In the Matter of the Investigation into the rates, miles, regulations, cherges, allowances and practices of all common carriers, highwoy carriers and city carriers relating to the transportation of sand, rock, gravel and releted items (commodities for which rates are providec in Minimum Rate Tariff No. 7).

Case No. 5437
(Petition No. 29)
E. O, Blackman and Austin S Peck, In., for California Dump Iriack Owners issociation, petitioner.
A. D. Poe, J, C. Kaspar, and J Quintraj, for California Trucking Associations, Inc., interested party.
Melvin $H$, Barnum, for Antelope Valley Rock \& Concrete Association, interested party.

Jere C. Bewien, for San Bernardino-Riverside Counties Rock Products Association, interested party.
H. Ge Farand, for Southern Califormia Bock Products Association, interested party.

E, D. Robertson, for Southern California Asphalt Plant Association, interested party.

Jack F, Beasley, for Blue Diamond Corporation, interestes party.

Prancis wi, Walken, in propria persona, respondent.
I. Quintrala, for Western Motor Tariff Bureau, interested party.

Cari B. Blaugech and J. M, Jenkins, for the staff of the Fublic Utilities Commission of the State of California.

ORINエN.

Th1s phase of Case No. 5437 relates to the minimum rates whach apply to the transportation of rock, sand, gravel, decomposed
granite, asphaitic concrete, and cold road oil mixture between points in the Antelope Valley in southern Califomia. At present, the minimum rates which govern such transportation are hourly rates and distance rates. By Petition No. 29, filed in this proceeding on November 29, 1956, and amended August 17, 1957, the Caliform1a Dump Truck Owners Association seeks the establishment of zone rates. It alleges that shippers in the Antelope Valley have indicated serious dissatisfaction with the present rates for reasons that operations under the hourly rates entail costly superrision of the carriers by the shippers and that charges under the iistance rates are excessive. Petitioner states that shippers have also indicated that unless zone rates are provided, said shippers will engage in their own transportation by means of their own equipment.

Public hearincs on the petition were held before Examiner C. S. Abernathy at Lancaster, on March 21, and May 7, 2957, and at Los Angeles, on August 12, 13 and 26, 1957. Evidence was presented by petitioner. The California Trucking Associations, Inc., and other parties, including the Commission's staff, also participated in the development of the record. The matters which are involved are ready for decision.

[^0]The transportation with which tinis petition deals consists of the movement of rock, sand, gravel, asphaitic concrete and related matertals from an area of about one-half mile square located near the southern margin of the Antelope Valley. In this area are located the producers or processors of the materials named. The materials are delivered throughout the valley as required for road building and other construction purposes. The majority of the proposed delivery zones lie within a three-mile radius of Lancaster or within the Edwards Air force Base northeast of Lancaster. Other of the delivery zones ile mainly along the routes to and from the valley.

Testimony in support of petitioner's aliegations that the present hourly and aistance rates do not provide suitable bases of charges for this transportation was submitted by five producers of the materials involved. These witnesses testified that the materials move in substantial volume; that auch of the transportation is beins performed by producers operatirs their own equipment; that if for-hire carriers are to participate in the transportation to a substantial extent, their rates must conform reasonably to the costs which the producers incur in the proprietary service; that the margin of profit which the producers realize in the marketing of the materials is smail; that because of the narrow profit za.gin 1 t is essential that the producens de aole to combite thein transportation costs with reasonable certainty in binging ion new business; that under the present hourly ratos $2 t$ is not possibie

[^1]so to compute transportation costs in advance because of wide veriations in performance among for-hire carriers; that close supervision over the carriers must be maintained by the shippers when transportation is performed at the hourly rates in order to keep the applicable charges at a minimum; that the present distance rates do not provide a convenient basis for computing transportation charges in congunction with the marketing of rock products, and that the aistance rates are not setisfactory because they result in excessive charges for deliveries in the flat desert areas of the Antelope Valley where the major pert of the deliveries are nade. Three of the producers stated thet these circumstances have been instrumental in their performing much of their own transportation. They said, however, thit if a reusoniable scale of zone rates were established, they would engage for-hire carriers to a greater extent than they have in the past, and would reduce their proprietary services accordingly. ${ }^{3 /}$ operations in the Antelope Velley area have been recentiy estabIlshed; thet for the present they are utilizing formire carriers for the delivery of their products, and that whether they would continue this practice is dependent upon whether reasonable zone rates are established for the service for the future.
rime studies, ifgures as to costs, and other data pertaining to the transportation of rock products by dump truck equipment were presented by a carrier witness, by the secretary-

The extent that the shipments now move by proprietary facilities is indicated by a report of the total shipments of four producers of rock, sand, and gravel for the twelve months through May, 2957. According to this report, the four producers together shipped more than a million tons of material during the period. Only one-elghth of this amount was transported by for-hire carriers.
manager of the Antelope Valley Rock and Concrete Association (an association of producers of rock, sand, gravel and concrete) and by petioloner's manager. The data which were presented by the carrier witness and by the secretary-manager of the rock and concrete association largely reflect a study of the amounts of time expended per delivery in dunp truck transportation which these witnesses had conducted. The procedure which they foliowed in the study was described as follows:

Utilizing a dump track which as to type, horsepower, and age, was said to be representative of dump trucks in use in the area, they made test runs over the principal routes in the valley. The vehicle carried a maximum legal load on trips from the area where the rock products are produced and noved empty in the reverse direction. Assertediy, the trafilic conditions which were encountered in the tests were generaliy the same as those encountered in normil operations. To the extent that driving conditions permitted, the vehicles were operated at maximum legal speeds throughout the runs. The secretary-manager of the rock and concrete association acted as observer of the tests and clocked the ruming times of the vehicles between key intersections along the routes. Upon completion of the test runs, the running times between intersections were analyzed and combined by petitioner's manager to arrive at the lowest roundtrip vehicie-running-times between the general area where the rock products are produced and the various proposed dellvery zones. The resulting data were submitted by petitioner's manager as a basis for apportioning the costs of dump truck service to the separate zones.

Petitioner also presented figures to show the costs of the transportation service involved. These figures were reached mainly from estimates of petitioner's manager. ile allegea that factual data which would reflect actual operating experience of the carriers elther was not available or that $1 t$ was in such form that It could not be used reasibly. is bases for his estimates petitioner's manager said that they were developed largely on kis familiarity of the costs of dump truck transportation as a consequence of years of close association with the dump truck industry and as a consequence of kis analysis of the cost reports of many dump truck carriers during this time. The cost estimates of petitioner's manager are as follows:

## Estimated Full Costs of Dump Truck Iransportation in Antelone Valdey

Rock, sand and related materials $\$ 7.391$ per hour
Asphaltic concrete
Note: The term "full costs" means
the total applicable costs
plus an allowance for profit.

These estimates represent costs for transportation by 3-axie dump truck equipment having a capacity of approximately $12 \frac{1}{2}$ tons. The evidence shows that rock, sand, and gravel moves also in larger quantities, mainly in truck and trailer combinations. Petitioner's manager did not submit estimates pertaining to the costs of this transportation. He proposed that the hourly rates in Minimum Rate Tariff No. 7 be used as an index to the relationship of the rates for the aifferent types of equipment and that on this
relationship rates for the truck and trailer oombinations be adoptod which wolld be proportionate to zone rates based on the forogoang cost estimates of $\$ 7.39$ and $\$ 7.93$ per hour for 3 -axle equipment. Petitioner's proposals herein are that zone rates be established on the basis of the full costs referred to above and on the basis of the delivery times to the various zones. With respect to the specific rates to be prescribed, petitioner submitted no recommendations. Petitioner's manager urged that the Commission make this determanation in accordance with aethods which it has employed in the establishment of zone rates elsewhere in southern Callfomia territory. However, in order to show the approximate rates which would thus result, and their relationship to the corresponding distance rates which aro now in effect, petitioner's manager submitted an exhibit comparing the respective rates. Examples of the estimated rates and the corresponding distance rates for the same transportation are set forth in the table below:

Comparison of Estimatad Zone Eates
and Eresant Distance Rotes

| Proposed Delivery Zone | Miles from Proposed Production Area | Rock and sind |  | isphaltic Concrate |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Present | Estimated Proposed Rete | Present | Proposed |
|  |  | Fate | 8tons* 18 tons* | Rate | Rate |
| 290 | 2 | . 27 | .36 .34 | . 45 | . 46 |
| 215 | 9 | . 66 | .65 . 57 | . 88 | . 78 |
| 238 | 27 | 1.03 | .78 .67 | 1.29 | . 92 |
| 270 | 19 | 1.10 | . 85 . 72 | 1.36 | 1.00 |
| 200 | 23 | 2.28 | 1.08 . 91 | 1.56 | 1.26 |
| 400 | 32 | 2.55 | 1.711 .40 | 1.86 | 1.96 |
| 420 | 44 | 2.91 | 1.741 .43 | 2.26 | 1.99 |
| 521 | 51 | 2.28 | $1.92 \quad 1.56$ | 2.64 | 2.19 |

The establishment of zone rates on this record was opposed by the Caififornia Irucking Associations, Inc., which participated In this phase of Case No. 5437 as an interested party. The Associations' position, as reflected in a statement of its assistant director of research, is that the recorc is deficient as to accurate and factual cost data, as to time data other than vehicle running times, as to traffic flow, and as to the effect of the establishment of zone rates, as proposed, would have upon existing carriers. As grounds for this position the assistant director of research called attention to the provisions of Sections 3502 and 3662 of the Highway Carriens' Act which state in part and to the effect that in the establishment of minimum rates due consideration shall be given to the costs of the services performed, and that an objective of the regulation of the rates of carriers shall be the maintenance of adequate and dependable service by necessary transportation agencies. The assistant director of research said that the associations do not oppose zone ratesfiper se. He pointed out, however, that under petitioner's proposals the zone rates in many instances would be substantially lower than the present distance rates, and he urged that the Commission determine whether such rates would not in effect destroy the business of the present for-hire carriers in the Antelope Valley area. He further urged that the establishment of a zone system of rates for the area be deferred until more definite and comprehensive data are made available to the commission through studies of its staff or otherwise.

