

Decision No. 45454

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
into the rates, rules, regulations )  
and practices of all common carriers, ) Case No. 4808  
highway carriers and city carriers )  
relating to the transportation of )  
property. )

Appearances

John Ehrhardt, for H. W. Rohl Co., Inc., petitioner.  
E. C. Blackman, for California Dump Truck Owners  
Association, interested party.  
Austin H. Peck, Jr., for Southern California Rock  
Products Association, interested party.  
M. A. Mathias and Arthur S. Johnson, for San Diego  
Rock Producers Association, interested party.  
J. B. Lillywhite, for Consolidated Rock Products  
Company, interested party.  
Frank Hagan, for Graham Brothers, Inc., interested  
party.  
Robert C. Martin, for Escondido Sand and Gravel Works,  
interested party.  
Mack Rodman, for Oceanside Rock and Sand Company,  
interested party.

SUPPLEMENTAL OPINION

City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7  
provides minimum rates, rules and regulations for the transportation  
of sand, rock, gravel and other materials in dump truck equipment.  
The rates which apply in southern California are established on a  
zonal basis, on a mileage basis, and on an hourly basis. The zone  
rates apply between designated production areas and delivery zones.  
The mileage rates apply for movements not covered by the zoning  
arrangements and are generally higher than the zone rates. The hourly  
rates are applicable only when notice in writing is given to the car-  
riers, before the transportation commences, of the shipper's intention  
to ship under such rates.

By petition filed November 28, 1950, H. W. Rohl Co., Inc., seeks extension of the zone rates so as to apply from facilities for the production of sand, gravel, rock and asphaltic concrete in the vicinity of Oceanside to delivery zones in Orange County and proposed delivery zones in the northern part of San Diego County. The Southern California Rock Products Association filed petitions on December 11, 1950, and January 3, 1951, seeking extension of the zone rates from certain production areas in Orange County to the San Diego County delivery zones proposed by the Rohl company.

Public hearing of the petitions was had before Examiner Abernathy at Oceanside on February 19, 1951.

In its petition the Rohl company states that it has leased certain properties near Oceanside on which it is constructing a commercial rock and sand production plant with an estimated capacity in excess of 1,000 tons a day. It plans to erect an asphaltic concrete plant in the near future on these properties also. The company asserts that zone rates will be necessary to the proper marketing of its products if it is to use for-hire transportation facilities. Witnesses for the company explained that most buyers of rock and sand products require price quotations on a delivered basis. They testified to the effect that the mileage rates are not suited to such a basis of price quotation for the reason that it is not practicable to determine, prior to shipment, the mileages involved in every prospective delivery. The secretary of the company expressed the view, moreover, that the present mileage rates would not be equitable for his company's shipments. He indicated that zone rates reflecting carrier operating performance in transporting shipments from his company's plant and corresponding in other respects to the zone rates applicable in Los Angeles and Orange Counties would be satisfactory.

With its petition the Rohl company submitted detailed descriptions of the territories which it seeks to have designated as a production area and as delivery zones. It also submitted tables showing the distances between the proposed production area and the delivery zones and the times in minutes required for a dump truck to make the round trips between the production area and each of the delivery zones. These operating data, the petitioner states, were developed principally from a traverse of the area by a for-hire carrier operating a loaded dump truck vehicle with a disinterested person observing. Certain of the data were taken from exhibits hitherto submitted to the Commission in relation to the zone rates applicable as minimum in Orange County. The Rohl company's vice president testified that he had made independent checks of the time studies and was satisfied with the data as a basis for zone rates.

The Southern California Rock Products Association, in its petitions, also submitted data to show the running times required by dump truck equipment to make round trips between Orange County Production Areas "A" and "B" and the San Diego County delivery zones proposed by the Rohl company. The association urged that the Commission, in establishing zone rates in response to the Rohl company's petition, should establish zone rates also from Production Areas "A" and "B" in Orange County to the proposed zones. This proposal was supported by witnesses appearing for rock and sand producers having plants in these production areas and shipping therefrom to destinations in San Diego County.

