

ORIGINAL

Decision No. 53434

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 pro-
 vided in City Carriers' Tariff No. 6 --
 Highway Carriers' Tariff No. 7).

Case No. 5437
 Petition for Modification
 No. 17

E. O. Blackman and Herbert Cameron, for California
 Dump Truck Owners Association, Inc., petitioner.
Francis W. Walker, in propria persona, respondent.
F. B. Yoakum, Jr., and Frank B. Hagan, for Southern
 California Asphalt Plant Association, interested
 party.
James Quintrall and J. C. Kaspar, for California
 Trucking Associations, Inc., interested party.
R. J. Noble and John P. Oder, for R. J. Noble Co.,
 interested party.
Emmett J. Woodward, Jr., and H. R. Elliott, for
 Sully-Miller Contracting Co., interested party.
H. G. Feraud, for Southern California Rock Products
 Association and Southern California Ready Mixed
 Concrete Association, interested parties.
R. A. Lubich and John F. Specht, for the staff of
 the Public Utilities Commission of the State of
 California.

O P I N I O N

By petition filed September 14, 1955, the California Dump
 Truck Owners Association, Inc., seeks increases in the zone rates
 in Minimum Rate Tariff No. 7 which apply as minimum for the trans-
 portation of asphaltic concrete and cold road oil mixture between
 designated production areas and delivery zones in Los Angeles,
 Orange, Ventura and San Diego Counties. Petitioner alleges that
 the sought increases are necessary to meet increases in costs of
 operation which have been experienced since the most recent adjust-
 ment of the rates in July 1953. Other changes which petitioner

seeks in the minimum rate provisions are adjustment of the formula by which the zone rates are calculated, establishment of a minimum charge for short hauls, establishment of additional charges for work done on Sundays and specified holidays, and restrictions on the application of the minimum hourly rates.

Public hearings on the petition were held before Examiner C. S. Abernathy at Los Angeles on February 20 and 21 and on March 6, 1956. Evidence concerning the matters involved was presented by petitioner through its general manager and through several representatives of carriers and of producers of asphaltic concrete. The Southern California Asphalt Plant Association, an organization composed of and representing various producers of asphaltic concrete, presented evidence in opposition to the petition. Certain asphaltic concrete producers and a carrier presented evidence in their own behalf. Members of the Commission's staff assisted in the development of the record.

The several proposals, the allegations and evidence which were advanced with respect thereto, and our conclusions thereon are discussed hereinbelow:

Increases in Zone Rates

The present zone rates were established by Decision No. 48712, dated July 8, 1953, in Case No. 4808. In that decision, a rate of \$6.64 an hour was found to be reasonably compensatory for the transportation of asphaltic concrete under the conditions in which the zone rates apply and the zone rates were developed accordingly.¹ According to evidence presented by petitioner's general manager, the carriers' costs of operation have since been

¹ For convenience the term "asphaltic concrete" will be used throughout this opinion to designate both asphaltic concrete and cold road oil mixture.

increased substantially by increases in labor costs and related items. As reported in an exhibit which this witness submitted, the wage increases which have become effective heretofore or which are covered by firm commitments for the coming year are as follows:

<u>Amount of Increase</u> <u>(in cents per hour)</u>	<u>Effective Date</u>
12	June 15, 1953
5	August 9, 1954
8½	June 15, 1955
4	September 15, 1955
10	May 1, 1956

The witness said that with the increases in direct costs there have been accompanying increases in related charges for Federal Old Age Security Insurance, State Unemployment Insurance, State Compensation Insurance and welfare fund payments. He declared that in other respects the carriers' operating costs on the whole have continued at approximately the same level as that determined in Decision No. 48712. He said that under present costs, a rate of \$7.22 an hour, as a minimum, would be necessary to restore the carriers' earnings in connection with the zone service to a compensatory basis and that the zone rates should be adjusted accordingly.

The sought increases in the zone rates were opposed by the Southern California Asphalt Plant Association on the principal grounds that adjustments in the zone rates should take into consideration changes that should be made in the time factors which are a basis for the rates. Assertedly, the applicable time factors are inequitable in so many respects under present conditions that increases in the zone rates should not be projected thereon. The Association's representative said that the members of his Association are willing to join in steps for immediate revision of the time factors. He urged that in the meantime any adjustments which are

made in the rates to take into consideration increases in the carriers' operating costs be limited to an interim adjustment.

The producers of asphaltic concrete who appeared individually in opposition to the sought increases asserted in effect that in the actual performance of the services involved the carriers are able to earn substantial revenues under the present rates and that increases in the rates are not necessary. They submitted exhibits which they had developed from their records of payments to the carriers which show, among other things, gross payments ranging in various amounts up to \$165 per day per unit of carriers' equipment, and hourly payments ranging from \$6.88 to \$11.93.²

Notwithstanding the representations which were made in opposition to petitioner's proposal, it appears that the rates should be increased as sought. The evidence is clear that since the close of the record upon which the present rates were developed, the carriers have had to meet substantial increases in wages and in related costs. The record is convincing that increases in the overall level of the zone rates to the equivalent \$7.22 per hour would serve only to restore the rates to the same relationship with respect to the cost of the transportation performed as has previously been found reasonable as minimum for the zone service. Although the data which were submitted by the individual producers indicate earnings under the present zone rates of amounts in excess of the sought \$7.22 per hour, that fact alone does not justify concluding that increases in the rates are not warranted.

Generally speaking, the zone rates are designed to provide reasonable minimum compensation for equipment operated at legal speeds with legal loads over legal routes. Proper evaluation of

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The average of the daily payments shown on one of the exhibits which covers a six-month period is approximately \$67 per day to operators of three-axle equipment.

revenue data which have been submitted for minimum rate purposes in a proceeding of this nature of necessity entails review of the propriety of the underlying factors including a review of the operating costs applicable to the equipment utilized. The revenue showings of the individual producers were almost wholly lacking in means by which the data could be evaluated. Certain of the information which was supplied indicates that a portion of the revenues which were reported were earned from the transportation of excessive or unsafe loads. Other information shows that the revenue data which the producers submitted largely reflect operations conducted by a late type of dump truck equipment which is capable of transporting larger legal loads than can three-axle dump vehicles generally.³ No figures were supplied to show the costs of operating this equipment.

