

ORIGINAL

Decision No. 56044

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5437
(Petition No. 29)

E. O. Blackman and Austin H. Peck, Jr., for California
Dump Truck Owners Association, petitioner.

A. D. Poe, J. C. Kaspar, and J. Quintrall, for
California Trucking Associations, Inc.,
interested party.

Melvin H. Barnum, for Antelope Valley Rock & Concrete
Association, interested party.

Jere C. Bowden, for San Bernardino-Riverside Counties
Rock Products Association, interested party.

H. G. Feraud, for Southern California Rock Products
Association, interested party.

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

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

Francis W. Walker, in propria persona, respondent.

J. Quintrall, for Western Motor Tariff Bureau,
interested party.

Carl B. Blaubach and J. M. Jenkins, for the staff of
the Public Utilities Commission of the State of
California.

O P I N I O N

This phase of Case No. 5437 relates to the minimum rates
which apply to the transportation of rock, sand, gravel, decomposed

granite, asphaltic concrete, and cold road oil mixture between points in the Antelope Valley in southern California. 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 California 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 supervision of the carriers by the shippers and that charges under the distance 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 hearings on the petition were held before Examiner C. S. Abernathy at Lancaster, on March 11, and May 7, 1957, 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. ^{1/}

^{1/} 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.

The transportation with which this petition deals consists of the movement of rock, sand, gravel, asphaltic concrete and related materials from an area of about one-half mile square located near the southern margin of the Antelope Valley.^{2/} 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 lie mainly along the routes to and from the valley.

Testimony in support of petitioner's allegations that the present hourly and distance 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 much of the transportation is being performed by producers operating 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 small; that because of the narrow profit margin it is essential that the producers be able to compute their transportation costs with reasonable certainty in bidding for new business; that under the present hourly rates it is not possible

^{2/} As used herein the term "asphaltic concrete" includes cold road oil mixture.

so to compute transportation costs in advance because of wide variations 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 conjunction with the marketing of rock products, and that the distance rates are not satisfactory because they result in excessive charges for deliveries in the flat desert areas of the Antelope Valley where the major part of the deliveries are made. Three of the producers stated that these circumstances have been instrumental in their performing much of their own transportation. They said, however, that if a reasonable 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/} Two of the producers testified that their operations in the Antelope Valley area have been recently established; that for the present they are utilizing for-hire 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.

Time studies, figures 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-

^{3/} 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, 1957. According to this report, the four producers together shipped more than a million tons of material during the period. Only one-eighth 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 petitioner'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 dump truck transportation which these witnesses had conducted. The procedure which they followed in the study was described as follows:

Utilizing a dump truck 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 moved empty in the reverse direction. Assertedly, the traffic conditions which were encountered in the tests were generally the same as those encountered in normal 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 running 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 round-trip vehicle-running-times between the general area where the rock products are produced and the various proposed delivery 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. He alleged that factual data which would reflect actual operating experience of the carriers either was not available or that it was in such form that it could not be used feasibly. As bases for his estimates petitioner's manager said that they were developed largely on his 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 his 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 Transportation
in Antelope Valley

Rock, sand and related materials	\$7.391 per hour
Asphaltic concrete	7.934 per hour

Note: The term "full costs" means
the total applicable costs
plus an allowance for profit.

These estimates represent costs for transportation by 3-axle dump truck equipment having a capacity of approximately 12½ 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 different types of equipment and that on this

relationship rates for the truck and trailer combinations be adopted which would be proportionate to zone rates based on the foregoing 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 determination in accordance with methods which it has employed in the establishment of zone rates elsewhere in southern California territory. However, in order to show the approximate rates which would thus result, and their relationship to the corresponding distance rates which are 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 Estimated Zone Rates
and Present Distance Rates

Proposed Delivery Zone	Miles from Proposed Production Area	Rock and Sand			Asphaltic Concrete	
		Present Rate	Estimated Rate	Proposed Rate	Present Rate	Proposed Rate
290	2	.27	.36	.34	.45	.46
215	9	.66	.65	.57	.88	.78
238	17	1.03	.78	.67	1.29	.92
270	19	1.10	.85	.72	1.36	1.00
200	23	1.28	1.08	.91	1.56	1.26
400	31	1.55	1.71	1.40	1.86	1.96
420	44	1.91	1.74	1.43	2.26	1.99
521	51	2.28	1.92	1.56	2.64	2.19

* Proposed minimum weight per vehicle trip.