## Discussion Findings and Conciusions

At the outset it should be noted that the Antelope Valley is an area which nas enjoyed considerable commercial and industrial growth in recent years, and that coincident with this growth there has been a substantial expansion of facilities for the production and marketing of rock, asphaltic concrete and related materials. Although this latter expansion has necesserily been accompanied by an increase in need for transportation to accommodate the increased volume of rock and asphaltic concrete products produced, it appears that the participation of for-hire carriers in the transportation has been relatively meager. The need to date has been met largely by the use of proprietary facilities.

As has been indicated hereinabove, petitioner's underlying thesis for its proposals is that the present minimum rates do not fit current circumstances, and that the absence of suitable rates has acted and now acts as a barmier to a more extensive employment of for-hire carriers by the rock and asphaitic concrete producers in the Antelope Valley area. The evicence is persuasive that this thesis is suibstantially correct. A test of the reasonablemess and propriety of a rate structure lies in the acceptance and utilization of the various services thereunder by the parties affected. In this instance it is clear from the testimony of the producers that a principal reason for their substantial use of other than for-hire transportation is that neither the present minimum hourly rates nor the distance rates provide a basis of transportation charges that meet their needs. In this connection it may be pointed out that elsewhere in southerm California territory as facilities for the
C. 5437 Pet. 29 ET *
production of rock and asphaltic concrete oroducts have been estabIished, zone rates have zeen established to take into account the marketing requirenents of the procucers. It appears that similar action should be taken with respect to the Antelore Valley area. Although it is thus concluded that the zone system of rates should be extended to the Antelope Valley, the bases which the record otherwise provides for the rates ordinarily would be deemed inadequate. As has been stated hereinbefore, the cost showing for the sought rates rests largely upon estimates of petitioner's manager. In the presentation of his estimates, petitioner's manager did not submit underlying data, drawn from the carriers' records, which would tend to show that his estimates and assumptions reasonably comport with actual operating experience of representative dump truck carriers. Thus the record provides little means of testing the propriety of the estimates.

Nevertheless, it appears that the conditions in this particular matter are such that zone rates should be prescribed on this record, notwithstanding the lack of cost evidence of substantial probative value. The establishment of a scale of rates which as to form meets the needs of shippers appears to be an initial and necessary step towards stabilizing transportation conditions in the Antelope Valley and towards providing the for-hire carriers with greater opportunity to share in the available traffic. Until a greater degree of stabilization is accomplished than prevails at present, it appears that reliable figures as to costs and related rate factors cannot be developed. In the circumstances it is concluded that zone rates of the nature of experimental rates should be established in this first instance. Such rates would provide an
immediate base upon which the carriers and shippers may work together more effectively than is possible under present hourly and distance rates. As experience thereunder warrants, the zone rates may be subsequently modified or adjusted as necessary to reflect specific operating conditions in the area.

The zone rates which would apply under petitioner's proposals herein differ by various amounts from the present distance rates. Generally, they are lower than the distance rates. On an equivalent hourly basis, however, the zone rates are approximately the same as the present minimum hourly rates which apply in southern California for the transportation of rock and sand and they are approximately 8 percent higher than the hourly rates for asphaltic concrete. ${ }^{4}$ Thus it appears that adoption of petitioner's proposals in effect would constitute a conversion of the present hourly rates into equivalent or higher zone rates. This basis of rates appears reasonable and justified in the circumstances.

Upon careful consideration of ali of the facts and circumstances of record, $\dot{L}$ is concluded and found as a fact that revision of the existing mininum rates and charges in Minimum Rate Tariff No. 7 for the transportation of property by dump truck equipnent in southern California territory has been shown to be justified to the extent provided in the order which follows.

[^2]
## ORDER

Based on the evidence of record and on the conclusions and findings in the preceding opinion, IT IS HEREBY ORDERED that:

1. Minimum Rate Tariff No. 7 (Appendix "A" of Decision No. 32566, as amended) be and it is hereby further amended by incorporting therein, to become effective February 16, 1958., the revised pages listed in and attached to the appendix hereto, which pages and appendix by this reference are made a part hereof.
2. In all other respects said Decision No. 32566 shall remain in full force and effect.

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

Dated at $\mathscr{F}$ $\qquad$ 7 范 day of Pancerany, 1958 .


APPENDIX "A" TO DECISION NO. 56044

## Revised Rages to Minimum Rate Tariff

 No. 7 Authorized by Said Decision```
Original Page 33-V
Original Page 33-V 2
Original Page 33-v 2
Oniginal Page 33-V 3
Original Page 33-v 4
Original Page 33-V 5
Original Page 33-7 6
Original Page 33-V 7
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Original Page 38-4 A2
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| O-iginal Fage V ( MNTMOM PATE I SF NO. 7 |  |
| :---: | :---: |
| $\begin{gathered} \text { Zone } \\ \text { No. } \end{gathered}$ | SECIION NO. 3 - RATES FROK PRODUCTION RIEAS TO DELIVERY ZONSS (Continued) |
|  | APPLICATION OF TARTFF - TEREITOILAL (COntinued) <br> \#ANTELOPE VALTEY - DELIVERY ZONES |
| A200 | A strip of land onc-holf mile wide being one-quarter mile on each side of and parailel to Soleciad Camyon Road between Agua Dulce Canvon Road and Indion Creek Road in the vicinity of Soledad, Ios Angeles County. |
| A202 | A strip of land one-holf mile wide being one-quarter mile on each side of and paraliel to Soledad Canyon Road, between Indiar Creek Road and the Highway bridge over the Southem Pacific Tracks on Soledad Conyon just west of Raverna. |
| A 202 | A strip of land one-half mile wide being one-quartor mile on each side of and parallel to Soledad Canyon Road between the Highway Bridge over the Southern Pacific Tracks just west of Raverna and intersection with Crown Vailey Road. |
| A203 | A strip of land one-half mile wide being one-quarter mile on each side of and parailel to Sieran Higinay (U.S. Fighwy 6) between Stege Street and Agran Dulee Canyon Sose. |
| ${ }^{1} 204$ | A strip of land onemaif mile wide being one-quarter mile on each side of and parallej. to U.S. Highway 6 between Agua Dulee Canyon Road and Houser Carycn Road. |
| A205 | A strip of land one-half mile wide being one-quarter mile on each side of and parallei to U.S. Fighway 6 between Houser Canyon Road and Ward Road. |
| A206 | A strip of land one-half mile wido being one-quartor mile on each side of and parallel to U.S. Highway 6 betweon Ward Road and Crown Valley Road. |
| A207 | Becinnine at the intersection of Solednd Canyon Road and Crown Valley thence North on Crow Valloy Road to its intersection with Sierra Filighway (U.S. 6) thence eacteriy on U.S. 6 to ite intersection with Aliso Canyon Road, thence Southeriy on Aliso Canyon Road to its intersection with Soledad Canyon hoad, thence westerly to point of beginnine. |
| A20s | A strip of land one-half mile wide beine one-quarter mile on each side of and paraliel to U.S. Highway 6 between Aliso Canyon Road and <br>  |
| -1209 | A otrip of land onomair mile wieo boing one-quartor mile on each side of and parallel to Angeles Forest Highway comencine one-quarter mile South of U.S. Highway 6 and Angoles Foiest Highway and thence Southeriy alone Angeles Forest highway to boundary of the lingeles National Forest. |
| A2IO | A strip of land one-haif mine wide being one-quarter mile on each side OI and paraliel to U.S. Highway 6 between the Angeles Forest Highway and the intersoction of U.S. Highway 6 and Pearbiessom Fighway. |
| \#Addition, Dectsion No. Shelder |  |
|  | EFFECIIVE FEBRUARY 26,1958 |
| Issued by the Public Utilities Comission of the State of Califomia, San Frameisco, Califormia. |  |
| Correction No. 579 |  |


| Oxigin |
| :---: |
| zone |
| No. |
| A211 |
| 1212 |

## APPLCATION OF TARIFF - TERRITORIAL (Continued) \#ANLELOPE TALLEY - DEEIVERY ZONES

Beginning at the intersection of U.S. Hichway $C$ and Pearblossom Highway, thence NorthwesterI5 2logg U.S. Highway 6 to its intersection with Avenue S., thence Eastcrly along Avenue $s$ to its interscetion with 40 th Street Eact, thonce Soutia along Loth Street East to its intersection with Pearblosson Highway, thence Westerly and Southeriy along Pearblossom Highway to point of beginningo

Beginning at the intersecition of Avenke $S$ and 20th Strect East, thence Nomtherly along 20th Street East to its intersection with Arenue P, thence West aloms Avonue $P$ to $\pm$ its intercentioa with U.S. Fighway 6 , thence Southering a oug U.S. Highway 6 to ite intersuction with Arenue $S$, therce Eart elong Avenue $S$ to the point of beginitieo

Beginning at the interocetion of Avenue $S$ and LOth Street East, thence Mosth 2003 LOtk Strec' Eart to its intersoction with Avonus $F$, thence West alone Aromuc $P$ to its interscetion with 20tla Stroet Eas', thence South along 20th Strect East to tits intcrsection with Avenue $S$, thonee East along Avenua $S$ to the point of beginningn

Becinning at the intorsoction of Avenue $P$ ard LOth Street East, thonce Nomin aleng $40^{\circ} \mathrm{m}$ Strect Eait to Arcaue $N_{3}$ thence West along Avonue N to its intersection with 20 in Strect Enst, thence Soutin 2 ingg 20th Street East, to its xrtersection with Avenue P, theace East aiooc Avenue B to the point of basizning.
Acl5 Beginning at the intersection of Avunua $P$ ond 30 th Streot East, thonce Nortin along 00 炲 Strect East to its intersoction with Avonue $N$, thence West plong Avenue $N$ to its intorscetion with U.S. Highway 6, thenco Soutierizy aichg J.S. Highway 6 to ito intersection with Avenue P, thence Ent $a=0 n g$ Arcnco $P$ to the point of beginnine.

A226 Bugiming at the intomsection of Palmdalo Blvd. and U.S. Hichway $G_{0}$ thence North on U.S. Highwary 0 to its intersection with Arenue $\mathbb{N}$, thonce West on Avenue $N$ to the intersection of 10 th Street Weat, thence Soujh on 20th Street West to its intersection Tritio Avenuo $Q_{3}$ thence East on Avenue $Q$ to its intersection with Palmale Blvdeo thence Soucheasterly on Palmanco Bivd, to point of beginnimge

1217 A strip of Ianc one-hanimilo wide, being one-quarter milo on each oide of ard paralic! to Elizabeth Lake Road, between IOth Street West and Loth Street West.