With reference to the position of the Southern California Asphalt Plant Association, it appears that the Association is primarily concerned with what it believes to be inequity within the framework of the zone rates and that it concedes increases in the level of the zone rates may reasonably be established. Details concerning the alleged inequities were not furnished. It is evident, however, that the Association advocates an extensive review of and adjustments in the rate structure to reflect changes in delivery times resulting from freeway construction and other circumstances that would affect the flow of asphaltic concrete from point of production to point of utilization. Discussion of the adjustments which the Association seeks is not necessary, however, since such adjustments are outside the scope of this phase of this proceeding and since it appears that the Association is not prepared at present

³ The three-axle dump truck was used as the rate-making vehicle in the establishment of the minimum rates prescribed by Decision No. 48712, supra.

to submit data in support of the contemplated revisions. When it is prepared to proceed along this line, full opportunity will be afforded the Association to substantiate its position. In the meantime it appears that establishment of justified increases in the zone rates should not be withheld on these grounds.

Adjustment of the Formula by which the
Zone Rates are Calculated

Petitioner alleges that since the present zone rates became effective, experience has shown that the formula which was followed in the allocation of costs of service to the various zone hauls has resulted in rates which are too low where hauls for short distances are involved. Petitioner's manager pointed out that in the operation of the formula all of the so-called running costs (the costs of fuel, lubricants, tires and repairs) are assigned to the portion of the deliveries which involve the movements of the vehicles between the plants where the asphaltic concrete is produced and the points where it is delivered. He said that this basis of allocation does not give sufficient recognition that considerable movement of the carriers' vehicles is required in the loading and unloading operations and that these operations therefore involve expense of the type designated as running costs. He declared that where the loading and unloading operations constitute a relatively large proportion of the total service required, as in the case of short hauls, the rates do not sufficiently reflect the operating costs. He urged that in order to bring about a more equitable distribution of costs, 75 per cent of the normal running costs be assigned to the loading and unloading operations and the zone rates be revised accordingly. The 75 per cent figure, he said, was reached as a judgment figure stemming from long experience with and knowledge of the services performed.

Individual carrier witnesses testified in favor of the rate adjustments which would follow from revision of the formula as proposed. They said that the rates for the short hauls are not compensatory and that various carriers decline to provide service when these hauls are involved. Witnesses for several producers of asphaltic concrete in the San Fernando Valley area testified concerning difficulties in obtaining transportation under the present rates and said that higher rates have been established by agreement between the carriers and shippers. The representative of the Southern California Asphalt Plant Association opposed adjustments which would result in relatively higher charges for the short hauls. He acknowledged, however, that the producers experience difficulties in obtaining service for these hauls because of the low revenues which the hauls produce.

It is clear from the evidence herein both with respect to the service performed in the operation of the carriers' vehicles and the carriers' operating experience under the present zone rates that assignment of running costs to the loading and unloading operations as petitioner's witness proposed would result in a fairer allocation of costs to all lengths of haul. Adjustment of the zone rates accordingly would bring about more reasonable results for the carriers and shippers alike. Petitioner's proposal in this respect will be adopted.

Minimum Charge for Short Hauls

A further modification which petitioner proposes be made in the zone rates is the establishment of a rate of 45 cents a ton as the lowest rate to be assessed for zone service. At present the zone rates range as low as 27 cents a ton where the lengths of haul are short. Establishment of the rate of 45 cents a ton is proposed

for the stated purpose of compensating the carriers for losses in revenues resulting from "over-trucking."

As explained by petitioner's manager, "over-trucking" occurs principally when the transportation which the carriers perform involves hauls for relatively short distances. In these instances producers of asphaltic concrete require fewer units of carriers' equipment to maintain a steady flow of their materials to the construction projects involved than those which are required otherwise. With the reduced need for their services, the carriers are not able to attain the same utilization of their equipment as the average contemplated in the establishment of the zone rates and as a consequence realize from the short hauls lower earnings than those for which provision is made in the zone rates generally. The proposed rate of 45 cents a ton, petitioner's manager said, is the amount which in his judgment is necessary to mitigate in part the effect of "over-trucking" upon the short hauls. In this connection he pointed out that in the transportation of asphaltic concrete in the San Fernando Valley the producers and carriers have established voluntarily the rate of 50 cents a ton as the lowest rate to apply for the transportation of asphaltic concrete within the area.

The sought rate will not be established. The effect of the rate if adopted would be a modification of one end of the zone rate structure without any effect being given to the fact that the adjustment would require offsetting modifications on the other end. At present the zone rates are based on an average annual use factor for the carriers' equipment, which factor is the same for all lengths of haul. Petitioner is here seeking in effect a refinement in the rates so that they will reflect a less-than-average usage of carriers' equipment for the short hauls. If such a refinement were to be made, concomitant adjustments should be made in the rates for

those hauls where the carriers enjoy a greater-than-average usage of their equipment. The nature of the sought adjustments requires that the matter be considered in its over-all aspects. The record herein provides no basis by which the other adjustments may be made were petitioner's proposal to be adopted.

Additional Charge for Service Performed
on Sundays and Holidays

Petitioner requests that the following rule be made applicable to the transportation of asphaltic concrete (or cold road oil mixture) at the zone rates on Sundays or certain holidays:

"When asphaltic concrete or cold road oil mixture is transported ... on Sundays, New Year's Day, Memorial Day, Fourth of July, Labor Day, Armistice Day, Thanksgiving Day or Christmas Day, rates provided therefor will be increased 20 per cent."

Petitioner's manager explained that this request stems from the fact that under present labor contracts the carriers are obligated to pay their drivers double time for work done on the days specified. He said that the sought rule is intended to permit the carriers to recover the additional costs which apply to the service and for which no provision is made in the present rates.

Establishment of the proposed rule was opposed by the representative of one producer of asphaltic concrete on the grounds that the producers do not operate on Sundays and holidays. He asserted that should his company have occasion to require service on those days, it would make appropriate arrangements with the carriers. Another producer, however, favored the rule as being reasonable. The representative of the Southern California Asphalt Plant Association stated that his Association is not opposed to the Sunday and holiday provisions.