The establishment of zone rates on this record was opposed by the California Trucking 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 record 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 Carriers' 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 rates per 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 Conclusions

At the outset it should be noted that the Antelope Valley is an area which has 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 necessarily 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 barrier to a more extensive employment of for-hire carriers by the rock and asphaltic concrete producers in the Antelope Valley area. The evidence is persuasive that this thesis is substantially correct. A test of the reasonableness 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 southern California territory as facilities for the

production of rock and asphaltic concrete products have been established, zone rates have been established to take into account the marketing requirements of the producers. It appears that similar action should be taken with respect to the Antelope 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 all of the facts and circumstances of record, it is concluded and found as a fact that revision of the existing minimum rates and charges in Minimum Rate Tariff No. 7 for the transportation of property by dump truck equipment in southern California territory has been shown to be justified to the extent provided in the order which follows.

⁴ 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 sand. 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 hourly rates is subject to such costs instead of the wage costs for rock and sand.

O R D E R

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 incorporating 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 San Francisco, California, this 7th day of January, 1958.

[Signature]
 President

[Signature]

[Signature]

[Signature]

[Signature]
 Commissioners

APPENDIX "A" TO DECISION NO: 56044

Revised Pages to Minimum Rate Tariff

No. 7 Authorized by Said Decision

Original Page 33-V
Original Page 33-V 1
Original Page 33-V 2
Original Page 33-V 3
Original Page 33-V 4
Original Page 33-V 5
Original Page 33-V 6
Original Page 33-V 7
Original Page 33-V 8
Original Page 33-V 9
Original Page 33-V 10
Original Page 33-V 11
Original Page 33-V 12
Original Page 33-V 13
Original Page 33-V 14
Original Page 33-V 15
Original Page 33-V 16
Original Page 33-V 17
Original Page 33-V 18
Original Page 33-V 19
Original Page 38-A A1
Original Page 38-A A2
Original Page 38-T

END OF APPENDIX "A"

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONES	
A200	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Soledad Canyon Road between Agua Dulce Canyon Road and Indian Creek Road in the vicinity of Soledad, Los Angeles County.
A201	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Soledad Canyon Road, between Indian Creek Road and the Highway Bridge over the Southern Pacific Tracks on Soledad Canyon just west of Ravenna.
A202	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Soledad Canyon Road between the Highway Bridge over the Southern Pacific Tracks just west of Ravenna and intersection with Crown Valley Road.
A203	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Sierra Highway (U.S. Highway 6) between Stego Street and Agua Dulce Canyon Road.
A204	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to U.S. Highway 6 between Agua Dulce Canyon Road and Houser Canyon Road.
A205	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to U.S. Highway 6 between Houser Canyon Road and Ward Road.
A206	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to U.S. Highway 6 between Ward Road and Crown Valley Road.
A207	Beginning at the intersection of Soledad Canyon Road and Crown Valley thence North on Crown Valley Road to its intersection with Sierra Highway (U.S. 6) thence easterly on U.S. 6 to its intersection with Aliso Canyon Road, thence Southerly on Aliso Canyon Road to its intersection with Soledad Canyon Road, thence westerly to point of beginning.
A208	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to U.S. Highway 6 between Aliso Canyon Road and Angeles Forest Highway.
A209	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Angeles Forest Highway commencing one-quarter mile South of U.S. Highway 6 and Angeles Forest Highway and thence Southerly along Angeles Forest Highway to boundary of the Angeles National Forest.
A210	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to U.S. Highway 6 between the Angeles Forest Highway and the intersection of U.S. Highway 6 and Pearblossom Highway.
#Addition, Decision No. 56044	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 579	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONES	
A211	Beginning at the intersection of U.S. Highway 6 and Pearblossom Highway, thence Northwesterly along U.S. Highway 6 to its intersection with Avenue S., thence Easterly along Avenue S to its intersection with 40th Street East, thence South along 40th Street East to its intersection with Pearblossom Highway, thence Westerly and Southerly along Pearblossom Highway to point of beginning.
A212	Beginning at the intersection of Avenue S and 20th Street East, thence Northerly along 20th Street East to its intersection with Avenue P, thence West along Avenue P to its intersection with U.S. Highway 6, thence Southerly along U.S. Highway 6 to its intersection with Avenue S, thence East along Avenue S to the point of beginning.
A213	Beginning at the intersection of Avenue S and 40th Street East, thence North along 40th Street East to its intersection with Avenue F, thence West along Avenue P to its intersection with 20th Street East, thence South along 20th Street East to its intersection with Avenue S, thence East along Avenue S to the point of beginning.
A214	Beginning at the intersection of Avenue P and 40th Street East, thence North along 40th Street East to Avenue N, thence West along Avenue N to its intersection with 20th Street East, thence South along 20th Street East to its intersection with Avenue P, thence East along Avenue P to the point of beginning.
A215	Beginning at the intersection of Avenue P and 20th Street East, thence North along 20th Street East to its intersection with Avenue N, thence West along Avenue N to its intersection with U.S. Highway 6, thence Southerly along U.S. Highway 6 to its intersection with Avenue P, thence East along Avenue P to the point of beginning.
A216	Beginning at the intersection of Palmdale Blvd. and U.S. Highway 6, thence North on U.S. Highway 6 to its intersection with Avenue N, thence West on Avenue N to the intersection of 10th Street West, thence South on 16th Street West to its intersection with Avenue Q, thence East on Avenue Q to its intersection with Palmdale Blvd., thence Southeasterly on Palmdale Blvd. to point of beginning.
A217	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Elizabeth Lake Road, between 10th Street West and 40th Street West.
A218	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Elizabeth Lake Road, between 40th Street West and Goode Hill Road.
A219	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Elizabeth Lake Road, between Goode Hill Road and 90th Street West.