A2.8 A strip of land one-hais mile wido being one-quarter mile on each side of and parailel co Elizaboih Lahe Road, between Loth Street Wcst and Goode

A219 A strip of land one-haif raile wide being one-querter mile on each sice of and paralloi to Elizabeth Iake Road, between Goode Fill Road and 90th Street West。
\#Adiztion, Decision Noo $5 \% 0_{1} A$

EFFECIIVE FEBRUARY 26,2958
Issucd by the Public Utilities Commiseion of the State of Colifornia;
San Franctsce, California.
Correction No. 580

| Zone No. |  |
| :---: | :---: |
|  | apaicarion or marify - territortai (Continued) <br> HANTELOPE VALIEY - DIWIVENY ZONE |
| A230 | Beginninci at the intersection of Avenue $N$ and 50 th Strect West, thence North along 50tin Strect Wost to its intersection with Avenuc L, thence Wesi alonc Avonuo $I$ to its 1ntersection with 70 th Streot Nest, thonce South along 70th Streot liest to its intersection with Avenuc $N$, thence East alone Averue $N$ to the point of beginminc. |
| A231 | Beginning at the intoreection of Avenue $I$ and 70 th Stroot West, thence North 0 Ong 70th Streow Noet to. its intersection with Avcoun J, thence Hest along Avonue $J$ to its intorsection with 90 th Street West, thence South along goth Street West to its interscetion with Avonue $L$, thence Dast along dvenue I to tho point of bogiming. |
| A2j2 | Beginning at the intersection of Avonue I and 1,5 th Strest West, thence North alone 45 th Strect West to Avenue J, thence !lest alone Averie J to its intersection with 70th Street Test, thonce South alons 70th Street llest to its intersection witin Avenue I, whence Eact along Avenue $I$ to the point of begining. |
| A233 | Secinming at the intersection of Avenue $I$ and 20tin Street West, thence North alone 20th Street Vest to Avenue J, thence West along Avenue J to its intercection with 45 th Stroet Nest, thence Souti along $45^{\circ}$ th Strect Hect to its intersection with Avenue L, thence East along Avenue I to the point of begirning. |
| A.234 | Begining at the intonsection of Avenue $J$ and 7.0 th Street Zast, thence South along the extension of 10th Streot East and 10th Stroet East to its intersection with Avonue I, thence Nest alone Avonue $I$ to its intersection with 20th Street West, thence North arong 20 th Street Wost to its intersection with Avenue $J$, thence East along Avenue $J$ to the point of beginnine. |
| A235 | Becinninc at the irtersection of Avonue $N$ and 400 h Stroot 3 isst, thence North elong 40th Sureet East to its intorsoction with Avenue I, thence Ensterly on the extcncion of Avenue $I$ to its intersection vith 10th Strect Dast, then:0 Scuth on 10th Stroet Eact to its intercection whth Avonue $N$, thones Dast on Avenue $\mathbb{N}$ to the point of beginning. |
| A236 | Begianinc at the intersection of 40 th Street East and Avenue $I$, thence Norti alorg 40 th Stroet East to its intersection with Avonu $J$, thence ilest along Avonue $J$ to its intersoction with 20th Stroet East, thence Soutil along 10th Strect East to its intorsoction with dronue $L$, thence East alons the entension of Avenue $Z$ to the point of begimine. |
| 1.237 | Decinninc at the intersection of ivenue J and 40tin Streat Dast, thonce Hionth on 4,0 th Stroot Dast to its intorsection with Avenue H , whence liest on Avenuo $H$ to its interscetion with 20tia Stuect East, thence South on 20th Street Enst to its intersection with Avenue $J$, thence East on Avenue $J$ to the point of beginning. |
| A238 | Becining at the intersection of Avcnue J and 20tin Street East, thence Horth on 20th Stroct Est to its intersection wid Avonue E, thence West on Avenue $\mathrm{I}_{\mathrm{t}}$ to St c intorsection with Division Street, thence Soutil on Division Street to its intersoction with Avenue $J$, thence Eact on Avenue $J$ to the point of beginning. |

[^3]Frective february 16, 2958
Insuod by the Public Utilitioc Comission of tho state of Coliformia, Comection $\%$. 582 San irancisco, Califorma.

| $\begin{array}{r} \text { ZOMe } \\ \text { NO. } \end{array}$ | SECTIOIN NO．3－raTES MOL：RRODUCLIOIN ARENS TO DELIVESY ZONES（Continuad） |
| :---: | :---: |
| A239 |  $\qquad$ MAYM－TERRITORIAI（Continuod） <br> HANTELORE VALIEX－DEITVETY ZOINE <br> Deginning at the intersection of Avonuo $J$ and Divioion Stroot，thonee Norti on Division Stroet to ito intorgeotion withl Avenue $A$ ，thonce ！lest on Avonue II and the extension thereof to $\dot{\text { it＇ts intersection with }}$ 20th Street lest，the：zco South on 20tin Stroot West to its intersection witi Avenue $J$ ，whonco East on Avenue $J$ to tho point of beginning． |
| 1210 | Beginning at tho intiencection of Avenue $J$ and 20 th Stroot llost，themce iortin on 20th Sureat Weat to Avenuo $H$ ，thonce Veat on Avonus $I$ to its intorsection with 45 th Sireet Woat，thence South on 45 th Street West to its interscetion with Avenue $J$ ，thence Dast on Avonuo $J$ to the point of begiminen |
| A2SI | Boginming at tho intersection of Avenue $J$ and 45 th Streot West，thence North on 45 ti Street West to its intersection whth Avenue $X$ ，thence Weat on Avenue H to ite intorsoction with 70th Street Nest，thence Soutin on 70th Street Hest to its intorsoction vith Avonue $J$ ，thence East on Avence $J$ to tho print of beginning． |
| A242 | Beginning at the intorsoction of Avenue J and 70tin Stroot West，thence ITorth on 70 tin Strect＂est to its intersection．with Avenue $H$ ，thence liest on Averue IE to its intersuction with 90 亩 Stroet Hest，thence Soutil on goti Stroet Vest to its intorsection with Averue $J$ ，thence East on Avenuc $J$ to the peint of beginnine． |
| 1.243 | Dejinning at the intersection of Avonco I（State IV hiway 235）and 90th Stroet lost，thence Morth on SOth Stroet Host to its intercection with Avonuo $G$ ，thence ilest on Avonue $G$ to its intersection trith 110th Street liest，thence Souti on 110th Street Vest to its intersection with <br>  bectinning． |
| 4.246 | Escimuing at the intersection of Avonue $X$ and 90 in Strect liest，thence inorth on sotil Streot lest to its intorsection with Avonve I（State －inchany 130），thence Wast on Avenuo I（Stato Mghay 138）to its interscction with 110th Street Vest，thence South on 110th Street Wost and tho extemeion thereof to its intersection with tize ！eoteriy entension of Avenue $K$ ，thenco Last on the Vesteriy extemsion of Avenue IN and Avonue K to tho point of bociminge． |
| A245 | A strip of land onembelf mile wido，beine one－auntor mile on eacin side of and parallol to State Iifhthy 138，beginning at 110th Streot Weat and onding at one－quarter aile Wost of old Willow Springs Rood． |
| 2246 | A strip of land one－hole mile wido，bolne one－auartor rilio on each sido of and parallel to Old Willow Sprines foadi betwoen one－quantor milo South of State Heghay 235 and Fommont foond． |
| A 247 | A strip oí land onemholf mile wide，being one－quarter mile on each sicie of and paraliel to 01d MIIow Sprine Road between Foirmont Road and onding one－quartor rile Nortin of its intorsoction with Ilizabeth Iale Road． |
| A243 | Becinning at the intersection of Avonuc $G$ and 90 th Strect Vest，thence North on 90th Stroet West to its intercection with Avenue $D$ ，thenco llest on Avenuo $D$ to $\dot{L} t \mathrm{~s}$ intersection with 230 tin Strect Nest，thence Soutin on 110th Street leest to its intorsection with Avenuc $G$ ，thence Dast on Avonuo $G$ to the point of beginnine． |

i＂LuCdition，Decision No．
地以为

ETSECTIVE FEBRUARY 26， 2958
Issuec by the Public Utilitites Commission on the State of California， Correction No． 583

San Francieco，Calîornia．

| $\begin{gathered} \text { Cone } \\ \text { No. } \end{gathered}$ | SECTION NO. 3 - RATES FROI: PRODUCTION AREAS TO DEEIVERY ZONES (Continued) |
| :---: | :---: |
|  | APPLICATION OF TARIFF - TERRITORIAL (Continued) \#ANTELOPE VALEY - DELIVERY ZONE |

Beginning at the intersection of Avenue $H$ and 30th Street Fast, thence Worth on 30th Street Jast to its intersection with Avenue $E$, thence West on Avenue E to its intersection with Division Street, thence South on Division Street to its intersection with Avenue $H$, thence Jast on Avenue $H$ to the point of beginning.
\# Addition, Decision No.


## EFFECTIVE FEBRUARY 26, 2958

Issued by the Public Utilities Comission of the State of Califormia, Correction No. 584

San Francisco, Califormia.