The proposed rule appears reasonable in the circumstances herein disclosed. It will be adopted with modification to restrict its application to Southern California territory.⁴

Limitation of Hourly Rates

In addition to the sought rates heretofore discussed, Minimum Rate Tariff No. 7 provides hourly rates which may be assessed when the shipper requests service on an hourly basis. Petitioner seeks limitation of these provisions so that the hourly rates may not be applied as an alternative to the zone rates in connection with transportation of asphaltic concrete. Petitioner's manager testified that this limitation is sought because under the present provisions various shippers utilize the hourly rates to avoid higher charges that apply under the zone rates when a greater-than-average haul is involved.⁵

Petitioner's proposal in this respect was opposed by the Southern California Asphalt Plant Association and by an individual producer. As grounds for the objections it was stated that the hourly rates provide an appropriate basis of charges for transportation performed in connection with highway repair work and miscellaneous transportation for which the zone rates are not suited. One of the carriers testified that he utilizes the hourly rates extensively in assessing charges for highway patching service.

⁴ The rule was proposed for Southern California. However, by its terms it would apply also to zone rates which, since the hearing in this matter, have been made applicable in Northern California territory.

⁵ The present method of allocating costs to the various lengths of haul results in zone rates which on an equivalent basis are less than the hourly rates where the lengths of haul are less than average and more than the hourly rates where the lengths of haul are greater than average. The differences are a consequence of the fact that the zone rates more nearly reflect the factors applicable to the separate hauls than do the hourly rates.

The sought restriction will not be imposed on the hourly rates. The record shows that the rates meet a specific need in the transportation of asphaltic concrete. It appears that the imposition of restrictions which would hamper the movements involved is contrary to the best interests of the shippers and carriers alike. Although it is concluded that petitioner's request should be denied, it may be pointed out that revision of the method of cost allocation hereinbefore discussed and found justified will reduce the differences in charges which are the basis for the sought restriction.⁶

Upon careful consideration of all of the facts and circumstances of record, it is concluded and found as a fact that the existing minimum rates, rules and regulations for the transportation of property by dump truck equipment as set forth in Minimum Rate Tariff No. 7 should be revised to the extent provided in the order which follows, all of which are hereby found to be just and reasonable.

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 Minimum Rate Tariff No. 7 (Appendix "A" of Decision No. 32566 as amended) be and it is hereby further amended by incorporating therein to become effective

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To the extent that differences remain, it appears that they may be attributed substantially to differences between the hourly rates named in the tariff and the hourly rates upon which are based the zone rates hereinafter prescribed. The latter rates include provision for certain expense increases which had not become effective when the hourly rates in the tariff were promulgated.

August 15, 1956, the revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix by this reference are made a part hereof.

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

IT IS HEREBY FURTHER ORDERED that, except as otherwise provided herein, Petition No. 17 filed in this proceeding by the California Dump Truck Owners Association, Inc., be and it hereby is denied.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 16th day of July, 1956.

[Signature]
President
Justice F. Calmes
Raylo Winters
[Signature]
[Signature]
Commissioners

APPENDIX "A" TO DECISION NO. 53434

Revised Pages to Minimum Rate Tariff No. 7
Authorized by Said Decision

Twelfth Revised Page 2 cancels Eleventh Revised Page 2
Fourth Revised Page 10-A cancels Third Revised Page 10-A
First Revised Page 38-C cancels Original Page 38-C
First Revised Page 38-D cancels Original Page 38-D
First Revised Page 38-E cancels Original Page 38-E
First Revised Page 38-F cancels Original Page 38-F
First Revised Page 38-G cancels Original Page 38-G
Third Revised Page 38-H cancels Second Revised Page 38-H
First Revised Page 38-I cancels Original Page 38-I
First Revised Page 38-J cancels Original Page 38-J
First Revised Page 38-K cancels Original Page 38-K
First Revised Page 38-L cancels Original Page 38-L
Third Revised Page 38-M cancels Second Revised Page 38-M
First Revised Page 38-O cancels Original Page 38-O
Second Revised Page 38-P cancels First Revised Page 38-P
Third Revised Page 38-Q cancels Second Revised Page 38-Q

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Addition, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 515

Item No.	SECTION NO. 3-RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
200-A Cancels 200	<p style="text-align: center;">RULES GOVERNING BOUNDARY DESCRIPTIONS</p> <p style="text-align: center;">Rules applicable to the descriptions of boundaries of Delivery Zones and Production Areas contained in this section</p> <p>Where streets, railway lines, rights of way of railway companies and water courses are used to define boundaries, the center line of such streets, railway lines, rights of way and water courses will constitute the definite boundary line. (See Item No. 205)</p> <p>Unless otherwise noted, where a street is named as a boundary line which has an offset at any intersecting street, and carries the same name at either side of the offset, such portion of the intersecting street encompassed in the offset will become a part of such boundary line.</p> <p>The term "street" as used above will be synonymous with "avenue", "boulevard", "drive", "lane", "terrace", "road", or other designations thereof.</p> <p>Where the term "shore line" is employed as a boundary line, such boundary line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p> <p>Where the terms "north", "west", "south" and "east" are used on a course in the following descriptions, they are referenced to the true meridian and indicative of a true direction.</p> <p>The term "parallel" as used herein denotes an equidistant course with relation to the line referred to whether said line is straight or curved.</p> <p>Where section lines are employed in Southern Territory they are in each instance referenced to the San Bernardino Base and Meridian; in Northern Territory they are referenced to Mount Diablo Base and Meridian.</p> <p>At the beginning of Northern Territory boundary descriptions a name is shown for convenience in referring to the zone or area. This name may also be the name of a city, community, street or other feature; but it is not to be construed as extending the boundaries beyond those which follow the name.</p>
205-A Cancels 205	<p style="text-align: center;">APPLICATION OF ZONE RATES</p> <p>(a)(Applies only in Southern Territory.) Zone rates contained in this section will apply to all points within the described boundaries of the respective zones, provided however, that deliveries may be made to the property lines of streets used as the boundaries of delivery zones.</p> <p>(b)(Applies only in Northern Territory.) The rates in this section apply as follows:</p> <p>(1) From a commercial producing plant as defined in Items Nos. 10 and 11, located within a defined producing area, to a railhead, hot plant, batching plant, sewage disposal plant, concrete article factory or a distributing yard, as defined in Items Nos. 10 and 11, located</p>

within a defined delivery zone, subject to subparagraph (3), or

(2) (Applies only for the transportation of cold road oil mix (otherwise known as "Plant Mix").) From a hot plant, as defined in Items Nos. 10 and 11, located within a defined producing area to a distributing yard within a defined delivery zone, subject to subparagraph (3).

