114
	11-A	90	96
	11-B	95	103
	11-C	106	109
	11-D	113	117
	12-A	94	101
	12-B	105	109
	13-A	117	124
	13-B	119	127
	14-A	127	131
	14-B	128	135
	15-A	137	144
	15-B	136	143
	16	134	140
	17	142	149
	18-A	150	157

18-B	151	158
18-C	157	164
19-A	153	159
19-B	157	163
19-C	165	172
19-D	176	183
20-A	165	172
20-B	159	166
20-C	150	157
20-D	145	151
21	172	179
22	176	183
23-A	184	190
23-B	190	197

o Reduction
)

Decision No.
40724

o Increase
)

- (1) For description of Los Angeles County Production Areas "F" and "G", see Page No. 21-E series.
- (2) For descriptions of Orange County Delivery Zones see Pages Nos. 28 to 33 series, inclusive.

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 151

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)		
238-A Cancels 238	CANCELLED, RATES NAMED ELSEWHERE IN THIS TARIFF APPLY.		
239	MATERIAL, viz.: Granite, decomposed, Stone, crushed, chips or waste, Gravel, Stone, natural, blocks, pieces or slabs, Sand, rough quarried, Stone, natural, sawed, not further finished.		
	(1) FROM (except as noted) Ventura County Production Area	(1) TO (except as noted)	RATE
	A	Ventura County Production Area B	20
		Railroad loading facility at Montalvo known as "Montalvo Boot Dump Siding" located in Ventura County Delivery Zone 35 approximately 1.2 miles from Ventura County Production Area A	15
		C	Ventura County Production Area B
	Railroad loading facility located in Ventura County Delivery Zone 35 approximately 800 feet easterly of the Southern Pacific Company Depot at Saticoy		15
	Plant of United Concrete Pipe Company located in Ventura County Delivery Zone 35 near the intersection of Vineyard Avenue and Los Angeles Avenue		10
	E	Railroad loading facilities located in Ventura County Delivery Zone 38-A near 12th Street between Santa Barbara Street and Santa Paula Street	13
		Ventura County Production Area C	(2) 40 (3) 70
	239 Increase } Decision No. 4072A Reduction }		
(1) For descriptions of Ventura County Production Areas and Delivery Zones, see Pages Nos. 22 to 27 series, inclusive. (2) Rate applies between points named. (3) Rate applies for the transportation of a shipment in each direction during a single round trip of carrier's equipment. Charges shall be assessed on the weight of the heaviest shipment transported during a single transaction			
EFFECTIVE NOVEMBER 1, 1947			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 152			

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.							
	TO	FROM				TO	FROM			
	(1) Ventura County Delivery Zones	(1) Ventura County Production Areas				(1) Ventura County Delivery Zones	(1) Ventura County Production Areas			
		A	B	C	E		A	B	C	E
		Rates in Cents Per Ton					Rates in Cents Per Ton			
240-A Cancels 240	10	87	90	98	94	48-C	64	58	52	76
	11	94	97	105	101	49	86	82	74	48
	12	81	84	92	88	50	78	74	66	67
	13	74	78	85	82	51-A	70	65	57	72
	14	67	70	77	87	51-B	74	68	61	79
	15	72	76	82	95	51-C	82	76	69	87
	16	62	67	74	88	52	81	78	72	92
	17	56	59	66	81	53-A	73	69	65	86
	18	49	52	59	74	53-B	73	70	68	96
	19	42	46	52	68	54	77	74	74	101
	20	40	43	50	65	56	90	84	76	96
	21	47	50	58	72	57	101	95	88	105
	22	54	58	65	80	58-A	100	93	86	104
	23	61	64	72	87	58-B	108	102	94	113
	24	83	86	94	80	59-A	25	29	35	61
	25	76	82	88	77	59-B	29	33	38	64
	26-A	84	88	95	74	60	27	27	31	60
	26-B	90	94	101	77	61	33	28	28	55
	27	94	94	87	60	62	45	43	40	68
	28	91	88	80	53	63	42	40	38	65
	29	80	76	68	43	64-A	42	40	38	67
	30	68	65	57	29	64-B	50	47	46	74
	31-A	38	41	48	63	65	41	39	36	65
	31-B	32	36	43	58	66	38	36	37	66
	32	33	37	44	59	67	34	33	37	66
	33	31	35	42	58	68	39	41	47	73
	34	28	32	38	52	69	41	37	42	74
	35	26	29	30	48	70	43	40	44	75
	36	34	32	27	42	71	53	51	54	81
	37	46	42	35	28	72	52	50	53	80
	38-A	55	54	46	21	73	56	54	57	85
	38-B	64	62	55	27	74	60	58	61	88
	38-C	67	63	56	25	75	63	62	64	91
	39-A	78	74	67	46	76-A	53	49	48	76
	39-B	75	72	64	40	76-B	62	60	58	86