The manager of the California Dump Truck Owners Association, an association composed of a substantial number of for-hire dump truck carriers in southern California, testified that he had participated in the development of the data which the Rohl company had

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submitted. He said that he had made a personal check of the mileages to the various delivery zones; that he had ridden with the carrier which had been engaged for the time study; that the carrier had operated its vehicle at normal speeds in making the study and that it had traveled over the various routes in each direction in order to arrive at typical times per trip. The manager asserted that the carrier followed the same method as that which was employed in making traverse studies upon which the zone rates in Los Angeles and Orange Counties were based. He said that the data reported by the Rohl company are accurate and fair to shippers and carriers alike. He favored the establishment of zone rates as proposed, for he believed that the rates would result in additional business for for-hire dump truck carriers.

Representatives of the San Diego Rock Producers Association and of individual rock companies in San Diego and Orange Counties participated in the examination of the witnesses. No one opposed the proposals. A witness for the Oceanside Sand and Rock Company, located adjacent to the Rohl properties and within the proposed production area, supported the Rohl petition.

The record is convincing that the present mileage rates do not provide a suitable basis of transportation charges for the Rohl company's shipments involved in the instant phase of this proceeding, and that a zonal basis of rates, as established for other producers of rock, sand, gravel and related materials in southern California, would be more appropriate. It appears that zone rates which reflect carrier operating experience in the Oceanside area and which otherwise correspond to zone rates in Los Angeles and Orange Counties would be reasonable. In order to avoid discrimination against producers in Orange County Production Areas "A" and "B", zone rates from said areas

to the proposed San Diego County delivery zones should be established concurrently with establishment of the rates sought by the Rohl company. Upon consideration of the facts and circumstances of record, the Commission is of the opinion and finds that the sought modifications of existing rates, rules and regulations have been justified.

O R D E R

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

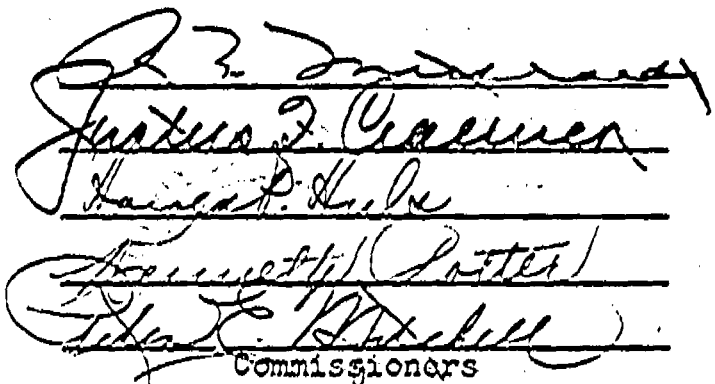
IT IS HEREBY ORDERED that Decision No. 32566 of November 14, 1939, in Cases Nos. 4246 and 4434, as amended, be and it is hereby further amended by incorporating in City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7 (Appendix "A" of said Decision No. 32566, as amended) the original and revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

First Revised Page 33-G Cancels Original Page 33-G  
Second Revised Page 33-H Cancels First Revised Page 33-H  
Original Page 33-I  
Original Page 33-J  
Original Page 33-K  
Original Page 33-L  
Original Page 37-A  
Twelfth Revised Page 38-B Cancels Eleventh Revised Page 38-B

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

The effective date of this order shall be April 2, 1951.

Dated at San Francisco, California, this 13<sup>th</sup> day of March, 1951.