(3) Unloading shall be effected by dumping into a stock pile, a fixed receiving hopper or a railroad car.

(4) The rates do not apply to any location at which grading, excavating, paving or construction activity is in progress.

ADDITIONAL CHARGE FOR SERVICE
PERFORMED ON SUNDAYS AND HOLIDAYS

#206

When asphaltic concrete or cold road oil mixture is transported under the rates in this section of the tariff on Sunday, New Years Day, Memorial Day, 4th of July, Labor Day, Armistice Day, Thanksgiving Day, or Christmas Day, rates provided therefor will be increased 20 percent.

COMMODITIES

When reference is made to this item rates apply (subject to Item No. 205) for the transportation of the following commodities: (See Exception.)

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Concrete Aggregates and other Articles, viz.:
Gravel, Stone, natural
Mix, Cold Road Oil Chips or waste,
Sand, Stone, natural,
not sawed or finished.

Exception: Rates subject to this item will not apply on the commodities described in Item No. 146.

ALTERNATIVE APPLICATION OF DISTANCE RATES
IN SECTION NO. 2 WITH COMBINATION RATES BASED UPON
ZONE RATES

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For applicable provisions, see Item No. 125.

#Addition, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 516

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
 IN CENTS PER TON (Continued)

◊ Item No. 270-I (Cancels 270-H)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),
 Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	1									2		3			
	A	B	C	D	E	F	G	H	I	A	B	A	B	C	D
A	50	48	48	50	42	38	44	47	60	63	72	83	93	101	108
B	68	58	51	39	58	59	55	69	77	45	54	70	80	86	91
E	185	178	166	156	176	175	164	184	194	147	133	121	113	100	113
F	210	198	194	185	194	184	181	203	214	181	170	159	146	135	136
G	225	218	209	200	218	209	213	222	231	196	188	174	161	153	162
S	176	167	174	178	161	153	155	152	168	179	167	157	144	136	125

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	3				4					5					6
	E	H	I	J	A	B	C	D	E	A	B	C	D	E	C
A	108	113	106	124	87	96	95	101	107	49	58	72	55	68	73
B	99	96	86	106	109	108	113	116	115	70	79	88	76	86	94
E	113	112	109	106	127	120	127	125	108	163	154	142	159	154	166
F	129	139	138	149	142	132	136	130	124	171	160	151	169	178	178
G	158	152	155	152	163	158	155	149	146	197	186	175	197	209	199
S	116	117	131	133	107	106	94	93	98	142	129	120	134	128	124

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

◊ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 517

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
 IN CENTS PER TON (Continued)

◁ Item No. 271-A (Cancels 271)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),
 Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	6		7												
	D	E	A	B	C	D	E	F	G	H	I	J	K	L	M
A	71	71	65	59	50	47	53	54	63	68	76	71	64	61	81
B	97	99	86	78	70	68	75	77	84	88	97	94	86	86	103
E	165	168	200	191	180	178	164	183	191	200	200	191	183	171	201
F	180	191	219	210	199	189	191	201	208	217	214	205	198	187	217
G	202	211	237	230	223	216	217	226	235	240	234	230	218	213	236
S	126	133	169	164	158	157	152	151	158	164	159	149	144	133	160

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	7	8				9				10					
	N	A	B	C	D	A	B	C	D	E	F	A	B	C	D
A	79	82	71	76	86	75	69	68	71	68	75	99	92	105	94
B	100	103	94	103	108	83	76	79	86	86	92	117	109	129	117
E	193	212	209	208	215	196	191	197	200	203	210	234	225	239	235
F	209	229	223	223	232	226	218	213	224	223	231	247	237	251	238
G	226	248	243	239	248	235	229	228	237	237	243	267	258	268	260
S	152	182	175	168	176	198	195	191	196	180	188	198	189	197	187

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

◊ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 518

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
 IN CENTS PER TON (Continued)

Item No. 272-1 (Cancels 272)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),
 Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	11					13					14				
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
A	91	88	81	83	90	110	109	103	109	114	97	98	100	113	119
B	98	98	92	100	109	140	128	120	135	136	104	107	116	126	131
E	209	218	212	218	223	250	246	238	250	255	220	226	230	245	245
F	243	239	232	239	247	268	259	253	257	262	253	249	254	263	263
G	244	253	247	252	259	286	277	270	275	283	256	261	268	281	277
S	213	208	202	197	204	222	208	203	209	209	223	215	212	222	234

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	15					16	20				21				
	A	B	C	D	E	B	A	B	C	D	A2	A3	A4	C2	C3
A	62	66	63	58	54	76	120	135	150	139	80	91	96	110	107
B	69	65	62	59	66	76	145	152	173	167	103	113	119	131	126
C							110	95	83	98	155	143	147	142	128
D							134	133	121	111	140	127	132	148	146
E	186	187	180	180	176	199	149	144	149	155	173	155	181	167	157
F	222	218	214	209	213	223	132	130	136	140	174	160	167	147	147
G	228	226	214	212	224	234	153	149	154	155	194	181	183	167	168
P							159	144	121	134	177	176	180	183	178
S	187	193	136	182	179	199	85	72	54	63	118	108	113	108	100
T							162	159	128	142	197	189	191	193	183
U							115	105	80	92	142	139	142	142	131
X							131	127	111	104	148	140	146	157	152

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

◇ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 519

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
IN CENTS PER TON (Continued)