Original Page $33-\sqrt{17} 6$

MINTMUM RATE TARIFF NO. 7

| $\begin{gathered} \text { Zone } \\ \text { No. } \end{gathered}$ | NO. 3 - RMES FROM PRODUCNION MREAS TO DELIVERY 2ONES (Continued) |
| :---: | :---: |
| 1258 | APPLICATION OF TLRIFF-TERRITORIAL (Continued) <br> \#ANLETOPE VAILEY-DELIVERY ZONES <br> Beginning at the intersection of Avenue $H$ and 50 in Strect East, thence Nomth on 50th Strect East to its intersection with ivenue E, thence West on fivenue $E$ to its interscetion with 30 th Street East, thence South on $30+h$ Street East to its indersection with Avenire F , thence East on Avonuc $f$ to point of beginning. |
| : 2.259 | Seginning at the intersection of Avenue $E$ and 50th Strect East, thence North on 50th Street East to its intersection with Avenue C, thenee W'est on Avenue $C$ to its intersection with 30th Street East, thence South on 30th Strect East do its iatcrsection with Avenue E, thence Eust ou Avenue $E$ to poznt of begimning. |
| 4260 | Beginning at the intersection of Avchue $E$ and 30th Street East, thence North on the extcnsion of 30 th Street East to Avonue $C$, thence West on Avenue $C$ to its intarsection with Division Stareet, thence South on Division Stuect to its intersection with ivenue $E$, thence Esst on Avenue $E$ to the point of begtrning. |
| 2261 | Beginning at the intersection of Avenuc $C$ and 10th Stweet East, thence Nurth on $20 t h$ Street Eact and the Northerly extension thereos to its intersection with Avenuc $A$, thence west on Avenue $A$ to U.S. Eighway 6, thence Sourk on U.S. Highway 6 to the intersection with Avenue $C$, thence Eest on Avenue $C$ to the point of beginning. |
| A262 | Beginning at the intersecion of Avenue $D$ and U.S. Highway $\sigma$, whence North on U.S. Highwo 6 to its intersection with Avenue Asthence Wost on Avenue $A$ to its intersection with LOth Street West, thence South on LOth Street West to its intersection with fivenie $D_{3}$ thence East on Arenue $D$ iv the point of beginning. |
| -1263 | Boginnirg at the intersection of Avenue $D$ and Loth Street West, thenee Norith on 40 th Street West to ite intersection with Avenue A, thence West on Arcnue A to its intersection with Soth Street West, thenee Souti on 60th Street Wost to its intersection with ivenue D, thence East on Avanue $D$ to the point of beginning. |
| 1264 | Boginnirg $i t$ the intersection of Avonue $D$ and 60 th Street West, thence Nonth on 60th Stiect, West to its interscetion with ivenuc $A$, thence West on Arenue $A$ to zts jatersection with 90 th Street West, thence South on goth Surect Wesi to 1 te intersection with Avenue $D$, thence East on drame $D$ to the point of beginningo |
| 1 4265 | Beginning at the intersection of Avcnuc D and goth Street West, thenee North on 90th Street West to its intorscetion with Avenue A, thence West on wrenue $A$ to its intersection with 210th Strect West, thence South on 210 in Stroet Fiest to its interscetion with drenue $D$, thence East on divenue $D$ to the point of beginning. |
| 1.266 | Beginning at the intersection of Avenue E and 70th Strect East, thence North on 70th Surcet East to ins intersection with dienue $C$, thence Vest on sivenue $C$ to its intiorscetion with 50th Street East, thence South on 50,h Strect East to its interecetion with Avenuc E, thence East on Arenue $E$ to the point of beginning. |
|  |  |
| EFEECITVE FEBRUARX 26,2958 |  |
| Cor | Issucd by the Publia Utilitics Commission of the Stete of Califormio, San Francisco, Caldformia. ction No. 585 |

 South on 70th Street East to its intersection with Avenue $J$, thence Dast on Avenue $J$ to point of beginning.
\#Addition, Deciaion No.
56824

Issued by the Public Utilities commision of the State of cailfornta; San Frencisco, Colifomia, Sorrection Non 582

| COne |  |
| :---: | :---: | :---: |
| NO. | SECHION NO. 3-RNES FRON PRODUCTION NREKS |

## APPLICIIION OF TLRTFF-IERRITORIII (Continued) \#ANTELOPE VILIEY-DELIVERY ZONES

Besiming at the intersection of Avenue $I$ and 310th Street East, thence North on 710 th Street East to its intersection with Avenuc H, thence West on ivenue $E$ to its intersection with 90th Strect East, thence South on goth Strect Enst to its intcrscction with ivenue $J$, thence East on ivenue $J$ to the point of becinning.
Beginalng at the intorsection of Avenue $J$ and Lluth Strect East, thence North on ILuoth Street East to ivvanue $H$, thence Vicet on divenue $H$ to 110th Street East, thence South on 210th Street East to its fintersection with ivenue $J$, thence East on ivenue $I$ to the point of beginning.
Beginning at the intersection of A.venue $I$ and 70 hh Street East, thence North on 70th Street East to its intersection with Avenue $J$, thence Wicst on ivenue $I$ to 1ts intersection with LOth Street Eust, thence South on 40 th Strect East to its intersection with Avenue L, thence Eest on avenue $I$ and the extensions thereof to the point of beginning.
Eegining at the intersection of divenue $I$ and 90 th Street East, thence North on 90 th Street East to its intersection with ivenue $J$, thence West on Avonue $j$ to ite interscction with 7Oth Street East, thencc South on 70th Street East to it s intersection with Avenue I, thence East on dvenue $I$ to point of beginning.
Begiming at the intergection of ivenue $L$ and 210 h Strect East, thence North on 110th Strect East to its intersection with Avenue $J$, thence West on ivenue $s$ to its intersection with 90 th Street East, thence South on goth Street East to its intersection with fivenue L, thence East on ivenuc $I$ to point of beeinnine.
Beginning at the intersoction of ivonue $J$ and 2LOth Street East, thence North on LLOth Street East one-half mile, thence East parazlel to ivenue $J$ to $a$ point one-half mile East of 150 th Street East, thence South paraile2 to 150 th Street East to Avenue $K$, thence Vest on dvenueK to a point one-half mile Viost of 150 th Street East, thence North to a point one-half mile South of Livanue $J$, thence West parallel to divenue $J$ to a point of intersection with extension of 140 h Street East, thence North on 2LOth Strect East ard extension thereof to the point of beginaine.
Beginning at the interscetion of dvenue $N$ and 60 th Street East, thence North on 60 tin Street Enst to its intersection with ivenue I, thence Fiest on ivenue I to its intersection with Loth Street East, thence South on Loth Street Enst to its intersection with Arenue $N$, thence East on Avonue N to point of begiming.
Beginning at the intersection of Avonue N and 80th Street East, thence North on 80th Stroct East to its intersection with Avenue $L$, thence Test on Avenue $i$ and the cxtensions thereos to its intersection with 60th Street East, thence South on 60th Streot East to its intersection with Avenue $N$, thence Eact on ivenie $N$ to point of beginning.
Beginning at the intersection of Avenuc $N$ and 110 th Stroet East, thence North on 110th Strect East and the extension thereof to Avenue $I$, thence West on ivenuc $I$ to its intersection with 80 th Street East, thence South on 80th Street East to its interscction with Avenue $N$, thence Enst on Avonue $N$ to the point of beginaing.

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# indition, Decision No. SCO,*'&
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EFFECTIUE FERRUAET 26, 1958

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

## APPLICATION OF TARIFF - TERRTTORLAL (Continued) \#ANTELOFE VAIJEY - DELIVERY ZONES

A285 Beginning at tho intersection of Avenue Q-8, and the Southeriy extension of 60th Street East, thence North on the extension of 60th Street East to its intersection with Avenue N, thence West on Avenue $N$ to its intersection with 40 th Street East, thence South on LOth Street East to its sntersection with Avenue Q-8, thence East on Avenue Q -8 to point of begtaning.

A286 Beginning at the intersection of Avenue Q-8 and goth Strect East, thence North on Sorth on 90th Street East to its intersection with Avenue N, thence West on Arenue $N$ to its intersection with 60th Street East, thence South on 60th Strcet East and the Southerly extension thereof to ito intersectior with Arenue Q-8, thence Esst on Avenue Q-8 to the point of beginning.

A28? Beginning at the interscetion of Avenue Q-8 and 710th Strect East, thence North on 110th Strcet East and the extension thereof to Avenue $N$, thonce West on Avenue $N$ to its intersection with 90th Street East, thence South on 90 th Strect East to its intersection with Avcnue Q-8, thence East on Avenue Q-8 to point of bogianing.

Beginning at the intersection of Avenue $S$ and 70th Street East; thence North on 70th Street East to its intersection with Avenue Q-8, thence West on Avenue Q-8 to its intersection with 40 th Street East, thence South on LOth Street East to its intersection with Avenue $S$, thence East on Avenue $S$ to point of begioning.

A289 : Beginning at the intersection of Avenue $S$ and 110th Street East, thence North on IIOth Street East to its intersection withelireana Q-8, thence West on Avence Q-8 to its intersection with 70th Street East, thence South on 70th Street East to its interscetion with Avenue $S$, thence East on Avenue $S$ to point of beginning.

A290 : Beginning at the intersection of Arenue $S$ and 95 th Street East, thence West on Avenue $S$ to the Northorly extension of 77 th Strect East, thence South on the extensian of and 77 th Strect East to its intersection with Arenue U-8, thence East on Avenue U-8 to 95 th Street East, thence North on 95 th Street East to the point of beginning.

A291 Beginning at the intersection of Avenue $S$ and 47 th Strect East, thence South and Southeast on 47 th Strect East to its intersection with Pearblossom Eighway, thence on Pcarblossom Highway in a Southeasterly direction to its intersection with 77th Strect East, thence North on 77 th Strect East and the extensi on thereof to Avenue $S$, thence West on Arenue $S$ to the point of begiming.

A292 Beginning at the interscetion of 4 7th Streot East and Avenue $S$, thence West on Avenue $S$ to its intersection with LOth Strect East, theace South on 40 th Street Fast to its intersection with Pearblossom Highway, thence West on Pearblossom Eighway to its intersection with Old Fort Tejon Road, thence Southeasterly on Old Fort Tejon Road to its intersection with Old Fert Tejon Road to ite interscetion with Pearblossom Highwa, Southerly extonsion, thence Northwest on Pcarblossom Highway and 47 th Street East to point of beginning.