  
Commissioners

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) SAN DIEGO COUNTY AREA-DELIVERY ZONES (Continued)</p>
26	<p>Includes the area within the limits of the United States Military Reservation commonly known as the Marine Rifle Range located southeasterly of the intersection of Pacific Highway (U.S. Highway No. 101) and Miramar Road.</p>
27	<p>Beginning at the southeasterly corner of the City of Chula Vista, thence westerly along the southerly city limit of said city to San Diego Bay; southerly along the shore line of said bay to the northerly prolongation of Butler Avenue; southerly on said prolongation and Butler Avenue to Coronado Avenue; easterly on Coronado Avenue to 8th Street; southerly on 8th Street and its southerly prolongation to Leon Avenue; easterly on Leon Avenue and the easterly prolongation thereof to its intersection with the southerly prolongation of the easterly city limit of the City of Chula Vista; northerly along said prolongation to the point of beginning.</p>
28	<p>Beginning at the intersection of the easterly prolongation of Leon Avenue and the southerly prolongation of the easterly city limit of the City of Chula Vista, thence westerly along the prolongation of Leon Avenue and Leon Avenue to the southerly prolongation of 8th Street; northerly on said prolongation and 8th Street to Coronado Avenue; westerly on Coronado Avenue to Butler Avenue; northerly on Butler Avenue and its northerly prolongation to the San Diego Bay; thence northwesterly along the shore line of said bay to its intersection with a line 2,000 feet northerly of and parallel to First Street located at the southerly extremity of Coronado Strand, westerly along said line to the Pacific Ocean; southerly along the shore line of Pacific Ocean to the international boundary between United States and Mexico; easterly along said boundary to its intersection with the southerly prolongation of the easterly city limit of the City of Chula Vista; thence northerly along said prolongation to the point of beginning.</p>
#29	<p>Beginning at the intersection of the northwesterly San Diego County boundary line and the Pacific Ocean (in the vicinity of San Clemente) thence northerly along said boundary line to its intersection with the line one-fourth mile northeast of and parallel to U.S. Highway 101; thence southeasterly along said parallel line to its intersection with the line perpendicular to U.S. Highway 101 to its intersection with the road entering Camp Joseph H. Pendleton Recreational Center, thence southwesterly along said perpendicular line to its intersection with the shore line of the Pacific Ocean, thence northwesterly along said shore line to the point of beginning.</p>
#30	<p>Beginning at the intersection of a line perpendicular to U.S. Highway 101 at its intersection with the road entering Camp Joseph H. Pendleton Recreation Center and the shore line of the Pacific Ocean, thence northeasterly along said perpendicular line to its intersection with a line one-fourth mile northeast of and parallel to U.S. Highway 101; thence southeasterly along said parallel line to its intersection with Horno Canyon; thence southwesterly along said Horno Canyon to its intersection with the shore line of the Pacific Ocean; thence northwesterly along said shore line to the point of beginning.</p>

#31

Beginning at the intersection of Horno Canyon and the shore line of the Pacific Ocean, thence northeasterly along said Horno Canyon to an intersection with a line parallel to and one-fourth mile northeasterly of U.S. Highway 101; thence southeasterly along said line to its intersection with Los Flores Creek; thence southwesterly along said creek to its intersection with the shore line of the Pacific Ocean, thence northwesterly along said shore line to the point of beginning.

#32

Beginning at the intersection of Los Flores Creek and the Pacific Ocean, thence northeasterly along said creek to its intersection with a line parallel to and one-fourth mile northeasterly of U.S. Highway 101; thence southeasterly along said line to its intersection with a line perpendicular to U.S. Highway 101 at Stuart Station on the Santa Fe Railroad, thence southwesterly along said perpendicular line to its intersection with the shore line of the Pacific Ocean, thence northwesterly along said shore line to the point of beginning.