#Addition, Decision No. 56044

EFFECTIVE FEBRUARY 16, 1958

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

Correction No. 580

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued)
	#ANTELOPE VALLEY - DELIVERY ZONE
A220	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Bouquet Canyon Road between a point one-quarter mile South of the intersection of Elizabeth Lake Road and Bouquet Canyon Road and the boundary of the Angeles National Forest.
A221	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Bouquet Canyon Road between Angeles National Forest Boundary and Spunky Canyon Road.
A222	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Elizabeth Lake Road (Pine Canyon Road) between 90th Street West and the section line lying between Section 11 and 12, township 6, North Range 14 West SBBM. (The Southerly extension of 110th Street West.)
A223	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Elizabeth Lake Road between the section line between sections 11 and 12, Township 6, North Range 14 West SBBM, and a point one-quarter mile Easterly of the intersection of Elizabeth Lake Road and San Francisquito Canyon Road.
A224	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Elizabeth Lake Road between a point one-quarter of a mile Easterly of the intersection of Elizabeth Lake Road and San Francisquito Canyon Road and the intersection of Elizabeth Lake and Old Willow Springs Rd.
A225	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to San Francisquito Canyon Road between a point one-quarter mile Southerly of the intersection of Elizabeth Lake Road and San Francisquito Canyon R. & Spunky Canyon Rd.
A226	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Elizabeth Lake Road, between Old Willow Springs Road and Elizabeth Lake Canyon Road.
A227	Beginning at the intersection of Avenue N and 10th Street East, thence North along 10th Street East to its intersection with Avenue L, thence West along Avenue L to its intersection with 10th Street West, thence South along 10th Street West to its intersection with Avenue N, thence East along Avenue N to the point of beginning.
A228	Beginning at the intersection of Avenue N and 10th Street West, thence North along 10th Street West to its intersection with Avenue L, thence West along Avenue L to its intersection with 30th Street West, thence South along 30th Street West and southerly extension thereof to its intersection with Avenue N, thence East along Avenue N to the point of beginning.
A229	Beginning at the intersection of Avenue N and the Southerly extension of 30th Street West, thence North along the Southerly extension of 30th Street West to its intersection with Avenue L, thence West along Avenue L to its intersection with 50th Street, West, thence South along 50th Street West to its intersection with Avenue N, thence East along Avenue N to point of beginning.
	# Addition, Decision No. 56024
	EFFECTIVE FEBRUARY 16, 1958
	Issued by the Public Utilities Commission of the State of California, Correction No. 581 San Francisco, California.