39-C	75	72	64	34	77	46	43	41	69
39-D	84	81	73	46	78	58	54	52	81
40-A	92	89	81	54	79-A	66	65	64	91
40-B	98	94	87	60	79-B	76	73	72	100
40-C	106	103	94	68	79-C	86	83	82	110
41-A	103	100	93	66	79-D	96	92	92	120
41-B	113	111	103	76	79-E	86	83	82	110
42	45	39	32	58	80-A	72	68	67	94
43	51	46	39	64	80-B	79	75	74	103
44	61	56	48	58					
45	76	70	64	40					
46	67	60	52	57					
47	56	51	44	65					
48-A	74	67	60	70					
48-B	68	62	56	71					

◊ Increase    )  
                   ) Decision No. **40724**  
 ◊ Reduction   )

(1) For descriptions of Ventura County Production Areas and Delivery Zones, see Pages Nos. 22 to 27 series, inclusive.

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 165

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.			
	TO	FROM		
	(1) Orange County Delivery Zones	(1) Orange County Production Areas		
		A	B	C
		Rates in Cents Per Ton		
	1	26	74	64
	2-A	31	66	73
	2-B	40	74	71
	2-C	35	81	64
	2-D	32	84	56
	3-A	23	79	71
	3-B	26	84	74
	4-A	47	74	78
	4-B	38	58	78
	4-C	36	55	82
	4-D	42	63	88
	5-A	41	90	52
	5-B	42	88	60
	5-C	47	82	68
	5-D	56	86	73
	6-A	44	97	44
	6-B	41	94	50
	6-C	44	98	56
	6-D	37	90	59
	7-A	61	114	29
	7-B	62	117	41
	7-C	49	103	44
	7-D	55	106	37
	7-E	62	114	36
	9-A	60	105	46
	9-B	52	101	46
	10-A	51	97	52
	10-B	48	95	58
	10-C	53	90	66
	10-D	61	92	71
	11-A	61	107	56
	11-B	63	108	64
	11-C	61	96	69
	11-D	71	104	80
	12-A	66	107	69
	12-B	70	107	78
	13-A	69	96	80
	13-B	56	81	82
	14-A	47	71	85
	14-B	57	80	91
	15-A	57	75	98
	15-B	65	91	98
	16	42	51	88
	17	51	49	97
	18-A	59	42	105

05250-C  
 Cancels  
 250-B

18-B	60	45	107
18-C	67	52	114
19-A	60	31	107
19-B	66	25	112
19-C	74	28	120
19-D	85	44	131
20-A	80	57	131
20-B	75	59	122
20-C	70	62	111
20-D	66	68	107
21	87	52	134
22	85	40	131
23-A	92	47	139
23-B	99	54	145

o Reduction )  
 o Increase ) Decision No. 40724

(1) For descriptions of Orange County Production Areas and Delivery Zones see Pages Nos. 28 to 33-A series, inclusive.

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.

Correction No. 153

Cancels

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)					
* 260-C Cancels 260-B	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.					
	TO	FROM				
	(1) San Diego County Area Delivery Zones	(1) San Diego County Production Areas				
		A	B	C	D	E
		Rates in Cents Per Ton				
	1	27	34	49	73	38
	2	35	46	60	76	52
	3	35	48	61	82	58
	4	30	29	42	70	32
	5	54	30	40	75	27
	6	42	35	49	61	29
	7	33	37	53	66	43
	8	36	43	58	70	48
	9	37	27	33	72	27
	10	42	54	66	81	60
	11	53	60	71	88	67
	12	57	63	73	89	69
	13	66	73	83	100	80
	14	73	80	90	107	86
	15	77	82	92	111	92
	16	47	48	60	56	36
	17	57	42	53	61	30
	18	63	49	58	66	33
	19	57	68	78	94	75
	20	51	32	42	72	27
	21	61	50	59	77	36
	22	61	54	64	43	49
	23	68	63	70	30	58
	24	50	54	66	67	48
	25	58	61	71	72	55
	26	67	71	81	105	83
	27	80	76	85	27	73
	28	88	84	92	28	81
* Change, Decision No. 40724						
(1) For descriptions of San Diego County Production Areas and San Diego County Area Delivery Zones see Pages Nos. 33-B to 33-H series, inclusive.						
EFFECTIVE NOVEMBER 1, 1947						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 154						

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Concluded)		
	COMMODITY	BETWEEN (Except as Noted)	RATE In cents per ton
0 0270-B Cancels 270-A	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	Los Angeles County Production Areas and Delivery Zones as des- cribed on pages 11 to 21-G series, inclusive.	Rates in Items Nos. 210 to 235 series, inclusive; plus 12 cents per ton.
0 0280-B Cancels 280-A	MATERIAL, viz.: As described in Item No. 270 series.	Ventura County Production Areas and Delivery Zones as described on pages 22 to 27 series, in- clusive.	Rates in Item No. 240 series, plus 12 cents per ton.
0 0290-B Cancels 290-A	MATERIAL, viz.: As described in Item No. 270 series.	Orange County Pro- duction Areas and De- livery Zones as des- cribed on pages 28 to 33-A series, in- clusive.	Rates in Item No. 250 series, plus 12 cents per ton.
0 0295-B Cancels 295-A	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-E series, inclusive.	Rates in Item No. 260 series, plus 12 cents per ton.
0 0297-A Cancels 297	MATERIAL, viz.: As described in Item No. 270 series.	From Los Angeles County Production Areas "F" and "G" as described on page 21-E series, to Orange County Deliv- ery Zones as des- cribed on pages 28 to 33 series, inclusive.	Rates in Item No. 237 series, plus 12 cents per ton.
<div> <div> <div>0 Reduction</div> <div>0 Increase</div> </div> <div> </div> </div> Decision No. 40724			