◇ Item No. 273-A (Cancels 273)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),
Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones															
	21	22										23				
	04	A	B	C	D	E	F	G	H	I	A	B	C	D	E	
A	108	112	117	107	107	114	120	115	114	123	125	119	122	126	136	
B	125	138	135	127	130	135	142	138	132	143	155	145	146	151	162	
C	129	156	150	134	127	122	111	120	127	144	134	123	112	106	95	
D	139	139	135	128	118	126	117	109	115	123	114	109	103	110	98	
E	157	201	198	180	168	158	164	174	182	192	193	186	183	165	171	
F	146	191	183	176	154	140	144	156	173	186	182	176	162	149	155	
G	168	221	209	190	175	165	167	175	185	206	192	183	180	167	170	
P	164	193	183	165	159	157	143	149	157	165	158	153	143	138	129	
S	92	134	121	101	92	86	76	84	98	112	105	91	84	73	73	
T	174	208	201	190	174	163	154	164	182	192	184	179	159	154	139	
U	125	168	155	133	125	119	108	115	127	144	133	121	110	98	90	
X	132	161	152	144	128	121	112	119	128	140	129	117	116	106	91	

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	23	24					25			26			27	28	
	F	A	B	C	D	E	F	A	B	C	D	A	B		
A	131	117	120	129	130	136	148	141	144	151	155	153	145	164	178
B	152	142	147	152	151	160	165	163	169	176	179	179	168	190	202
C	107	155	161	143	145	135	129	158	151	133	128	170	173	183	196
D	91	128	130	121	114	111	100	129	114	105	90	134	132	143	153
E	139	222	215	208	212	205	203	229	223	220	216	250	243	263	277
F	170	206	195	193	201	193	192	220	223	206	200	243	231	260	265
G	137	220	225	210	212	205	202	232	224	224	217	250	240	263	274
P	134	169	178	165	158	153	147	171	160	150	134	183	180	188	199
S	85	135	143	124	127	116	113	144	135	130	123	167	153	176	188
T	150	189	200	188	181	177	166	194	181	174	159	203	199	213	224
U	104	163	167	151	155	147	127	170	159	149	130	133	179	194	205
X	101	145	155	138	131	127	118	146	130	123	107	156	153	164	176

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

◇ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 520

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
 IN CENTS PER TON (Continued)

◇ Item No. 274-i (Cancels 274)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),
 Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	35			36						37				40	
	A	B	C	A	B	C	D	E	F	A	B	C	D	A	B
A	183	165	190	125	135	148	157	154	150	164	169	185	182	193	198
B	200	178	201	136	162	168	182	178	167	191	193	205	203	205	216
C	125	110	122	119	103	93	80	103	114	101	87	93	106	117	119
D	76	73	68	91	81	91	77	68	85	57	60	53	41	50	46
E	230	218	229	193	201	183	189	206	205	209	193	198	215	221	224
F	208	196	202	174	181	167	170	184	187	186	169	170	183	194	193
G	223	214	216	189	195	192	186	198	201	196	181	180	194	202	204
P	125	124	116	138	128	120	108	118	128	105	95	81	92	99	88
S	136	122	136	95	93	85	91	112	104	116	97	114	125	136	139
T	147	142	138	158	142	133	121	131	149	122	109	98	112	124	123
U	114	108	112	114	97	86	74	93	109	97	81	89	105	108	113
X	97	92	88	111	97	87	74	82	99	73	62	50	60	73	64

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	40		41						42						
	C	D	A	B	C	D	E	F	A	B	C	D	E	F	G
A	202	208	194	196	201	206	212	215	200	212	220	206	215	225	233
B	224	229	215	223	223	229	234	238	227	230	238	228	236	250	257
C	121	126	115	105	122	114	117	117	93	81	91	99	107	100	113
D	47	52	45	56	50	61	63	69	64	80	81	65	75	86	93
E	227	226	217	202	218	206	210	216	193	179	190	174	200	200	211
F	194	203	190	181	178	186	190	189	166	153	164	169	176	170	187
G	206	214	203	194	210	198	205	204	179	162	171	183	187	180	194
I			88	80	81	73	63	62	75	77	63	66	57	54	44
P	83	70	80	64	63	57	53	52	57	62	49	51	43	41	47
S	143	149	135	126	143	132	135	139	114	103	114	118	126	118	133
T	115	103	109	91	98	86	85	85	84	72	62	75	73	63	66
U	116	124	108	101	113	110	115	115	88	77	88	96	104	95	107
X	61	66	52	43	55	51	55	50	48	65	59	48	57	69	74

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

◇ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 521

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
IN CENTS PER TON (Continued)

◇ Item No. 275-C (Cancels 275-B)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),

Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	42		43										44		
	H	A	B	C	D	E	F	G	H	I	J	K	L	A	B
A	224	222	230	240	246	237	230	236	246	249	260	254	250	230	225
B	245	248	253	253	258	259	254	253	267	271	230	275	270	252	252
C	116	79	79	87	96	88	89	98	98	99	111	106	110	133	132
D	82	107	121	134	132	121	96	99	117	129	128	118	107	81	84
E	211	175	168	168	178	175	188	196	184	184	189	192	198	227	227
F	186	152	140	136	148	147	159	166	154	158	173	167	177	210	206
G	196	154	149	138	160	156	166	177	169	169	175	173	192	219	216
I	56	72	85	91	89	80	68	54	72	80	68	56	43	81	76
P	49	65	84	97	91	81	60	53	73	85	79	71	60	72	63
S	135	111	117	121	125	123	113	124	131	139	149	143	140	152	150
T	77	51	54	63	53	47	47	46	46	63	57	53	62	101	100
U	112	77	85	83	101	89	83	96	99	104	117	103	103	129	129
X	60	82	100	117	110	98	78	79	98	109	103	99	89	73	77

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	44		45								46	46E	47	48	
	C	D	A	B	C	D	E	G	H	I	J				
A	245	240	238	236	219	224	221	265	249	37	104	86	244	83	75
B	263	261	246	249	233	240	229	287	269	109	128	111	264	103	99
C	120	141	148	147	136	139	133	168	147						
D	89	89	72	70	68	70	68	109	93				92		
E	219	237													
F	193	219	231	229	214	209	203	239	220	224	219	217	216	215	194
G	203	225	232	232	218	220	216	251	234	241	235	235	228	231	215
I	64	87						120	104				91		
P	52	78	104	98	80	88	75	101	91						
S	140	160	167	169	156	162	152	189	173	162	149		165		
T	84	107	116	118	106	105	100	142	119				112		
U	123	139	147	142	131	136	131	158	148				139		
X	83	83	82	80	75	80	70	99	89	174	156		81		

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

◇ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 522

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
 IN CENTS PER TON (Continued)