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONE	
A230	Beginning at the intersection of Avenue N and 50th Street West, thence North along 50th Street West to its intersection with Avenue L, thence West along Avenue L to its intersection with 70th Street West, thence South along 70th Street West to its intersection with Avenue N, thence East along Avenue N to the point of beginning.
A231	Beginning at the intersection of Avenue L and 70th Street West, thence North along 70th Street West to its intersection with Avenue J, thence West along Avenue J to its intersection with 90th Street West, thence South along 90th Street West to its intersection with Avenue L, thence East along Avenue L to the point of beginning.
A232	Beginning at the intersection of Avenue L and 45th Street West, thence North along 45th Street West to Avenue J, thence West along Avenue J to its intersection with 70th Street West, thence South along 70th Street West to its intersection with Avenue L, thence East along Avenue L to the point of beginning.
A233	Beginning at the intersection of Avenue L and 20th Street West, thence North along 20th Street West to Avenue J, thence West along Avenue J to its intersection with 45th Street West, thence South along 45th Street West to its intersection with Avenue L, thence East along Avenue L to the point of beginning.
A234	Beginning at the intersection of Avenue J and 10th Street East, thence South along the extension of 10th Street East and 10th Street East to its intersection with Avenue L, thence West along Avenue L to its intersection with 20th Street West, thence North along 20th Street West to its intersection with Avenue J, thence East along Avenue J to the point of beginning.
A235	Beginning at the intersection of Avenue N and 40th Street East, thence North along 40th Street East to its intersection with Avenue L, thence Easterly on the extension of Avenue L to its intersection with 10th Street East, thence South on 10th Street East to its intersection with Avenue N, thence East on Avenue N to the point of beginning.
A236	Beginning at the intersection of 40th Street East and Avenue L, thence North along 40th Street East to its intersection with Avenue J, thence West along Avenue J to its intersection with 10th Street East, thence South along 10th Street East to its intersection with Avenue L, thence East along the extension of Avenue L to the point of beginning.
A237	Beginning at the intersection of Avenue J and 40th Street East, thence North on 40th Street East to its intersection with Avenue H, thence West on Avenue H to its intersection with 20th Street East, thence South on 20th Street East to its intersection with Avenue J, thence East on Avenue J to the point of beginning.
A238	Beginning at the intersection of Avenue J and 20th Street East, thence North on 20th Street East to its intersection with Avenue H, thence West on Avenue H to its intersection with Division Street, thence South on Division Street to its intersection with Avenue J, thence East on Avenue J to the point of beginning.
# Addition, Decision No. 56044	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 582	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) //ANTELOPE VALLEY - DELIVERY ZONE	
A239	Beginning at the intersection of Avenue J and Division Street, thence North on Division Street to its intersection with Avenue H, thence West on Avenue H and the extension thereof to its intersection with 20th Street West, thence South on 20th Street West to its intersection with Avenue J, thence East on Avenue J to the point of beginning.
A240	Beginning at the intersection of Avenue J and 20th Street West, thence North on 20th Street West to Avenue H, thence West on Avenue H to its intersection with 45th Street West, thence South on 45th Street West to its intersection with Avenue J, thence East on Avenue J to the point of beginning.
A241	Beginning at the intersection of Avenue J and 45th Street West, thence North on 45th Street West to its intersection with Avenue H, thence West on Avenue H to its intersection with 70th Street West, thence South on 70th Street West to its intersection with Avenue J, thence East on Avenue J to the point of beginning.
A242	Beginning at the intersection of Avenue J and 70th Street West, thence North on 70th Street West to its intersection with Avenue H, thence West on Avenue H to its intersection with 90th Street West, thence South on 90th Street West to its intersection with Avenue J, thence East on Avenue J to the point of beginning.