# Addition, Decision No. 45454

EFFECTIVE APRIL 2, 1951

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 287

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF-TERRITORIAL (Continued)</p> <p>#(1) SAN DIEGO COUNTY AREA-DELIVERY ZONES (Continued)</p>
33	<p>Beginning at the intersection of the shore line of the Pacific Ocean in a line perpendicular to U.S. Highway 101 at Stuart Station on the Santa Fe Railroad, thence northeasterly along said perpendicular line to its intersection with a line one-fourth mile northeasterly of and parallel to U.S. Highway 101; thence southeasterly along said parallel line to its intersection with the San Luis Rey River; thence southwesterly along said River to its intersection with the city limits of Oceanside; thence westerly along said city limits to its intersection with the shore line of the Pacific Ocean, thence northwesterly along said shore line to the point of beginning.</p>
34	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: beginning at the intersection of Vandergrift Boulevard and Rattlesnake Canyon Rd., thence northerly along Vandergrift Blvd. to its intersection with the Naval Hospital Road; thence northwesterly along said Naval Hospital Road to its intersection with an unnamed dirt road 2.8 miles from the point of beginning; all within Camp Joseph H. Pendleton.</p>
35	<p>A strip of land lying on each side of the center line of Vandergrift Blvd. included within 12, 13, 14, 15 and 16 areas all within Camp Joseph H. Pendleton.</p>
36	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: beginning at the southerly end of the warehouse area along Vandergrift Blvd., thence northerly along said Vandergrift Blvd. to its intersection with Rattlesnake Canyon Rd., all within Camp Joseph H. Pendleton.</p>
37	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of Vandergrift Blvd. and a line parallel to and one-fourth mile northeasterly of U.S. Highway 101; thence northerly along said Vandergrift Blvd. to the southerly end of the warehouse area; all within Camp Joseph H. Pendleton.</p>
38	<p>Beginning at the intersection of the northerly boundary of the city of Oceanside with the Pacific Ocean, thence easterly and southerly along said boundary line to its intersection with the San Luis Rey River; thence northeasterly and easterly along the San Luis Rey River to its intersection with the boundary line of Section 13, R 5 W, T 11 S; thence southerly along said section line to its intersection with Mission Ave.; thence southeasterly along a direct line to the intersection of Loma Alta Canyon Drive and Fousat St; thence southerly along a direct line to the intersection of Dunstan St. and Avocado Rd.; thence southerly along Avocado Rd. to its intersection with the city limits of Oceanside; thence westerly and southerly along the city boundary of Oceanside to its intersection with Vista Way; thence southwesterly along Vista Way and the southwesterly prolongation to its intersection with the shore line of the Pacific Ocean; thence northwesterly along said shore line to the point of beginning.</p>



39

Beginning at the intersection of the shore line of the Pacific Ocean and the southwesterly prolongation of Vista Way in Oceanside, thence northeasterly and easterly along Vista Way to its intersection with Jefferson St.; thence southerly along Jefferson St. to its intersection with Eucalyptus St.; thence easterly along Eucalyptus St. to its intersection with Canon St.; thence southeasterly along Canon St. to its intersection with Monroe St.; thence southeasterly along Monroe St. to its intersection with Magnolia Ave.; thence southwesterly along Magnolia Ave. to its intersection with Highland Drive; thence southeasterly along Highland Drive to its intersection with Hillside Dr.; thence southwesterly in a straight line to the intersection of Hedionda Lagoon and the Santa Fe Railroad; thence westerly along said Lagoon to the shore line of the Pacific Ocean; thence northwesterly along said shore line to the point of beginning.

(1) For Production Areas A, B, C, D, E, F, G and H, formerly shown on this page, see Original Page 33-L.