A293 A strip of land onc mile wide, being one-baif milo on each side of and parallel to Avenuo $Q-\hat{\theta}$ (Palmdalo Boulevard) between 170 th Street East and 200th Street East.
\#Adition, Doetsion No. 56 C

Issued by the Public Utillties Comission of the State of $\mathrm{C}_{\text {al }}$ ifornia; Correction No. 588 Sen Framcisec, California.

| Zone No. | SECTION NO. 3 - RATES FROM PRODUCIION AREAS TO DELIVERY ZONES (Contimued) |
| :---: | :---: |
|  | APPICATION OF TARTFF - TERRTORIAL (Continued) <br> \#ANTELOPE VALTEY - DELIVERY ZONES |
| 18294 | A strip of land one mile wide, being one-haif mile on each side of and paraliel to Avenue Q-8 (Palmdale Boulevard) betweon 200th Strect East and 230th Street East. |
| A295 | Beginning at the intersection of Avenue Q-S (Palmaze Boulevard) and 240th Strect East, thence North on 240th Street East to its intersection with Avenue 0 , thence West on Avenue 0 to its intersection with 220th Stroet Eaet, thence South on 220th Stroet East to its interSection with Avenue $F$, thonce East on Avenue $P$ to its intorscetion with 230th Street East, thence South on 230 th Strect East to its intersection with Avenue Q-8, thence East on Avenue Q-8 to the point of beginALng. |
| . 2296 | A strip of land one-half mile wide, being one-quarter mile on each side Of and parailel to Avenue ? between 2LOth Street East and Los AngelesSan Bernardino County Line. |
| A297 | A strip of land one-half mile wide, being one-quarter mile on each side Of and parallel to 180th Street East, between Avenue $Q$, and Avenue 0 . |
| A298 | Beginning at the intersection of 180th Street Dast and Avenue $M$, thence West on Avenue $M$ to its intersection with 170th Street. East, thonce South on 270th Street East to its intersection with Avenue 0 , thence East on Avenue 0 to its intersection with l80th Street East, thence North on 280th Street Dast to the point of beginning. |
| A299 | Beginning at the intersoction of 270th Street East and Avenue $N$, thence North on 270 th Street East to its intersection with Avenue $K-8$, thence West on Avenue K-8 to its intersection with 260 th Street East, thence North on 260 hh Street East to its intersection with Avenue $K$, thence West on Avenue $K$ to its intersection with 250 th Street East, thence South on 150 th Street East to its intersection with Avenue $N$, thenco East on Avenue $N$ to point of beginning. |

\# Addition, Decision No. 58044

EFFECIIVE FEBRUARI 16, 2958
Issued by the Public Utilities Commission of the State of Califormia, Correction No. 589

San Francisco, California.

| Zone | SECTION NO. 3-RLTE FROM FRCDUCTION AREAS |
| :---: | :---: |
| No. | TO DELIVERY ZONES (COntinued) |

## APPLICAIION OF THRIFF - TERRITORIAL (Continued) \#ANTELOPE VALTEY - DELIVERY ZONES

Beginning at the intersection of 131 st Street East and Pearblossom Highway, thence North for one-quarter of a mile, thence ivest parallel to the highway to a point one-quarter mile East of 116th Street East, thence North to a point one-quarter milo North of Avenue U-8, thence West parajiel to dvenue U-6, one-quarter mile North to its intersection with 95th Strect East, thence South on 95th Strect East and its extension thereof to a point one-quarter mile South of avenue U- $\varepsilon_{\text {, }}$ thence East one-quarter mile South and parallel to Pearblossom Highway to its intersection with 131 st Street East, thence North to point of beginning.

A301 A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway, between 131st Street East and 165th Strect East.

1302 A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway between 265 th Street East and 204th Street East.

A303 A strip of lane one-half mile wide, being one-quartor mile on each side of and parallel to Pearbiossom Highway between 204 th Street East and Antelope Highway.

A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway betweer Antelope Highway and the Ios ingeles-San Bernardino County Iine.

A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to intelope ifighway betwcen Jast line or Section 34 , T5N RSN SBBM and one-quarter mile Southeasterly of the intersection of Antelope Highway with Pearbloscom Highway.

3306 A strip of land one-half mile wide, bejng one-quarter mine on each side
 County Line and section jine botween Sections 34 and 35 T 5 N REW SBRM.
A307 A strip of land onemali mile wide, being one-quarter mile on each side of and parallel to Fort Tejon Road betweon Aveniue U-8 and 205 th Stroet East.

A strip of land one-half mile wide, boing one-quartor milo on each side of and paraliel to Fort Tejon Road between 105th Street East and 131st Street East.

A309 A strip of land one-holf mile wide, being one-quarter mile on each side of and parallel to Fort' Iejon Road between 13lst Street East and onequarter mile Nest of Valycrmo Road.
A310 A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Valyemo Road between 231 st Stroet East and Fort Tejon Road.

A strip of land one-half mile wide, being one-quarter mile on each side of and paraliel to Valyemo Road between Fort Tejon Road and Bob's Gap Road.
If Addition, Decision No. Stulth

EFFECTIVE FEBRUKRY 26,2958
Issucd by the Fublic Utilities Commission of the State of Califomia, Correction No. 590 San Francisco, Califormia.

| $\begin{aligned} & \text { Zone } \\ & \text { No. } \end{aligned}$ |  |
| :---: | :---: |
|  | APPLICITION OF TARIFF-TERRTIORIAL (Continued) \#INIELOPE VALLEY-DELIVERY 2ONES |
| 4312 | $\therefore$ strip of land one-half milc wide, being onc-quartex mile on each side of and paraliol to Big Pines Highway between Bob's Gap Road and the Angeles Netional Forest Boundiry. |
| $\therefore .323$ | 4. strip of land one-hali mile wide, being one-quarter mile on each side of and parallel to Big Pines Highway between ingeles National Forest Bourdary and 204th Street East. |
| $\therefore 314$ | A strip of land one-haif mile wide, being one-quarter mile on each side of and paraliol to Big Pincs Highway between 204th Street East and Jaekson Lake Ranger Station. |
| A315 | A strip of jand one-half mile wide, being one-quarter mile on each side of and parailel to Big Fines Highway between Jackson Lake Ranger Station and ingeles Crest Highway (State Highway 2). |
| 1336 | A strip of land one-hali mile vide, being one-quarter mile on each side of and parallel to Big Pines Kidgway, between Angeles Crest Highway (State Highray 2) and the Los Angeles- San Bornardino County Line. |
| $\therefore \times 317$ | Begining at the intersection of 2loth Street East and Avenue Q, thence West on Avenue $Q$ to its intersection with 110th Street East, thence South on the oxtension of 110th Street East to its Intersection with Avenue $R$, thence Eust on ivenue $R$ and the Easterly extension thereof to the Southeriy extension of 2LOth Street East, thence North on the extension of 140th Stroet East to the peint of beginaing. |
| 14.318 | $\therefore$ strip of land one mile wide, bcing one-half mile on cach side of and pornilel to Avonue Q-6 (Malmdalo Boulovard) botween Illoth Street East and 270th Strect Enat. |
| 1.339 | Beginning at the intersection of ivenue $S$ and U.S. Highway 6, thence northerly along Highway 6 to its interscetion with Polmdale Boulevard, thence westeriy along Pajmale Boulevard to its intersection with 10th Street West, thonce south alone loth Strect West to its intersection with Avenue $S$, thonce east along Avenue $S$ to the point of beginning. |

\# Addition, Docision No. E40

EFRECTIVE FEBRUARY 16, 1958

Issuce by the Public Utilities Commission of the State of California, San Francisco, Colifornia.
Correction No. 591

| $\begin{array}{r} \text { Zone } \\ \text { Io } \end{array}$ | section mo. 3 - rates from produciton abeas TO DEUIVEMY ZOINS (Continued) |
| :---: | :---: |
|  | APFLICATION OF TARIFT - TERTITORIAL (Continued) \%ANTELOFE VALIEY - DELIVERY ZOIE |
| A400 | A strip of land onemoin mile wide, beine one-auarter mile on oach <br>  bet:een the Los Angeles-Sen Bernardino County Iine and Road 21707. |
| ALO2 | 4 strip of land onemolif milo wide, being one-quarter mile on oach side of and parailol to Angeles Crost infghway (State Highway 2), betwoon hoad 21707 and one-quarter mile Nest of Antolope Highway (State zizginay 138). |
| 8402 | A strip or lond onomaif milo wide, being one-quarter mile on each sido of and parolici to Antelope Bigheay between onemuarter mile Soutih oi Angeles Crest Highway (State Highway <br> 2) and phelan Road. |
| A 403 | A strip oin land ono-hair mile wido, being onemunter mile on each Fide of and paraliel to Antelope Higlivay betweon Phelan Road and Los Ancelesman Dornardino County Line. |
| A 1404 | $\Delta \operatorname{strip}$ of land one-half mile wide, boing onemumeter mile on each side of and parallol to Poarblossom Highway (Polmdale Road) botween Los Amecies-Sen Bornardino County Line and Road 21721. |
| 'A405 | A strip of land one-hale mile wide, being one-quarter mile on each side of anch parallel to Poarblossom wirghway (polmdale Road) between Road 21721 and Johnson Road. |
| A 406 | A strip oin land one-holf mile wide, being onc-uuarter mile on each side of and parallel to Pearbloscom Fighvay (Pajmdele Road) between Johnson Road and Ciughzin Road. |
| A 407 | A strip of jond one-ibolf mile wide, being onowuprtor mile on each stico of and paralicl to Poarblossom Hishway (Polmdale Road) between Cauciajin Road ond Reach Road. |
| A408 | A strip of land one-hale mile vide, boing one-quanter mile on each side of and parallol to Pearblossom Mrhmay (Palmdale Road) botween Roach Road and U.S. Ei.ghvay 395. |
| A409 | A strip of land one-holf mile wide, being one-quarter mile on cach gide of and parallel to Pearblossom Elighvay (Palmaiono Road.) botween U.S. It ghvay 395 and IABP and I Rond 21714. |
| A420 | A strip of land onc-half mile wido, boing one-nuartor mile on each Jide of and paroilel to Pearibossom Wiehvay (Paindale Road) between IABP and I Road 21714 and one-quarter milo East of J.S. Highray 91. |
| 8421 | A ctrip of land onollalif mile wide, beine onc-auricor milo on each sido of and parallel to U.S. Highway 395 between Surrise Valley Road and one-suarter mile North of Palmdine Rosd. |
| A 212 | A strip of land one-holf mile wide, being one-qunrter mile on each side of and paroliel to U.S. Eichuay 395 between Sunrise Viliey Road and Duchess Avenue. |
| AL13 | Eeginning at the intersoction of Duchess Avenue and Belliflover Road, thence North on the Southern extension of J.S. Eneghvey 395 and U.S. Fig gavay 395 to its intersection with Road 20973, thence Nest on Road 20973 to its intersection with $\mathrm{N}_{2}$ nthern oxtencion of Road 20974, thence South on extension of Road 20974 and Road 20974 to its intersection with Duchess Avenue, thence East on Duchess Avenue to the point of begimning. |
| \% Adastion, Decision No. 56018 |  |
|  | EFTECTIVE FEBRUARY 26,1958 |
| $\qquad$ |  |