A243	Beginning at the intersection of Avenue I (State Highway 138) and 90th Street West, thence North on 90th Street West to its intersection with Avenue G, thence West on Avenue G to its intersection with 110th Street West, thence South on 110th Street West to its intersection with Avenue I (State Highway 138), thence East on Avenue I to the point of beginning.
A244	Beginning at the intersection of Avenue K and 90th Street West, thence North on 90th Street West to its intersection with Avenue I (State Highway 138), thence West on Avenue I (State Highway 138) to its intersection with 110th Street West, thence South on 110th Street West and the extension thereof to its intersection with the Westerly extension of Avenue K, thence East on the Westerly extension of Avenue K and Avenue K to the point of beginning.
A245	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to State Highway 138, beginning at 110th Street West and ending at one-quarter mile West of Old Willow Springs Road.
A246	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Old Willow Springs Road between one-quarter mile South of State Highway 138 and Fairmont Road.
A247	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Old Willow Springs Road between Fairmont Road and ending one-quarter mile North of its intersection with Elizabeth Lake Road.
A248	Beginning at the intersection of Avenue G and 90th Street West, thence North on 90th Street West to its intersection with Avenue D, thence West on Avenue D to its intersection with 110th Street West, thence South on 110th Street West to its intersection with Avenue G, thence East on Avenue G to the point of beginning.
" Addition, Decision No. <u>5002</u>	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 583	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONE	
A249	Beginning at the intersection of Avenue H and 60th Street West, thence North on 60th Street West to its intersection with Avenue F, thence West on the extension of Avenue F and Avenue F to its intersection with 90th Street West, thence South on 90th Street West to its intersection with Avenue H, thence East on Avenue H to point of beginning.
A250	Beginning at the intersection of Avenue F and 60th Street West, thence North on 60th Street West to its intersection with Avenue D, thence West on Avenue D to its intersection with 90th Street West, thence South on 90th Street West to its intersection with Avenue F, thence East on Avenue F and extension thereof to point of beginning.
A251	Beginning at the intersection of Avenue F and 40th Street West, thence North on 40th Street West to its intersection with Avenue D, thence West on Avenue D to its intersection with 60th Street West, thence South on 60th Street West to its intersection with Avenue F, thence East on Avenue F to point of beginning.
A252	Beginning at the intersection of Avenue H and 40th Street West, thence North on 40th Street West to its intersection with Avenue F, thence West on Avenue F to its intersection with 60th Street West, thence South on 60th Street West to its intersection with Avenue H, thence East on Avenue H to point of beginning.
A253	Beginning at the intersection of Avenue H and 20th Street West, thence North on the extension of 20th Street West and 20th Street West to its intersection with Avenue F, thence West on Avenue F to its intersection with 40th Street West, thence South on 40th Street West and the extension thereof to its intersection with Avenue H, thence East on Avenue H to the point of beginning.
A254	Beginning at the intersection of Avenue F and U.S. Highway 6, thence North on U.S. Highway 6 to its intersection with Avenue D, thence west on Avenue D to its intersection with 40th Street West, thence South on 40th Street West to its intersection with Avenue F, thence East on Avenue F to the point of beginning.
A255	Beginning at the intersection of Division Street and Avenue H thence North on Division Street to its intersection with Avenue F, thence West on Avenue F and extension thereof to its intersection with 20th Street West, thence South on 20th Street West and extension thereof to its intersection with Avenue H, thence East on Avenue H and extension thereof to point of beginning.
A256	Beginning at the intersection of Avenue F and Division Street, North on Division Street to its intersection with Avenue C, thence West on Avenue C to its intersection with U.S. Highway 6, thence South on U.S. Highway 6 to its intersection with Avenue F, thence East on the extension of Avenue F to point of beginning.
A257	Beginning at the intersection of Avenue H and 30th Street East, thence North on 30th Street East 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 East on Avenue H to the point of beginning.
# Addition, Decision No.	584