# Addition, Decision No. 45454

EFFECTIVE APRIL 2, 1951

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

Correction No. 288

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF-TERRITORIAL (Continued) # SAN DIEGO COUNTY AREA-DELIVERY ZONES (Continued)</p>
40	<p>A strip of land lying between the shore line of the Pacific Ocean in a line easterly of and parallel to U.S. Highway 101, extending southerly from the intersection of U.S. Highway 101 and Redonda Lagoon to U.S. Highway 101 and San Marcos Creek.</p>
41	<p>A strip of land lying between the shore line of the Pacific Ocean in a line easterly of and parallel to U.S. Highway 101, extending from U.S. Highway 101 and San Marcos Creek southerly to the intersection of U.S. Highway 101 and "D" Street in Encinitas.</p>
42	<p>A strip of land lying between the shore line of the Pacific Ocean in a line one-fourth mile easterly of and parallel to U.S. Highway 101, thence southerly to the intersection of U.S. Highway 101 and "D" Street in Encinitas, to the intersection of U.S. Highway 101 and San Elijo Creek.</p>
43	<p>A strip of land lying between the shore line of the Pacific Ocean in a line easterly of and parallel to U.S. Highway 101, running southerly from the intersection of U.S. Highway 101 and San Elijo Creek to the intersection of U.S. Highway 101 and Grant Avenue, in Del Mar.</p>
44	<p>A strip of land lying between the shore line of the Pacific Ocean and a line easterly of and parallel to U.S. Highway 101, running southerly from the intersection of U.S. Highway 101 and Grant Avenue in Del Mar to the northerly intersection of U.S. Highway 101 and the San Diego City Limits.</p>
45	<p>Beginning at the intersection of Gumtree Lane and old U.S. Highway 395 in Fallbrook; thence easterly along said old U.S. Highway 395 to its intersection with Live Oak Canyon Rd.; thence southerly along said Live Oak Canyon Rd. to its intersection with Duffy School Rd.; thence westerly along said Duffy School Rd. to its intersection with Stagecoach Lane; thence northerly along said Stagecoach Lane to its intersection with Gumtree Lane; thence westerly along said Gumtree Lane to the point of beginning.</p>
46	<p>Beginning at the intersection of Main St. and Juniper St. in Fallbrook, thence easterly along said Juniper St. and the continuation thereof known as U.S. Highway 395 to its intersection with Gumtree Lane, thence east along said Gumtree Lane to its intersection with Stagecoach Lane, thence southerly along said Lane to its intersection with Duffy School Rd.; thence easterly along said Road to its intersection with Green Canyon Rd.; thence southerly along Green Canyon Rd. to its intersection with Palomar Rd.; thence westerly along said Palomar Rd. to its intersection with Main St.; thence northerly along said main St. to point of beginning.</p>
47	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: along Inland Highway (southerly extension of Main St. from Fallbrook) and its intersection with Palomar Rd. to the intersection of said Highway with Via Monserate.</p>

48

A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: beginning at the intersection of Inland Highway and Via Monserate, thence southerly along said Highway to its intersection with a line one-eighth mile northwesterly of and parallel to Oceanside Rd.

49

A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: beginning at the intersection of Inland Highway and Oceanside Rd., thence northeasterly along said Oceanside Rd. to its intersection with a line one-eighth mile westerly of and parallel to U.S. Highway 395.

# Addition, Decision No. 45454

EFFECTIVE APRIL 2, 1951

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 289

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF-TERRITORIAL (Continued) #SAN DIEGO COUNTY AREA-DELIVERY ZONES (Continued)
50	A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: beginning at the intersection of Inland Highway and Oceanside Rd., thence southerly along said Oceanside Rd. to its intersection with Vista Highway.
51	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: beginning at the intersection of Mission Rd. and a line one-eighth mile west of and parallel to Vista Highway, thence westerly along said Mission Rd. to its intersection with La Colina Blvd.
52	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: beginning at the intersection of Mission Rd. and La Colina Blvd., thence westerly along said Mission Rd. to its intersection with an unnamed Highway leading to the San Luis Rey gate of Camp Joseph H. Pendleton, in the vicinity of San Luis Rey.
53	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: beginning at the intersection of Mission Rd. and an unnamed road leading to the San Luis Rey gate of Camp Joseph H. Pendleton (in the vicinity of San Luis Rey) thence southerly along said Mission Rd. to its intersection with the easterly boundary of Section 13, R 5 W, T 11 S, in Oceanside.
54	A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: beginning at the intersection of the northerly boundary of Rancho Buena Vista and Vista Highway, thence northerly along said Vista Highway to its intersection with Osborne St.
55	A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: beginning with the intersection of Vista Highway and Osborne St., thence northerly along said Vista Highway to its intersection with Oceanside Rd.
56	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the southeasterly intersection of the boundary of Buena Vista and State Highway 78, thence southeasterly along said Highway to its intersection with San Marcos Rd. (westerly on San Marcos).
57	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of San Marcos Rd. and State Highway 78, thence easterly along said State Highway to its intersection with Vineyard Rd.
58	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing with the intersection of Vineyard Rd. and State Highway 78, thence southeasterly along said State Highway to its intersection with the city limits of Escondido.