| $\begin{array}{\|r\|r\|} \text { zone } \\ & 10.0 \end{array}$ | section no. 3-rates moni moduction andis TO DELIVERY ZONTES (Continued) |
| :---: | :---: |
| A234 | APTIICATION OF TARIFF - TENRITORIAL (COntinuod) <br> HANIELOFE VALIEY - DEIVVEKY ZONE <br> Boginning at the intersoction of Duchoss Avonuo and U.S. Highway 395, tinence North on U.S. Eifghway 395 and the Northerly extension thereof to its intersection with Road 20478 and Road 3074 , thence Nest on Road 3074 to 1 ts intersection with U.S. Highway 395, thence South on U.S. Wighray 395 and the Southerly extension thereor to its intorsection wi th Duchess Avenue, thence East on Duchess Avonue to the point of bocinaine: |
| A122 | Bourd by the boundaries of the George fir Force Base. |
| ALIS | A strip of land one-hoir milo Wide, boing one-quarter mile on oach side of and parallel to U.S. Highway 395 between Road 20973 and Road 20478. |
| 8127 | A otrip of land one-hair mile wide, being one-auarter mile on each side of and parallel to U.S. Hichway S1, between one-quartex mile Worth of Polmdale Road and one-quartor mile South of State Highivay 18. |
| A120 | A strip of land onomalf mile wide, being one-quartor mile on each side of and parallel to State Higlaway 18, between U.S. Hichway 91 and Blaciman Road. |
| A 119 | A strip of land one-halif mile wido, boing one-nuarter mile on oach side of and parallel to U.S. Higheay $66^{\prime}$ between State Highway 28 and Adelanto Road. |
| A420 | A strip of land one-half mile wide, being ono-quarter milo on each side of and parallel to U.S. Hichuay 66 botwoen Adelanto Road and Roilroad underpass. |
| A 421 | A strip of land onc-half mile wide, being one-quartor mile on each side of and parajlel to U.S. Highway 66 betweon Rajlroad underpass and Hardrock Davis Road. |
| A422 | A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Híghray 66 betweon Hordroek Davis Roed and Road 20956. |
| 18423 | A strito of land one-hali mile wide, being onc-auarter milo on oach side of and parallel to U.S. Hegheay 66 between Road 20956 and Darghty Road. |
| 18424, | A strip of land one-balf mile wide, being onc-quanter mile on each side of and parallel to U.S. Hichway 66 between Darghty Road and Road 1067. |
| :" Addition, Decision No. 560ta |  |
| antective february 16, 1958 |  |
|  | Issued by the Public Utilities Commission of the State of Calfformia, tion No. 593 <br> San Francisco, Coliforaia. |


| $\begin{aligned} & \text { Zone } \\ & \text { No. } \end{aligned}$ | SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVEFI ZONES (Continued) |
| :---: | :---: |
|  | APPLICATION OF TARIFF - TERRITORTAL (Continued) \#ANTELOPE VALIEY - DELIVERX ZONES |
| A 500 | A strip of land one-half mile wide, being one-quarter mile on each side of and paralrol to U.S. Highway 466 between Highway orerpass and Steuber Road. |
| A501 | A strip of land onc-half mile wide, boing one-quarter milo on each side of and parallol to U.S. Highway 466 between Steuber Road and Road 2 K 2 . |
| A502 | A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between $2 K 2$ Road and Mt. Cansda Road, (Sand Canyon Road). |
| 8.503 | A strip of land one-half mile wide, boing one-quarter mile on each side of and parallel to U.S. Highwoy h66 between Mt. Canada Road (Sand Canyon Road) and Cameron Canyon Road. |
| A504 | A strip of land onemalf mile wide, being one-quarter mille on each side of and parallel to U.S. Hishway 466 botween Camoron Canyon Road and La Rosa Creek. |
| A505 | A strip of land one-half mile wide, being one-quarter mile on each side of and parailel to T.S. Highway 466 between La Rosa Creek and Randsburg Cutoff Road. |
| 8506 | A strip of land ono-balf mile wide, being one-quartor mile on each side of and paraliel to U.S. Hichway 466 between Randsburg Cutoff and Junction with U.S. Highway 6 . |
| A507 | Bound by the City limits of Mojave. |
| A508 | Bound by the boundary of the Auxiliary Ianding Field U.S.M.C. |
| A509 | A strip of land one-half mile wide, being onemquarter mile on each side of and parallel to U.S. Hishway 6 between 9 th S'tanderd Paralifel South and onc-quarter mile North of Junction with U.S. Highway 466o |
| A510 | A strip of land one-half milo wide, being one-quarter mile on each side of and parallel to U.S. HIghway 6 between 9 th Standard Parajlel South and Randsburg Cutoff Road. |
| A517 | A strip of land onemalf mile wide, being one-quarter mile on each side of and parallel to U.S. Hichway 466 excluding on the North side the area taken up by the Auxiliary Landing Field U.S.M.C. beginnin\% ono-quartor of a mile East of the indersection with U.S. Highway 6 and onding at Road A. |
| 1. 412 | A strip of land one-half mile wide, boing one-quarter mile on each side of and parallel to U.S. Highwey 466 between Road $A$ and Road $B$. |
| A513 | A strip of land one-half milc wide, being one-quarter mile on each side of and parallel to U.S. Highwoy 466 between Road B and Road 5547. |
| A514 | A strip of hand one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Eighway 466 between Road 5547 and Road 5577. |

\#Acdition, Decision No. 560,23

EFFECTIVE FEBRUARY 16,1958
Issued by the Public Utilities Comajssion of the State of $C_{a l i f}$ ifornia; San Francisco, Califomia. Correction No. 594

| $\begin{gathered} \text { Zone } \\ \text { No. } \end{gathered}$ | SECTION NO. 3 - RIES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued) |
| :---: | :---: |
|  | APPLICIITON OF TLRIFF-TERRITORIIL (Continued) \#ANELOPE V:L工EY-DETIVERY ZONES |
| 2.515 | I. strip of land one-haif mile wide, being one-quarter mile on each side of and parallel to U.S. Highriay 466 betreen Road 5577 and Road 3557. |
| : 516 | A strip of land oncmalf mile wide, belng one-quarter mile on each side of and paralicl to U.S. Highway 466 between Road. '5547 Enst section and Rocd 5572. |
| 4.517 | A strip of land onemalf mile wide, being one-quarter mile on each side of and parailel to U.S. Highway 466 between Road 55572 and Muroc Road. |
| . 2.518 | $\therefore$ strip of land one-half mile ride, being one-quarter mile on each side of and paralicl to U.S. Highway L66 betweon Muroc Road and Schultz Road. |
| 2.519 | $\therefore$ strip of land onc-hale mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Schultz Road and Gephart Road. |
| . 1520 | a strip of land onemalf mile pide, being one-quarter mile on each side of and parailel to U.S. Hightwy 466 between Gephart Road and Road 5714. |
| 0.521 | Begining at the intersection of Road 57ll one-quarter mile North of U.S. HLghway 466, thence East one-quarter mile North of the U.S. Highway 466 towards point one-quarter mile West of Boron ivenue, thence Northwost on a line one-quarter mile West of Boron ivenue to Suckow Road, thence West on Suckow Road to Road 5734, thence South on Road 2714 to the point of beginnine. |
| . 2.522 | $\therefore$ otrip of land one-half milo wide, being one-quarter milc on cach side of and paraliel to Boron Avenue between onequarter mile North of U.S. Highway 466 and 306 K Road. |
| $\therefore 523$ | in strip of land one-hour mile wice, beling one-quarter mile on each $s$ ide of and paraliel to U.S. Eighway 466 between Road 5734 and Eoron ivenue. |
| $\therefore 524$ | A Etrip of land one-half milc wide, being onomquater mile on cach side of and paraliel to U.S. Highway 466 between Boron avenue and Kerm County-San Bernardino County Ifne. |
| . 525 | $\therefore$ strip of land one-half mile wide, being one-quarter mile on each side of and paraliel to Rocket Road betweon one-quarter mile South of U.S. Highway 466 and West Road. |
| 2.526 | A strip of land ene-half mile wide, being one-quarter mile on each side of and porallel to Rocket Road between Fest Road and onc-quarter mile North of Leuhmar Road. |
| A527 | A strip of land one-half mile wide, being one-quarter mile on cach side of and parailel to Ieuhman Road between Rocket Road and Rocket Engine Test Station. |
| 2528 | A strip of land one-half mile ride, being one-quarter mile on each side of and parallel to Circle Road between Rocket Road and North Road. |
|  |  |
| EFFECTIVE FEERUARY 16, 2958 |  |
| Issucd by the Public Utilities Comission of the State of California, San Francisco, California. |  |
| Correction No. 595 |  |