◊ Item No. 276-A (Cancels 276)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),
 Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	49	50	60											E1	E2
			A1	A2	B2	C1	C2	C3	D1	D2	D3	D4	D5		
A	90	91	134	126	138	123	127	135	136	156	163	153	144	128	141
B	112	113	117	107	122	103	110	114	115	131	140	128	124	120	123
E			70	68	50	78	71	66	49	39	47	54	59	87	78
F	218	219	128	119	114	129	107	99	105	98	73	83	91	105	103
G	238	237	143	136	131	142	127	120	122	120	95	106	112	131	121
S			131	122	135	121	115	108	124	132	127	122	117	113	96
X			229	219	223	209	209	196	212	213	200	202	201	189	193

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones															
	60			61											D1	D2
	E3	F1	F2	A1	A2	A3	A4	B1	B2	C1	C2	C3	C4			
A	148	152	164	105	118	116	117	119	122	126	140	135	129	114	119	
B	136	142	147	120	126	121	131	127	130	134	136	145	143	132	141	
C				118	111	121	119	141	121	117	112	109	111	123	114	
E	71	60	59	120	121	118	117	104	113	94	88	90	113	140	132	
F	91	82	69	117	116	116	117	108	113	96	92	88	114	136	127	
G	113	104	83	134	131	132	136	138	128	114	105	111	133	156	138	
P														170	160	
S	93	108	112	81	76	88	83	105	94	96	90	80	79	95	78	
T														146	163	
U				130	117	131	128	143	130	126	121	121	115	119	116	
X	181	182	183	156	149			177	164	183	178	170	158	141	144	

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

◊ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 523

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
IN CENTS PER TON (Continued)

◇ Item No. 277-A (Cancels 277)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),
Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	62				63				64			65			
	A1	A2	A3	B1	B2	A	B	C	D	A	B	C	A	B	C
A	139	162	152	145	148	157	169	158	176	166	177	171	203	196	205
B	157	177	173	149	157	154	158	164	174	173	190	188	195	201	214
C	103	75	78	100	95	103	107	88	91	73	68	51	88	72	84
E	111	122	129	92	101	82	75	92	90	105	120	125	110	121	127
F	93	104	115	82	84	70	59	78	70	87	97	104	76	89	95
G	116	121	133	105	103	87	83	94	86	101	110	120	88	108	94
P	150	139	134							140	125	123	143	125	136
S	59	53	43	76	68	86	97	76	85	65	61	52	88	75	86
T	146	120	127							123	113	104	121	106	111
U	104	66	84	103	87	96	110	81	91	81	70	58	87	73	81
X	150	128	128	160	150	165	176	152	155	141	136	117	134	128	135

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	66							67							
	A	B	C	D	E	F	G	A	B	C	D	E	F	G	H
A	183	190	209	217	224	204	199	212	217	221	229	236	230	229	227
B	205	212	222	226	239	224	218	225	232	233	237	246	244	246	246
C	49	56	73	86	93	50	51	61	66	63	77	87	78	79	76
D								106	123	126	134	143	138	136	126
E	136	132	138	144	156	140	141	144	148	149	153	161	158	158	157
F	116	104	107	114	117	115	124	120	119	115	124	134	127	125	127
G	96	116	113	115	119	126	136	135	125	118	123	132	128	128	133
I															106
P	114	111	120	135	144	100	93	95	104	114	123	130	116	108	99
S	69	77	86	96	105	82	77	91	96	98	105	113	112	111	107
T	94	92	93	111	115	76	85	69	82	88	97	106	91	78	71
U	49	53	71	81	90	56	48	63	72	75	82	92	87	85	83
X	111	109	117	134	143	97	92	98	109	118	125	132	123	119	109

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

◇ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 524

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
IN CENTS PER TON (Continued)

◇ Item No. 278-A (Cancels 278)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),
Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	67	68						69						73	
	I	A	B	C	D	E	F	A	B	C	D	E	F	G	
A	220	161	167	175	186	178	168	132	191	203	216	212	201	193	112
B	240	184	185	197	209	200	188	197	212	219	239	234	221	217	131
C	72	80	68	62	45	51	60	76	65	55	69	68	80	87	
D	112	100	116	119	105	103	95	75	87	92	105	95	75	62	
E	153	165	152	142	153	160	170	131	171	155	157	165	179	193	246
F	128	148	134	120	126	139	150	159	147	132	129	136	152	162	247
G	136	167	152	139	144	154	168	171	159	140	140	150	163	171	263
H	87														
P	38	113	110	112	95	95	104	91	85	86	84	74	72		
S	104	85	47	53	68	69	79	90	83	80	99	96	99	105	
T	61	121	114	110	90	98	110	100	90	80	59	62	75	88	
U	75	66	61	53	41	50	63	70	58	53	71	63	77	79	
X	96	93	106	107	96	88	81	64	69	80	87	81	65	51	

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones														
	74	75	80												81
			A	B	C	D	E	F	G	H	I	J	K	L	A
A	101	91	181	189	204	203	203	199	191	203	193	133	182	193	177
B	121	114	158	164	179	178	194	200	188	199	193	139	169	174	154
C			146	150	143	123	126	111	118	100	101	99	118	126	
E	219	194	61	71	83	86	94	106	93	107	96	94	75	74	46
F	230	178	60	58	49	37	53	55	46	62	60	65	50	45	30
G	251	199	76	78	59	46	48	57	62	68	70	78	70	62	85
S			124	131	130	122	120	109	111	104	97	92	107	121	136
U			126	136	140	129	129	115	120	98	101	98	117	130	
X			192	193	193	180	178	162	168	155	158	153	179	182	210

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

◇ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 525

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
IN CENTS PER TON (Continued)

◇ Item No. 279-A (Cancels 279)

MATERIAL, viz.:

Asphaltic Concrete (commonly called "Hot Stuff"),
Cold Road Oil Mixture (commonly called "Plant Mix").