59	The area within the city limits of Escondido.
60	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of the city limits of Escondido & Del Dios Highway, thence southerly along said Highway to its intersection with Date Lane (leading to the community of Del Dios.)
61	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of Del Dios Highway and Date Lane, thence southerly along said Del Dios Highway to its intersection with an unnamed construction road leading to Lake Hodges Dam.
62	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of Del Dios Highway and an unnamed construction road leading to Lake Hodges Dam, thence westerly along said Highway to its intersection with El Camino del Norte.
#Addition, Decision No. <u>45454</u>	
EFFECTIVE APRIL 2, 1951	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 290	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p>APPLICATION OF TARIFF-TERRITORIAL (Continued) #SAN DIEGO COUNTY AREA-DELIVERY ZONES (Concluded)</p>
63	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of Paseo Delicias and El Camino del Norte, thence southwesterly along said Paseo Delicias to its intersection with Linea del Cielo, thence continuing along said Linea del Cielo to its intersection with La Glorietto Rd. (in the area of Rancho Santa Fe.)</p>
64	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of Linea del Cielo and La Glorietto Rd., thence southwesterly along said Linea del Cielo to its intersection with El Puente Rd.</p>
65	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of El Puente Rd. and Linea del Cielo, thence westerly along said Linea del Cielo Rd. and Plaza St. (Solano Beach) to its intersection with a line one-fourth mile westerly of and parallel to U.S. Highway 101.</p>
66	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of the southerly boundary of the city of Escondido and U.S. Highway 395, thence southerly 2.7 miles along said U.S. Highway to its intersection with an unnamed road formerly U.S. Highway 395.</p>
67	<p>A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: beginning at the intersection of Duffy School Rd. and U.S. Highway 395, thence southerly along U.S. Highway 395 to its intersection with Oceanside Rd.</p>
68	<p>A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of Oceanside Rd. and U.S. Highway 395, thence southeasterly along said Highway 395 to its intersection with Bonsall Rd.</p>
69	<p>A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of Bonsall Rd. and U.S. Highway 395, thence southerly along U.S. Highway 395 to its intersection with Mossa Canyon Rd.</p>
70	<p>A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of Mossa Canyon Rd. and U.S. Highway 395, thence southerly along said U.S. Highway 395 to its intersection with San Marcos Rd.</p>
71	<p>A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of San Marcos Rd. and U.S. Highway 395, thence southerly along said U.S. Highway 395 to its intersection with North Broadway (Escondido.)</p>

72	A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of U.S. Highway 395 and North Broadway, thence southerly along said U.S. Highway to its intersection with the northerly city boundary line of Escondido.
73	The area entirely within the boundary of Rancho Buena Vista.
74	A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of Vista Highway and the westerly boundary of Rancho Buena Vista, thence westerly along said Vista Highway to its intersection with Sunset Dr.
75	A strip of land one-half mile wide, lying one-fourth mile on each side of Vista Highway, commencing at the intersection of Vista Highway and Sunset Drive, thence westerly along Vista Highway to its intersection with Jefferson St. (Carlsbad).
#Addition, Decision No. <del>45454</del>	
EFFECTIVE APRIL 2, 1951	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 291	