| $\begin{aligned} & \text { Zone } \\ & \text { No. } \end{aligned}$ | SECTION NO. 3 - RATES FROL PRODUCTION AREAS To DELIVERI ZONES (Continued) |
| :---: | :---: |
| 2529 | $\begin{aligned} & \text { APPIICATYON OF TARIFF - IERRITORIAL (Continued) } \\ & \text { \#ANTELOPE VALIEY - DELIVERY ZONES } \end{aligned}$ <br> A strip oi land one-half mile wide, being one-quarter mile on each side of and parallel to West Rosd between one-quarter mile East of Circle Road and one-quarter mile West of Rocket Road. |
| A. 530 | A strip of land one-half mile wide, being onemquarter mile on each side of and parailel to Circle Road between one-quarter mile West of Rocket Road and North Road. |
| A532 | Beginming at the intersection of West Road and Noxth Road, thence North onemquarter mile to a line parallel to West Road, thence East on a ifne one-quarter mile North of West Rogd to its intersection with a line one-quarter mile West of Circle Road, thence Southerly on a jine onequantor milo West of Circic Road to ito intersection with a line onequarfer mile South of Nortin Road, thenoe Northwesterly on a Jine onegunter milo Souti of North Road to a point onemuarter mile South of the intcrsection of West Road and North Road, thence North to point of beginning. |
| A532 | A strip of land one-half mile wide, being onequarter mile on each side of and parajel to North Road between Hest Road and Road C. |
| 2533 | A strip of land onc-half mile wide, being one-quarter mile on each side OI and parallel to North Road betweon Road $C$ and Muroc Road. |
| 2534 | A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Redman Road between one-quarter mile South of U.S. Highway 466 and North Road. |
| A. 835 | A strip of land one-half mile wide, being one-quarter mile on each side of and paraliel to Redman Road between North Road and Road D. |
| A536 | Beginning at the intersection of Fitzgerald Road and 17th Street, thence North on 17th Street to its intersection with Paym: Avenue, thence Northeasterly to a point one-quarter mile West of Redman Road, thence South in a line one-quarter mile West of Redman Road to its intersection with Fitzgerald Road, thence West on Fitzgerald Road to the point of beginning. |
| A537 | A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Redman Road between Road D and Willow Springs Road. |
| 2538 | A strip of land one mile wide, being one-half mile on each sicie of and parailel to Thomas Road between Muroc Road and one-quarter mile East of Redman Road. |
| ه539 | A strip of land one-hali mile wide, being one-quarter mile on each side of and paraile to Redman Road botween Work Road and one-quarter mile South of the Willow Springs Road tumoff. |
| A540 | A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Redman Road between Work Road and Skeet Range Road. |
| A542 | A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Redman Road between Skeet Range Road and Ios AngelesKern County Line. |
|  |  |
|  | EFFECIIVE FEBRU/RIY 16, 2958 |
| Issuad by the Public Utilities Commission of the State of Califomia, Correction No. 596 San Francisco, Califomia. |  |


| $\begin{aligned} & \text { Zone } \\ & \text { No. } \end{aligned}$ | SECTION NO. 3 - RIIES FRON PRODUCTION SREiSS TO DELIVERY ZONES (Continued) |
| :---: | :---: |
|  | APPIICATION OF TLRIFF-TERRITORIIL (ContinuCd) \#LNTELOPE V!工工EY-DELIVERY ZONES |
| $\therefore .542$ | A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Willow Springs Road between Redman Road and Work Road. |
| 0.543 | $\therefore$ strip of land one-half mile wide, being one-quarter mile on cach side of and parallel to Willow Springs Road betreen Tiork Road and Road 5553. |
| 154.4 | A strip of land onemanf mile wide, being onemuarter mile on each side of and parallel to $71110 \%$ Springs Road between Rood: 5553 and South Willow Spmings Road. |
| 254.5 | A strip of land one-half mile wide, being one-quarter milo on each side of and parallel to Willow Springs Road between South Willow Springs Road and East Intersection and South Willow Springs Road West intersection. |
| 4.546 | $\therefore$ strip of land onc-half mile wide, being one-quarter mile on each side of and parallel to Willow Springs Road between South willow Springs Road turnoff and U.S. Higinway 6, excluding a strip of land one-quarter mile wide North of Willow Springs Road between U.S. Highway 6 and one-quarter mine East of U.S. Highway 6. |
| 2547 | $\therefore$ strip of zand one-half mile wide, being one-quartor milc on each side of and paralici to U.S. Highway 6 beginning at the intcrsection of U.S. Highway 6 and U.S. Highway 466 South of Nojave anc Silver Queen Road. |
| 2.548 | $\therefore$ strip of land one-half mile wide, being one-quarter mile on each side of and paralicl to U.S. Highway 6 botwecn Silver Queen Road and Middle Butte Road. |
| 0.549 | $\therefore$ strip of land onemalf mile wide, being one-quarter milo on cach side of and paralici to U.S. Highway 6 between Middie Butte Road and insel siding. |
| 2.550 | A strip of land one-half mile wide, being onc-quarter mile on each side of and parallel to U.S. Highway 6 betweer inscl siding and Willow Springs Roae. |
| 1.551 | Beginning at the intersection of mizlow Springs Road and U.S. Highway 6, thence West on Willow Springs Road to Northeriy extonsion of Loth Strect West, thence South on extension of LOth Street Wost to its intersection with I.A. County Line, thence East on Loi. County Line to its intersection whth U.S. Highmay 6, thonce North on U.S. Highway 6 to the point of boginning. |
| 2.552 | Beginning at the intersection of the Northeriy extension of Loth Strect West, and Millow Springs Road, thence Viest on Willow Springs Road to its intersection with Gaskell Road, thence South on Gaskell Road to its intersection with the L.A. County Line, thence East on the L.A. County Inno to the northerly extoncion of LOth Street West, thence North on the extension of Loth Strect liest to the point of beginning. |
| 4.553 | Buginning at the intarsection of willow Springs Road and Gosifelan Rombly <br>  |
| :-554 | Shumsiec Road to Los ingeles County Zine thonge Eagt on too Ageojos Cpuntry <br>  <br>  <br> Beginning et the intorsection of Willow Springs Road and Shumake Road, thence $\because \mathrm{ie}$ et on $W 220 w$ Springe Road to MeKonzic Road, thence South on ScKenzic Road to the Los ingeles County inine, thence East along the Los ingcies County Iine to its intersection with Shumake Road, thence North on Shumate Rood to the point of beginning. |

\# ideition, Decigion No. 56XUTH

EFFECTIVE FEBRUARY 26, 2958
Issucd oy the Fublic Utilities Commission of the State of Califormia, Cormection No. 597

| Area <br> No. | SECTION NC. 3 - RAMES FROM RRODUCTION AREAS |
| :---: | :---: |
| TO DEIIVERY ZONES (Continued) |  |

EFFECIIVE FEBRUARY 16, 1958
Issued by the Pablic Utilities Commission of the State of California, Correction No. 598 San Francisco, California.
$-33-V \div 19-$

Oxiginal Rago ..... 38-A AI
NINIMNM IATE TARIFF NO. 7

SECTION NO. 3 - RATES TKOM FRODUCION ANEAS TO DZUIVIRY ZONES IN CENTS FHE TON: (Continuod)
HItem iro. 262
MTSNINL, viz.:
Granite, decomposec, Stono, crushed, chips or wasto,
Gravel, Stone, natimal, blocke, pleces or slabs, rough quarried,
Stone, natirisl, sawed, not further finished.
FROM ${ }^{(1)}$ AHINELOFE VALIEY FRODUCTION ABEA $A$

|  | Misumm Veight in Tons <br> 8 18 |  | To <br> (I) Antelope Valloy Delivery Zono | Maninum NoLght in Tons |  | To (1) Antelope Valley Delivery Zone | MLorman Weigh in Tons |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4200 | 203 | 83 | 1.240 | 58 | 72 | 4280 | 59 | 50 |
| A203 | 93 | 75 | 4242 | 95 | 77 | 1281 | 78 | 64 |
| 4.202 | 85 | 69 | A242 | 200 | 80 | A282 | 52 | 45 |
| 4203 | 115 | 92 | A243 | 208 | 86 | A283 | 58 | 49 |
| A204 | 205 | 84 | A214 | 108 | 86 | A204 | 52 | 49 |
| 4205 | 96 | 77 | A245 | 114 | 92 | 4285 | 45 | 40 |
| 1206 | 84 | 69 | A246 | 121 | 96 | A286 | 47 | 41 |
| $\triangle 207$ | 77 | 63 | A247 | 122 | 96 | A287 | 45 | 40 |
| A208 | 69 | 58 | A248 | 115 | 91 | A236 | 40 | 36 |
| 4209 | 69 | 58 | A249 | 106 | 85 | A289 | 39 | 36 |
| A210 | 60 | 51 | A250 | 111 | 85 | A290 | 33 | 31 |
| 4217 | 50 | 44 | 4251 | 102 | 82 | A291 | 33 | 31 |
| A212 | 54 | 47 | A252 | 98 | 79 | A. 292 | 38 | 35 |
| 1.213 | 45 | 40 | A253 | 93 | 75 | A293 | 66 | 55 |
| A214 | 51 | 44 | A254: | 98 | 79 | A294 | 75 | 62 |
| A215 | 61 | 52 | A255 | 86 | 70 | A.295 | 87 | 71 |
| 4216 | 63 | 53 | A256 | 90 | 73 | 1296 | 89 | 72 |
| A217 | 66 | 55 | A257 | 30 | 66 | A297 | 71 | 59 |
| A.218 | 77 | 63 | A 258 | 74 | 61 | A.298 | 79 | 65 |
| 4279 | 86 | 70 | A. 259 | 81. | 66 | 4299 | 90 | 73 |
| 4220 | ${ }^{9} 9$ | 77 | A260 | 85 | 72 | 4300 | 50 | 4 |
| A221 | 109 | 37 | A261 | 201 | 81 | 6301 | 59 | 50 |
| 4.222 | 95 | 77 | A262 | 103 | 83 | \$302 | 7 | 59 |
| 4223 | 104 | 83 | A263 | 107 | 85 | A303 | 80 | 66 |
| A224 | 112 | 89 | A264 | 113 | 90 | A304 | 88 | 72 |
| 4225 | 125 | 99 | A265 | 120 | 95 | A305 | 86 | 70 |
| A226 | 123 | 97 | A266 | 79 | 65 | A306 | 95 | 77 |
| 4227 | 68 | 57 | A. 267 | 80 | 66 | A 307 | 49 | 43 |
| 4220 | 74 | 61 | 4.268 | 65 | 72 | A308 | 64 | 54 |
| 4229 | 60 | 66 | A 269 | 90 | 73 | A309 | 79 | 65 |
| A230 | 89 | 72 | A 270 | 80 | 66 | 4310 | 65 | 57 |
| A231 | 98 | 79 | A27 | 74 | 61 | A312 | 80 | 66 |
| ¢232 | 92 | 74 | A272 | 73 | 61 | A312 | 98 | 79 |
| A233 | 84 | 69 | A273 | 74 | 61 | A313 | 118 | 94 |
| 4234 | 75 | 62 | A274 | 64 | 54. | A314 | 142 | 112 |


-38mA A1-

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

| HItem No. 263 |  |
| :--- | :--- |
| MATEIAL, viz.: |  |
| Granite, decomposed, |  |
| Gravel, Stone, crushed, chips or waste, <br> Sand, Stone, naturai, blocks, pieces or slabs, rough quarmied, |  |