EFFECTIVE NOVEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.

Sanction No. 155

Item No.	SECTION NO. 4		HOURLY RATES (Concluded)				
	MATERIAL, as described in Item No. 320 series.						
	COLUMN "A" rates apply where the loading is performed by power loading device, excepting processed sand, gravel or crushed stone in stock piles at a commercial producing plant, at point of consumption or at intermediate point of transfer. A hopper chute or bunker shall not be deemed to be a power loading device.						
	COLUMN "B" rates apply where the loading is performed by hand and where the average mileage of the vehicle does not exceed eight (8) miles per hour for the period of time the vehicle is in use each day.						
	COLUMN "C" rates apply where transportation or loading is under conditions other than described under application of Column "A" or Column "B" rates.						
	Level Capacity of Dump Truck Body in Cubic Yards(See Note 1)	(1) Rates in Cents Per Hour (See Item No. 330 series)					
		NORTHERN TERRITORY (See Item No. 110 series)			SOUTHERN TERRITORY (See Item No. 100 series)		
		Column (2)A	Column (2)B	Column (2)C	Column A	Column B	Column C
*360-B Cancels 360-A	Over But not over						
	0 2	127	96	114	90	65	80
	2 2½	152	108	133	110	75	95
	But less than						
	2½ 3½	210	127	178	140	90	115
	(3) 3½ 4½	254	152	216	170	105	140
	(3) 4½ 5½	293	185	254	195	120	165
	But not over						
	(3) 5½ 7	343	235	305	225	160	195
	7 Add to rate for 7 cubic yards capacity for each cubic yard or fraction thereof	44	32	38	30	20	25
(1) Minimum charge shall be the rate for one hour.							
(2) NOT SUBJECT to increases provided in Supplement No. 5.							
(3) Includes the capacity shown.							
NOTE 1.—Level capacity of Dump Truck body means the cubical content of the body in cubic yards calculated by multiplying the inside length by the average inside width and the average inside height of the sides of the body, including temporary side boards, if such boards are used, with no allowance for the crown of the load or for low head board or low tail gate.							
In the case of a Dump Truck body not constructed for use of a tail gate (such as the so-called "rock body"), the inside length shall be deemed to mean the average of the measurement along the top of the sides from the inside of the head board to the point of the angle where the sides are diverted downward to meet the floor, and the measurement along the floor from the inside of the head board to the end of the body.							
* Change ) ∇ Increase ) Decision No. 40724							
End of Tariff							
EFFECTIVE SEPTEMBER 20, 1947							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 156							

Item No.	SECTION NO. 4	HOURLY RATES (Concluded)						
	MATERIAL, as described in Item No. 320 series.							
	COLUMN "A" rates apply where the loading is performed by power loading device, excepting processed sand, gravel or crushed stone in stock piles at a commercial producing plant, at point of consumption or at intermediate point of transfer. A hopper chute or bunker shall not be deemed to be a power loading device.							
	COLUMN "B" rates apply where the loading is performed by hand and where the average mileage of the vehicle does not exceed eight (8) miles per hour for the period of time the vehicle is in use each day.							
*360-0 Cancels 360.3	COLUMN "C" rates apply where transportation or loading is under conditions other than described under application of Column "A" or Column "B" rates.							
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	
(1) Rates in Cents per Hour (See Item No. 330 series)								
Over	But not over							
0	2	127	96	114	110	85	100	
2	2½	152	108	133	135	95	115	
	But less than							
2½	3½	210	127	172	170	110	140	
(2) 3½	4½	254	152	216	200	130	170	
(2) 4½	5½	293	185	254	225	155	200	
	But not over							
(2) 5½	7	343	235	305	275	195	235	
7	8	387	267	343	325	235	265	
8	9	431	299	381	355	260	295	
9	10	475	331	419	385	285	325	
10	11	519	363	457	415	310	355	
11	12	563	395	495	445	335	385	
12	13	607	427	533	475	360	415	
13	14	651	459	571	505	385	445	
14	15	695	491	609	535	410	475	
15	Add to rate for 15 cubic yards capacity for each cubic yard or fraction thereof	44	32	38	30	25	30	

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

(2) Includes the capacity shown.

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

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

↓ Increase )  
\* Change ) Decision No. 40724

End of Tariff

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