EFFECTIVE FEBRUARY 16, 1958

Issued by the Public Utilities Commission of the State of California,
Correction No. 584 San Francisco, California.

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF-TERRITORIAL (Continued) #ANTELOPE VALLEY-DELIVERY ZONES	
A258	Beginning at the intersection of Avenue H and 50th Street East, thence North on 50th Street East to its intersection with Avenue E, thence West on Avenue E to its intersection with 30th Street East, thence South on 30th Street East to its intersection with Avenue H, thence East on Avenue H to point of beginning.
A259	Beginning at the intersection of Avenue E and 50th Street East, thence North on 50th Street East to its intersection with Avenue C, thence West on Avenue C to its intersection with 30th Street East, thence South on 30th Street East to its intersection with Avenue E, thence East on Avenue E to point of beginning.
A260	Beginning at the intersection of Avenue E and 30th Street East, thence North on the extension of 30th Street East to Avenue C, thence West on Avenue C to its intersection with Division Street, thence South on Division Street to its intersection with Avenue E, thence East on Avenue E to the point of beginning.
A261	Beginning at the intersection of Avenue C and 10th Street East, thence North on 10th Street East and the Northerly extension thereof to its intersection with Avenue A, thence West on Avenue A to U.S. Highway 6, thence South on U.S. Highway 6 to the intersection with Avenue C, thence East on Avenue C to the point of beginning.
A262	Beginning at the intersection of Avenue D and U.S. Highway 6, thence North on U.S. Highway 6 to its intersection with Avenue A, thence West on Avenue A to its intersection with 40th Street West, thence South on 40th Street West to its intersection with Avenue D, thence East on Avenue D to the point of beginning.
A263	Beginning at the intersection of Avenue D and 40th Street West, thence North on 40th Street West to its intersection with Avenue A, thence West on Avenue A to its intersection with 60th Street West, thence South on 60th Street West to its intersection with Avenue D, thence East on Avenue D to the point of beginning.
A264	Beginning at the intersection of Avenue D and 60th Street West, thence North on 60th Street West to its intersection with Avenue A, thence West on Avenue A to its intersection with 90th Street West, thence South on 90th Street West to its intersection with Avenue D, thence East on Avenue D to the point of beginning.
A265	Beginning at the intersection of Avenue D and 90th Street West, thence North on 90th Street West to its intersection with Avenue A, thence West on Avenue A to its intersection with 110th Street West, thence South on 110th Street West to its intersection with Avenue D, thence East on Avenue D to the point of beginning.
A266	Beginning at the intersection of Avenue E and 70th Street East, thence North on 70th Street East to its intersection with Avenue C, thence West on Avenue C to its intersection with 50th Street East, thence South on 50th Street East to its intersection with Avenue E, thence East on Avenue E to the point of beginning.
# Addition, Decision No. 58044	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 585	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONES	
A267	Beginning at the intersection of Avenue E and 100th Street East, thence North on 100th Street East to its intersection with Avenue C, thence West on Avenue C to its intersection with 70th Street East, thence South on 70th Street East to its intersection with Avenue E, thence East on Avenue E to point of beginning.
A268	Beginning at the intersection of Avenue E and 120th Street East, thence North on 120th Street East to its intersection with L.A. County Line, thence West on L.A. County Line to its intersection with 100th Street East, thence South on 100th Street East to its intersection with Avenue E, thence East on Avenue E to the point of beginning.
A269	Beginning at the intersection of 140th Street East and L.A. County Line, thence West on L.A. County Line to its intersection with 120th Street East, thence South on 120th Street East to its intersection with Avenue E, thence East on the extension of Avenue E to 140th Street East, thence North on 140th Street East to the point of beginning.
A270	Beginning at the intersection of Avenue H and 140th Street East, thence North on 140th Street East to its intersection with the extension of Avenue E, thence West on Avenue E and the extension thereof to 120th Street East, thence South on 120th Street East to its intersection with Avenue H, thence East on Avenue H to the point of beginning.
A271	Beginning at the intersection of Avenue H and 120th Street East, thence North on 120th Street East to its intersection with Avenue E, thence West on Avenue E to its intersection with 90th Street East, thence South on 90th Street East to its intersection with Avenue H, thence East on Avenue H to the point of beginning.
A272	Beginning at the intersection of Avenue H and 90th Street East, thence North on 90th Street East to its intersection with Avenue E, thence West on Avenue E to its intersection with 70th Street East, thence South on 70th Street East to its intersection with Avenue H, thence East on Avenue H to point of beginning.
A273	Beginning at the intersection of Avenue H and 70th Street East, thence North on 70th Street East to its intersection with Avenue E, thence West on Avenue E to its intersection with 50th Street East, thence South on 50th Street East to its intersection with Avenue H, thence East on Avenue H to the point of beginning.
A274	Beginning at the intersection of Avenue J and 70th Street East, thence North on 70th Street East to its intersection with Avenue H, thence West on Avenue H to its intersection with 40th Street East, thence South on 40th Street East to its intersection with Avenue J, thence East on Avenue J to point of beginning.
A275	Beginning at the intersection of Avenue J and 90th Street East, thence North on 90th Street East to its intersection with Avenue H, thence West on Avenue H to its intersection with 70th Street East, thence South on 70th Street East to its intersection with Avenue J, thence East on Avenue J to point of beginning.