Area No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF-TERRITORIAL (Concluded) SAN DIEGO COUNTY-PRODUCTION AREAS
A	Beginning at a point one-half ( $\frac{1}{2}$ ) mile on Friars Road easterly of the northeasterly city limit of the City of San Diego, measured along said Friars Road, thence westerly along a direct line to Murray Canyon road at a point one-half ( $\frac{1}{2}$ ) mile northeasterly of the intersection of Friars Road and Murray Canyon Road; thence continuing westerly along said direct line to its intersection with a line 500 feet northwesterly of and equidistant from Murray Canyon Road; thence southwesterly along said line to its intersection with the northerly prolongation of Sixth Street Extension; southerly along said prolongation and Sixth Street Extension to Camino del Rio; northeasterly on Camino del Rio to a point one-half ( $\frac{1}{2}$ ) mile, measured along said Camino del Rio, northeasterly of the northeasterly city limit of the city of San Diego, thence along a direct line to the point of beginning.
B	Beginning at the intersection of County Road continuation of Fairmont Avenue, Powers Street, and Camino del Rio, thence northerly on Powers Street in the County of San Diego a distance of one-half ( $\frac{1}{2}$ ) mile to a point; thence westerly along a direct line to the intersection of Friars Road and County Highway Commission route No. 3 (Ward Road); thence in a southerly direction on County Highway Commission route No. 3 to Camino del Rio; thence easterly on Camino del Rio to the point of beginning.
C	Includes the area within the boundary of a circle of one-half ( $\frac{1}{2}$ ) mile radius, the center of which is located on the unnamed county road varying in distance from but approximately one-quarter ( $\frac{1}{4}$ ) mile southerly of the San Diego River, two and seven-tenths (2.7) miles northeasterly of the intersection of Camino del Rio, the county road continuation of Fairmont Avenue and Powers Street, measured along Powers Street (in the County of San Diego), Lincoln Avenue and the unnamed county road described above.
D	Beginning at the intersection of Main Street and Seventh Avenue in the community of Otay, thence westerly on Main Street to National Avenue; southerly on National Avenue to Palm Avenue; easterly on Palm Avenue to Seventh Street; northerly on Seventh Street to the point of beginning.
E	Beginning at the intersection of 54th Street and Wightman Street, thence westerly on Wightman Street to 52nd Street; southerly on 52nd Street to Sterling Court, thence southeasterly along a direct line to a point on 54th Street 500 feet southerly of the intersection of 54th Street and Chollas Road measured along 54th Street, thence northerly on 54th Street to the point of beginning.
F	Beginning at the northeasterly corner of the City of Chula Vista, thence southerly along the easterly limit of said city to its intersection with "G" Street; easterly along the easterly prolongation of "G" Street to its intersection with a line parallel to and one mile easterly of the easterly city limit of the City of Chula Vista; northerly along said line to its intersection with the easterly prolongation of the northerly city limit of the City of Chula Vista; westerly along said prolongation to the point of beginning.



G	Includes the area within the limits of the southwest quarter of Section 24, T-18-S; R-2-W; S.B.B. and M.
H	Includes the area within the limits of the northeast quarter of Section 19 and the northwest quarter of Section 20, both of T-18-S; R-1-W; S.B.B. and M.
#I	Beginning at the intersection of U. S. Highway 101 and the San Luis Rey River in Oceanside; thence easterly along said river to its intersection with the northerly prolongation of Guadacanal Street; thence south along said prolongation and along Guadacanal Street to its intersection with Bush Street; thence southwesterly along said Bush Street to Mission Avenue; thence southwesterly along Mission Avenue to its intersection with U. S. Highway 101 (Coast Highway) thence northwesterly along said Highway to the point of beginning.
# Addition, Decision No. 45454	
EFFECTIVE APRIL 2, 1951	
Issued by the Public Utilities Commission of the State of California, Correction No. 292 San Francisco, California.	

