

**ORIGINAL**

Decision No. 48483

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
into the rates, rules, regulations, )  
charges, allowances and practices of )  
all common carriers, highway carriers )  
and city carriers relating to the )  
transportation of sand, rock, gravel )  
and related items (commodities for which )  
rates are provided in City Carriers' )  
Tariff No. 6-Highway Carriers' Tariff )  
No. 7 ). )

Case No. 5437  
(Pet. No. 2)

OPINION AND ORDER

Minimum rates for the transportation of gravel, sand and other materials in dump truck equipment within Ventura County are set forth in City Carriers' Tariff No. 6-Highway Carriers' Tariff No. 7. Zone rates are provided for movements between designated production areas and delivery zones. Special point-to-point rates are provided for volume movements between production areas and commercial processing plants. Mileage rates and hourly rates apply between points not covered by the zone and point-to-point rate arrangements. The mileage and hourly rates are generally higher than other rates.

By petition filed April 4, 1953, California Dump Truck Owners Association, Inc., seeks the establishment of a point-to-point rate of 58 cents per ton for the transportation of gravel and sand from a pit located near Somis to the processing plant of the Saticoy Rock Co. situated at Saticoy and in Production Area C. Petitioner also seeks revision of the description of Delivery Zone No. 60 located at Oxnard.

Petitioner represents that large quantities of gravel and sand will be produced at the pit near Somis and that these materials will be transported by for-hire trucks to the Saticoy processing plant. It further represents that the proposed 58-cent rate will provide reasonable and equitable charges and that this rate is comparable with other point-to-point rates applicable in the same general vicinity.

Delivery Zone No. 60 has as one of its boundaries the southern city limits of Oxnard. Enlargement of the city limits has resulted in an unintended extension of the delivery zone area. The revision in the zone description will substantially restore the original boundaries.

Interested parties have been notified of the filing of this petition. No objection has been offered to its being granted.

It appears that these are matters in which a public hearing is not necessary, and that the granting of the petition is justified.

The present description of Ventura County Production Area G contains an incorrect township reference. The necessary correction will be made.

Therefore, good cause appearing,

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

First Revised Page 26-B cancels Original Page 26-B  
Fourth Revised Page 27 cancels Third Revised Page 27  
Seventh Revised Page 36-C cancels Sixth Revised Page 36-C

This order shall become effective on May 4, 1953.

Dated at San Francisco, California, this 14th day of April, 1953.

President  
  
  
  
  
Commissioners

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued)            VENTURA COUNTY - DELIVERY ZONES (Continued)</p>
58-A	<p>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.</p>
58-B	<p>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.</p>
59-A	<p>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.</p>
59-B	<p>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.</p>
*60	<p>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 its intersection with the easterly prolongation of Elm Street; easterly along said prolongation of Elm Street and along Elm Street to its intersection with Date Street; easterly along an easterly prolongation of Elm Street to its intersection of Oxnard Boulevard; northeasterly along a direct line to the intersection of Pacific Avenue and Wooley Road; easterly on Wooley Road to Rice Road; northerly on Rice Road to the point of beginning.</p>
61	<p>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.</p>

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  $1\frac{1}{2}$  miles; north along a direct line to Lewis Road; westerly along Lewis Road to the point of beginning.

\* Change, Decision No. 48283

EFFECTIVE MAY 4, 1953

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

Correction No. 321

Area No.	SECTION NO. 3 RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF-TERRITORIAL (Continued) 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.
*G	Production facilities located in Ventura County Delivery Zone No. 49 described as the southeast one quarter of section 18 and the southwest one quarter of section 17, township 3 north, range 19 west, San Bernardino base and meridian.
#H	Production facilities located near Ventura County Delivery Zone No. 45 in the northeast one quarter of the northwest one quarter and lots 3 and 6 of section 28, township 3 north, range 20 west, San Bernardino base and meridian.
* Change ) # Addition )	Decision No. 48483
EFFECTIVE MAY 4, 1953	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 322	

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,			
		Sand, rough quarried,			
		Stone, natural, sawed, not further finished.			
		TO		FROM	
		(1) San Bernardino County Delivery Zones		(1) San Bernardino-Riverside Counties Production Areas	
			A	B	C
238-D Cancels 238-C	1	221	237	243	
	2	183	204	210	
	3	149	166	171	
	4	160	176	182	
	5	193	210	215	
	6	204	221	226	
	7	221	237	243	
	8	254	270	276	
	9	331	348	353	
	10	380	397	402	
	11	408	424	431	
		MATERIAL, as described in Item No. 238 series.			
		(2) FROM	(2) TO		RATE
		Ventura County Production Area			
*239-F Cancels 239-E	A	Ventura County Production Area B Railroad loading facility at Montalvo known as "Montalvo Beet Dump Siding" located in Ventura County Delivery Zone 35 approximately 1.2 miles from Ventura County Production Area A			22 17
	C	Ventura County Production Area B Railroad loading facility located in Ventura County Delivery Zone 36 approximately 800 feet easterly of the Southern Pacific Company Depot at Saticoy			22 17
		Plant of United Concrete Pipe Company located in Ventura County Delivery Zone 36 near the intersection of Vineyard Avenue and Los Angeles Avenue			12
	E	Railroad loading facility located in Ventura County Delivery Zone 38-A near 12th Street between Santa Barbara Street and Santa Paula Street			15
		Ventura County Production Area B			(3) 11 (1) 78
	G	Ventura County Production Area E			64

- (1) For descriptions of San Bernardino-Riverside Counties Production Areas and San Bernardino County Delivery Zones, see Pages 21-H to 21-J series, inclusive.
- (2) For descriptions of Ventura County Production Areas and Delivery Zones, see Pages 22 to 27 series, inclusive.
- (3) Rate applies between points named.
- (4) 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.

\* Change )  
 o Reduction ) Decision No. 48480

EFFECTIVE MAY 4, 1953

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 323