FROM (1)ANTELOPE VAIEEY RRODUCIION AREA A.

| To (I) Antelope Valley <br> Dolivery Zones | Minimum Weight in Tons |  | To (1) Antelope <br> Valley <br> Delivery Zones | Minjum Weight in Tons |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| A 400 | 164 | 227 | A515 | 165 | 128 |
| ${ }^{4} \mathrm{OL}$ | 148 | 116 | A516 | 256 | 121 |
| $\mathrm{AlO2}^{2}$ | 225 | 99 | A517 | 246 | 124 |
| ${ }^{\text {A }} 403$ | 109 | 87 | A518 | 247 | 115 |
| $\mathrm{Al}_{4} \mathrm{O}_{4}$ | 98 | 79 | A519 | 258 | 223 |
| 4405 2406 | 105 | 84 | ${ }^{\text {A } 520}$ | 768 | 130 |
| A407 | 123 | 97 | A522 | 289 | 146 |
| 2488 | 138 | 188 | A523 | 176 | $\underline{136}$ |
| 8470 | 1.44 | 113 | A525 | 173 | 132 |
| $\underline{4172}$ | 138 | 108 | A526 | 182 | 141 |
| A412 8413 | 146 | 114 | A527 | 191 | 247 |
| $\xrightarrow{2413}$ | $\frac{164}{257}$ | 127 | +2528 | 190 | 146 24.3 |
| 4425 | 262 | 126 | A530 | 178 |  |
| 4416 | 171 | 132 | A53 | 184 | 542 |
| A417 | 151 | 117 | A532 | 197 | 152 |
| $\mathrm{AlH}^{4}$ | 158 | +23 | A533 | 207 | 158 |
| 4.20 4.20 4.22 | 164 276 285 | 130 236 | 4535 A |  | 288 83 |
| 4423 | 185 | 243 150 | A537 | 217 | 93 |
| $\mathrm{Al}_{4}$ | 205 | 157 | A539 | 124 | 88 |
| $\begin{array}{r}\text { A500 } \\ \\ \hline\end{array}$ | 217 | 176 | A540 | 207 | 85 |
| A 4502 | 200 | 254 | A542 | 79 222 | 86 96 |
| A503 | 191 | 147 | 4543 | 330 | 102 |
| $\mathrm{A}^{2} 54$ | 183 | 142 | 2544 | 132 | 104 |
| A505 | 173 | 234 | A 545 | 125 | 99 |
| A506 | 159 | 124 | A546 | 215 | 91 |
| A | 348 | 116 | A547 | 241 | 120 |
| A508 <br> 809 | 161 | 125 | A548 | 132 | 104 |
| A509 | 155 | 122 | A549 | 124 | 98 |
| A520 | 264 | 127 | A550 | 115 | 91 |
| A511 | 250 | 117 | A551 | 109 | 87 |
| A512 | 157 | 122 | A552 | 118 | 94 |
| A513 | 163 | 127 | A553 | 125 | 99 |
| A514 | 267 | 130 | A554 | 132 | 104 |

(1) For descriptions of dntelope Valley Production Area and Delivery Zones, see Pages $33-\mathrm{V}$ to $33-\mathrm{V}-19$, inclusive.
\#Addition, Decision No. 56044

EFFECTIVE FEBRURIX 26, 2958

Issued by the Public Utillities Commission of the State of Califomia, Correction No. 600 San Francisco, Califomia.
-38-A A2

Original Page
MINIMOM RATE TARTFF NO. 7

| MASERIAI, viz.: Asphaltic Concrete (commonly called "Yot Stuff"), Cold Road Cil kixture (commonly called "Plant Mix"). |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FROM (1)ANTEIOPE VAIIEY PRODUCTION AREA A |  |  |  |  |  |  |  |  |  |
| MINTWUM WETGHT 8 TONS |  |  |  |  |  |  |  |  |  |
| TO (2)ANTEOPE VALEEY DELIVERY ZONES |  |  |  |  |  |  |  |  |  |
| Zone | Rate | 2one | Rate | zore | Rate | Zonc | Rate | Zone | Rate |
| A200 | 127 | \$240 | 110 | 2280 | 77 | A 1200 | 195 | A 515 | 296 |
| 1201 | 115 | A241 | 228 | 1281 | 98 | ALOI | 177 | A516 | 286 |
| A202 | 106 | 1242 | 123 | A282 | 69 | $\mathrm{NHO}^{2}$ | 251 | A517 | 175 |
| $\dot{5} 203$ | 140 | A243 | 132 | 4283 | 76 | ALO3 | 233 | 4528 | 176 |
| $\mathrm{A}_{2} 24$ | 229 | A244 | 132 | 1284 | 69 | ALO 4 | 221 | A519 | 288 |
| A205 | 219 | A. 245 | 239 | A285 | 61 | ALO5 | 129 | A520 | 200 |
| 1206 | 105 | 8246 | 147 | 1286 | 64 | A406 | 141 | A521 | 218 |
| 1207 | $9 ?$ | 124? | 248 | 1.287 | 61 | $\mathrm{Al}_{4} \mathrm{O} 7$ | 149 | 4522 | 223 |
| 4208 | 88 | 1248 | 110 | $\wedge 288$ | 56 | A 408 | 158 | A523 | 209 |
| $\therefore 209$ | 88 | \$249 | 130 | A289 | 55 | ALO9 | 266 | 2. 224 | 215 |
| 8210 | 78 | 1250 | 236 | 1290 | 48 | A 120 | 273 | A525 | 203 |
| A.211 | 67 | 1251 | 125 | 1291 | 48 | ALI2 | 266 | A526 | 215 |
| A212 | 71 | A252 | 121 | 4292 | 54 | A112 | 275 | 452 ? | 225 |
| 4213 | 62 | A253 | 115 | 4293 | 85 | 1423 | 195 | A528 | 224 |
| 1214 | 68 | 1254 | 122 | A294 | 95 | $\mathrm{Al}_{4}$ | 287 | 4.529 | 220 |
| 2215 | 79 | 1255 | 207 | A295 | 209 | A425 | 193 | 1.530 | 221 |
| A216 | 82 | 1256 | 212 | A296 | 211 | A116 | 203 | 2.531 | 218 |
| A217 | 85 | A257 | 101 | 1297 | 91 | 4127 | 181 | 4532 | 232 |
| $\therefore 218$ | 97 | A258 | 94 | 1298 | 100 | A128 | 288 | A533 | 243 |
| 8129 | 207 | 1258 | 102 | 1299 | 112 | N129 | 188 | . 4534 | 263 |
| $\therefore 220$ | 218 | 1260 | 120 | 8300 | 67 | $4+20$ | 199 | $\therefore 535$ | 151 |
| 5221 | 233 | 1261 | 224 | 4301 | 77 | 4121 | 209 | 4536 | 254 |
| 4.222 | 118 | 1262 | 227 | A 302 | 91 | 1422 | 219 | 1.53 ? | 242 |
| ¢.223 | 128 | 1263 | 131 | $\therefore 303$ | 101 | $\underline{1423}$ | 230 | $\Lambda 538$ | 250 |
| :224 | 237 | 2.264 | 238 | 4304 | 110 | 2.424 | 242 | 4.539 | 236 |
| $\therefore 1225$ | 151 | .2265 | 246 | $\therefore 305$ | 207 | 2500 | 255 | . 4540 | 132 |
| $\because 226$ | 249 | 1266 | 100 | 4.306 | 128 | 1.501 | 246 | A 542 | 122 |
| $\therefore 227$ | 87 | . 1267 | 101 | 1.307 | 66 | $\triangle 502$ | 236 | . 1542 | 248 |
| 4228 | 94 | 1268 | 212 | A308 | 83 | 1.503 | 296 | 0.543 | 157 |
| 2229 | 100 | A269 | 112 | 4.309 | 100 | A.504 | 236 | . 5.54 | 159 |
| 1230 | 121 | 1270 | 101 | 4310 | 87 | 4.505 | 205 | . 2545 | 251 |
| 1231 | 121 | 1271 | 24 | 4312 | 201 | . 406 | 190 | 1.546 | 210 |
| - 2332 | 214 | 1272 | 93 | 0.312 | 121 | 2507 | 177 | A547 | 169 |
| 1233 | 105 | 1273 | 94 | A313 | 243 | A.508 | 192 | . 2548 | 259 |
| A234 | 95 | 2.274 | 83 | A314 | 170 | 1.509 | 185 | 4549 | 250 |
| 1235 | 80 | 1275 | 84 | 4325 | 202 | 0.410 | 195 | 4550 | 240 |
| $\therefore 1236$ | 84 | $\therefore 276$ | 83 | 4326 | 218 | 1.511 | 179 | 1.551 | 233 |
| $\therefore 237$ | 87 | A277 | 91 | A317 | 67 | A 512 | 287 | 4552 | 143 |
| 4238 | 93 | 1278 | 77 | 4318 | 77 | A513 | 294 | 4553 | 151 |
| 2239 | 101 | A279 | 77 | 4.319 | 79 | A524 | 199 | 1554 | 159 |

(1) For descriptions of intelope Valley Production Area and Delivery Zones, see Pages $33-V$ to $33-V-19$, inclusive.
\# Addition, Decision No. Sober

EFFECTIVE FEBRUIRY 16, 2958
Issued by the Public Utilities Commission of the State of Californie, Correction No. 601 Sen Francisco, California.
-38-T-


[^0]:    At the conclusion of the hearings, the California Trucking Associations, Inc., requested that an examiners' proposed report be issued. This request has been considered; however, it appearing that the issuance of an examiners' report would not materially aid in the disposition of the issues in this instance, the request will be and is denied.

[^1]:    2 As used herein the term "aspholtic concrete" includes cold road oil maxture.

[^2]:    The zone rates for rock and sand would be lower than those for asphaltic concrete because of lower wage costs for labor which apply for the transportation of rock and sana. Insofar as the present hourly rates are concerned, however, they reflect the higher wage costs for asphaltic concrete due to the fact that much of the transportation under houniy rates is subject to such costs instead of the wage costs for rock and sand.

[^3]:    ": Ac̃aition, Decision No.
    $500 \cdot 4$