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones															
	81		82								83		84			
	B	A	B	C	D	E	F	G	H	A	B	A	B	C	D	
A	177	211	219	230	232	224	213	214	223	240	247	209	219	218	211	
B	152	186	196	205	214	209	199	209	217	216	224	213	217	217	208	
E	56	92	98	114	119	112	103	116	121	121	128	118	124	122	117	
F	70	51	62	75	68	59	50	64	68	81	85	66	72	76	70	
G	80	41	49	58	54	49	41	50	56	64	77	60	60	72	66	
H		106	96	84	90	103	110	109	98	78	71	117	119	122	126	
S	127	138	149	160	150	136	127	127	133	166	178	120	129	121	110	
X	199	193	201	214	201	191	183	177	187	219	228	176	179	176	161	

FROM (1) Los Angeles County Production Areas	TO (1) Los Angeles County Delivery Zones															
	84		85								86					
	J	K	A1	A2	B1	B2	C1	C2	A	B	C	D	E	F	G	H
A	222	216	227	231	238	245	248	249	255	282	266	270	269	264	263	252
B	221	219	229	231	240	246	247	250	234	255	240	251	263	259	247	247
E	124	121	130	134	143	147	151	157	138	157	149	160	168	163	154	150
F	76	74	84	90	96	105	103	106	94	119	106	110	115	105	104	95
G	76	70	78	84	91	100	89	92	87	106	100	99	105	97	92	84
H	115	112	100	103	89	84	76	76	62	59	47	46	64	68	59	68
S	132	123	138	141	144	151	156	154	183	215	196	185	183	177	177	162
X	181	175	186	186	199	201	210	210	237	258	246	237	233	228	227	220

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

◇ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 526

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)					
	MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff"), Cold Road Oil Mixture (commonly called "Plant Mix").					
	(2) Orange County Delivery Zones	FROM (1) Los Angeles County Production Areas				
C		F	G	P	S	U
1	141	184	178	150	175	147
2A	145	194	187	148	179	152
2B	138	187	184	133	173	145
2C	119	173	165	130	157	127
2D	134	166	160	149	153	135
3A		190	184	160	186	160
3B		194	189	167	192	170
4A	155	197	197	142	185	157
4B		200	193	154	186	160
4C		206	200	159	194	167
4D		213	209	160	198	173
5A	114	155	154	133	148	121
5B	115	166	165	122	149	127
5C	124	176	170	119	162	138
5D	141	192	192	124	175	143
6A	113	146	139	142	141	120
6B	120	157	150	150	152	127
6C	133	164	158	168	162	148
6D	133	168	161	161	166	144
7A	101	118	110	146	116	111
7B	116	140	131	163	134	127
7C	124	151	144	159	148	135
7D	117	136	129	152	136	119
7E	96	127	133	142	127	113
9A	88	138	141	112	122	97
9B	97	145	145	126	128	108
10A	101	154	152	116	134	111
10B	114	165	164	109	148	123
10C	122	175	176	107	159	135
10D	132	183	181	115	164	141
11A	97	148	154	104	130	106
11B	128	169	178	98	144	121
11C	123	178	179	98	154	132
11D	130	184	190	107	166	140
12A	107	165	175	87	136	118
12B	120	178	186	90	157	126
13A	145	197	196	123	179	153
13B	154	200	205	133	186	162
14A	162	214	208	145	193	170
14B	165	216	216	142	193	177
15A		227	217	159	203	198
15B	178	229	227	152	214	183
16		216	209		205	
17		231	221		219	
18A		238	229		226	
18B		237	228		225	
18C		252	243		239	
19A		243	233		230	
19B		250	240		237	
19C		261	250		249	

◇ 200-H
Cancels
200-G

19D	200	270	267
20A	267	263	252
20B	253	256	246
20C	243	240	227
20D	236	234	221
21	200	274	264
22	200	270	267
23A	209	200	276
23B	Δ299	290	237

- (1) For descriptions of Los Angeles County Production Areas "C", "F", "G", "H", "S" and "U" see Pages 21-E, 21-F and 21-G.
(2) For descriptions of Orange County Delivery Zones see Pages 23 to 33, inclusive.

◇ Increase, except as noted } Decision No. 53434
△ No change

EFFECTIVE AUGUST 15, 1956

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 527

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)								
	MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff"), Cold Road Oil Mixture (commonly called "Plant Mix").								
	TO (1)Ventura County Delivery Zones	FROM (1)Ventura County Production Areas				TO (1)Ventura County Delivery Zones	FROM (1)Ventura County Production Areas		
	A	B	C	E		A	B	C	E
10	142	147	158	153	47	94	86	76	108
11	152	157	168	163	48A	121	111	100	115
12	132	138	149	143	48B	113	104	93	117
13	121	128	139	133	48C	107	98	87	124
14	111	116	126	142	49	140	134	121	82
15	118	124	134	154	50	128	122	110	111
16	104	111	121	143	51A	115	108	95	119
17	93	98	109	132	51B	121	113	101	129
18	83	87	98	121	51C	134	125	114	142
19	73	79	88	112	52	132	127	119	150
20	69	74	85	108	53A	120	114	108	140
21	80	85	96	119	53B	120	115	113	156
22	91	96	108	130	54	126	122	121	163
23	101	107	118	142	56	146	138	124	155
24	135	141	152	131	57	163	154	143	169
25	125	133	144	126	58A	161	151	140	167
26A	138	143	154	122	58B	172	164	152	181
26B	146	152	162	126	59A	54	52	61	101
27	152	152	142	100	59B	59	58	65	106
28	148	144	131	89	60	49	49	55	100
29	130	125	113	74	61	58	51	51	92
30	113	108	95	53	62	77	74	70	113
31A	65	71	81	105	63	73	70	66	108
31B	57	63	74	97	64A	72	69	65	111
32	58	64	76	98	64B	84	80	78	122
33	55	61	73	96	65	71	68	63	108
34	51	57	65	87	66	66	63	64	109
35	48	53	54	81	67	60	58	64	110
36	60	57	50	73	68	75	72	80	121
37	78	73	61	51	69	71	64	73	121
38A	92	90	79	40	70	74	70	76	123
38B	107	104	92	50	71	89	86	90	132
38C	111	105	93	47	72	88	84	89	131
39A	127	122	111	78	73	94	91	95	139
39B	123	118	107	70	74	100	97	101	144
39C	123	119	107	60	75	105	103	107	148
39D	138	132	120	79	76A	89	83	81	125
40A	149	145	132	91	76B	104	99	96	140
40B	158	153	142	100	77	79	74	71	114
40C	170	165	153	112	78	96	91	88	132
41A	166	161	151	110	79A	110	108	106	148
41B	182	178	165	125	79B	125	120	118	161
42	77	68	57	97	79C	141	135	133	177
43	86	78	68	106	79D	155	149	149	192
44	101	93	82	97	79E	141	135	133	177
45	125	116	106	70	80A	118	113	111	153
46	111	99	87	95	80B	129	123	122	165

0285-1
Cancel
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(1) For descriptions of Ventura County Production Areas and Delivery Zones, see Pages 22 to 27, inclusive.