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) San Diego County Delivery Zones	(2) Orange County Production Areas	(1) San Diego County Production Area	(1) San Diego County Delivery Zones	(2) Orange County Production Areas	(1) San Diego County Production Area	
		A B	I		A B	I	
6245	29	114 64	61	53	169 118	40	
	30	124 72	53	54	192 111	61	
	31	132 82	44	55	193 112	62	
	32	139 88	37	56	194 115	64	
	33	147 97	27	57	203 152	72	
	34	189 138	63	58	210 160	80	
	35	188 139	61	59	219 169	90	
	36	175 126	48	60	226 175	95	
	37	161 111	34	61	236 185	106	
	38	153 107	25	62	232 182	103	
	39	167 116	36	63	221 170	90	
	40	174 125	44	64	212 161	82	
	41	182 132	53	65	203 152	72	
	42	190 140	60	66	227 177	97	
	43	200 149	67	67	216 167	86	
	44	215 155	75	68	216 166	85	
	45	232 182	102	69	228 177	97	
	46	221 171	89	70	238 189	109	
	47	207 156	76	71	229 179	98	
	48	198 149	68	72	221 170	90	
	49	205 155	74	73	185 134	56	
	50	193 142	63	74	176 127	46	
	51	185 134	56	75	172 123	42	
	52	176 127	46				
	MATERIAL as described in Item No. 245 series.						
	(1) FROM San Diego County Production Area indicated						
	(2) TO Orange County Delivery Zones shown below						
	Zone	I	Zone	I	Zone	I	
6247	19C	98	20B	120	22	82	
	19D	91	20C	127	23A	73	
	20A	111	21	104	23B	69	
	(1) For descriptions of San Diego County Production Area and Delivery Zones see Pages 33-B to 33-L, inclusive.						
	(2) For descriptions of Orange County Production Areas and Delivery Zones see Pages 28 to 33-A, inclusive.						
	o Reduction, Decision No. 45454						
	EFFECTIVE APRIL 2, 1951						
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
	Correction No. 293						

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Concluded)			
Item No.	COMMODITY	BETWEEN (except as noted)	RATE In cents per ton
270-G Cancels 270-F	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 described on pages 11 to 21-G, inclusive.	Rates in Items Nos. 210 to 236 series, inclusive plus 14 cents per ton.
280-D Cancels 280-C	MATERIAL, viz.: As described in Item No. 270 series.	Ventura County Production Areas and Delivery Zones as described on pages 22 to 27, inclusive.	Rates in Item No. 240 series, plus 14 cents per ton.
290-D Cancels 290-C	MATERIAL, viz.: As described in Item No. 270 series.	Orange County Production Areas and Delivery Zones as described on pages 28 to 33-A, inclusive.	Rates in Item No. 250 series, plus 14 cents per ton.
292-B Cancels 292-A	MATERIAL, viz.: As described in Item No. 270 series.	Orange County Production Areas "A" and "D" as de- scribed on page 33-A and Los Angeles County Delivery Zones as described on pages 11 to 21-D, inclusive.	Rates in Item No. 255 series, plus 14 cents per ton.
*295-F Cancels 295-E	MATERIAL, viz.: As described in Item No. 270 series.	Production Areas and De- livery Zones in San Diego Area as described on pages 33-B to 33-L, inclusive.	Rates in Items Nos. 260 and 261 series, plus 14 cents per ton.
296-B Cancels 296-A	MATERIAL, viz.: As described in Item No. 270 series.	San Bernardino-Riverside Counties Production Areas and San Bernardino County De- livery Zones as described on pages 21-K to 21-J, inclusive.	Rates in Item No. 238 series, plus 14 cents per ton.
297-E Cancels 297-D	MATERIAL, viz.: As described in Item No. 270 series.	From Los Angeles County Pro- duction Areas "C", "F", "G", "L" and "S" as described on pages 21-E, 21-F and 21-G, to Orange County Delivery Zones as described on pages 28 to 33, inclusive.	Rates in Item No. 237 series, plus 14 cents per ton.
6298	MATERIAL, viz.: As described in Item No. 270 series.	From Orange County Production Areas "A" and "B" as de- scribed on page 33-A and from San Diego Production Area "I" as described on page 33-L to San Diego County Delivery Zones as described on pages 33-B to 33-K, inclusive.	Rates in Item No. 245 series, plus 14 cents per ton.
6299	MATERIAL, viz.: As described in Item No. 270 series.	From San Diego County Pro- duction Area "I" as de- scribed on page 33-L to Orange County Delivery Zones as described on pages 28 to 33, inclusive.	Rates in Item No. 247 series, plus 14 cents per ton.
* Change ) 6 Reduction) Decision No. 45454			
EFFECTIVE APRIL 2, 1951			
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