◇ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

Issued by the Public Utilities Commission, of the State of California,
San Francisco, California.
Correction No. 528

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)											
	MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff"), Cold Road Oil Mixture (commonly called "Plant Mix").											
	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 Production Area				
			A	B	D	I		A	B	D	I	
◇288-B Cancels 288-A	29		166	97	179	92		59	△313	244	△325	133
	30		179	110	191	81		60	△322	244	△325	141
	31		191	122	203	69		61	△335	258	△339	156
	32		201	130	212	58		62	△328	262	△343	151
	33		213	143	224	47		63	△312	245	△326	134
	34		271	196	△277	95		64	△299	233	△315	122
	35		270	196	△277	92		65	287	220	△301	108
	36		253	181	262	76		66	△321	252	△333	143
	37		230	161	243	54		67	△308	238	△320	128
	38		228	158	239	44		68	△307	238	△320	126
	39		238	168	250	57		69	△324	255	△336	143
	40		250	181	262	70		70	△331	270	△352	160
	41		261	191	272	81		71	△321	254	△335	145
	42		271	201	283	91		72	△309	243	△324	133
	43		283	214	△295	101		73	263	195	△276	84
	44		294	224	△305	112		74	254	184	265	73
	45		△330	260	△311	149		75	247	177	258	65
	46		△312	245	△326	132		76	282	221	△302	107
	47		△295	225	△306	114		77	△299	211	△292	117
	48		285	215	△296	104		78	166	96	178	105
	49		△292	223	△304	111		79	177	107	188	116
	50		△275	206	288	95		80	179	109	190	118
	51		265	195	△276	84		81	182	118	193	110
	52		253	183	264	73		82	177	107	188	97
	53		243	173	254	62		83	183	121	194	112
	54		273	203	285	92		84	195	125	206	107
	55		274	214	△295	94		85	210	140	221	92
	56		△276	208	289	96		86	203	133	215	70
57		289	220	△301	109		87	213	143	224	80	
58		△299	229	△310	119		88	225	155	236	91	
							89	240	170	252	83	
◇289-A Cancels 289	MATERIAL as described in Item No. 288.											
	(1) FROM San Diego County Production Area indicated.											
	(2) TO Orange County Delivery Zones shown below.											
	Zone	I		Zone	I		Zone	I				
	19C	145		20B	175		22	122				
19D	135		20C	185		23A	115					
20A	162		21	152		23B	105					

- (1) For descriptions of San Diego County Production Areas 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.

◇ Increase, except as noted)
△ No change) Decision No. 53434
⊖ Reduction)

EFFECTIVE AUGUST 15, 1956

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 529

Item No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)											
290-G Cancels 290-F	MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff"), Cold Road Oil Mixture (commonly called "Plant Mix").											
	TO (1) Orange County Delivery Zones		FROM (1) Orange County Production Areas			TO (1) Orange County Delivery Zones		FROM (1) Orange County Production Areas				
		A	B	D		A	B	D		A	B	D
	1	53	122	52	11A	104	173	85				
	2A	57	110	65	11B	101	174	88				
	2B	72	122	72	11C	105	155	99				
	2C	59	132	52	11D	115	167	110				
	2D	60	138	39	12A	108	173	97				
	3A	41	129	62	12B	116	173	108				
	3B	49	136	68	13A	114	155	109				
	4A	82	121	78	13B	95	132	96				
	4B	66	97	76	14A	85	117	90				
	4C	65	92	80	14B	94	130	104				
	4D	75	105	82	15A	91	123	104				
	5A	74	147	51	15B	116	148	118				
	5B	73	144	66	16	77	86	88				
	5C	82	134	74	17	90	83	100				
	5D	91	141	84	18A	99	73	109				
	6A	76	157	54	18B	95	77	109				
	6B	71	152	51	18C	112	88	123				
	6C	75	158	63	19A	101	56	114				
	6D	61	146	48	19B	108	46	119				
	7A	101	183	83	19C	119	51	129				
	7B	98	187	81	19D	141	75	151				
7C	83	166	66	20A	130	95	142					
7D	86	170	70	20B	122	98	133					
7E	97	183	80	20C	116	104	126					
9A	101	169	79	20D	109	113	120					
9B	93	162	70	21	144	87	154					
10A	92	157	68	22	138	69	139					
10B	85	154	76	23A	150	80	161					
10C	90	147	85	23B	160	90	171					
10D	104	149	97									
291-B Cancels 291-A	MATERIAL as described in Item No. 290.											
	(1) FROM Orange County Production Areas indicated (2) TO Los Angeles County Delivery Zones shown below											
	Zone	A	D	Zone	A	D	Zone	A	D	Zone	A	D
	43A	149	124	43X	129	121	66F	135	112	67I	136	110
	43B	139	108	43L	142	142	66G	145	123	69A	184	159
	43C	114	87	65A	149	127	67A	135	111	69B	170	147
	43D	116	97	65B	146	121	67B	126	100	69C	159	135
	43E	123	111	65C	134	112	67C	116	96	69D	144	119
	43F	147	126	66A	152	130	67D	113	94	69E	153	129
	43G	148	129	66B	143	120	67E	107	85	69F	165	141
	43H	131	120	66C	128	106	67F	103	78	69G	179	155
	43I	121	105	66D	124	98	67G	113	89			
	43J	122	114	66E	111	91	67H	120	95			

- (1) For descriptions of Orange County Production Areas and Delivery Zones see Pages 28 to 33-A, inclusive.
- (2) For descriptions of Los Angeles County Delivery Zones see Pages 11 to 21-D, inclusive.

◇ Increase, Decision No. 53434

EFFECTIVE AUGUST 15, 1956

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

Correction No. 530