#Addition, Decision No. 56044

EFFECTIVE FEBRUARY 16, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California,
Correction No. 586

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF-TERRITORIAL (Continued) #ANTELOPE VALLEY-DELIVERY ZONES	
A276	Beginning at the intersection of Avenue J and 110th Street East, thence North on 110th Street East to its intersection with Avenue H, thence West on Avenue H to its intersection with 90th Street East, thence South on 90th Street East to its intersection with Avenue J, thence East on Avenue J to the point of beginning.
A277	Beginning at the intersection of Avenue J and 110th Street East, thence North on 110th Street East to Avenue H, thence West on Avenue H to 110th Street East, thence South on 110th Street East to its intersection with Avenue J, thence East on Avenue J to the point of beginning.
A278	Beginning at the intersection of Avenue L and 70th Street East, thence North on 70th Street East to its intersection with Avenue J, thence West on Avenue J to its intersection with 40th Street East, thence South on 40th Street East to its intersection with Avenue L, thence East on Avenue L and the extensions thereof to the point of beginning.
A279	Beginning at the intersection of Avenue L and 90th Street East, thence North on 90th Street East to its intersection with Avenue J, thence West on Avenue J to its intersection with 70th Street East, thence South on 70th Street East to its intersection with Avenue L, thence East on Avenue L to point of beginning.
A280	Beginning at the intersection of Avenue L and 110th Street East, thence North on 110th Street East to its intersection with Avenue J, thence West on Avenue J to its intersection with 90th Street East, thence South on 90th Street East to its intersection with Avenue L, thence East on Avenue L to point of beginning.
A281	Beginning at the intersection of Avenue J and 140th Street East, thence North on 140th Street East one-half mile, thence East parallel to Avenue J to a point one-half mile East of 150th Street East, thence South parallel to 150th Street East to Avenue K, thence West on Avenue K to a point one-half mile West of 150th Street East, thence North to a point one-half mile South of Avenue J, thence West parallel to Avenue J to a point of intersection with extension of 140th Street East, thence North on 140th Street East and extension thereof to the point of beginning.
A282	Beginning at the intersection of Avenue N and 60th Street East, thence North on 60th Street East to its intersection with Avenue L, thence West on Avenue L to its intersection with 40th Street East, thence South on 40th Street East to its intersection with Avenue N, thence East on Avenue N to point of beginning.
A283	Beginning at the intersection of Avenue N and 80th Street East, thence North on 80th Street East to its intersection with Avenue L, thence West on Avenue L and the extensions thereof to its intersection with 60th Street East, thence South on 60th Street East to its intersection with Avenue N, thence East on Avenue N to point of beginning.
A284	Beginning at the intersection of Avenue N and 110th Street East, thence North on 110th Street East and the extension thereof to Avenue L, thence West on Avenue L to its intersection with 80th Street East, thence South on 80th Street East to its intersection with Avenue N, thence East on Avenue N to the point of beginning.
# Addition, Decision No. 56644	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 587	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONES	
A285	Beginning at the intersection of Avenue Q-8, and the Southerly 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 40th Street East, thence South on 40th Street East to its intersection with Avenue Q-8, thence East on Avenue Q-8 to point of beginning.
A286	Beginning at the intersection of Avenue Q-8 and 90th Street East, thence North on North on 90th Street East to its intersection with Avenue N, thence West on Avenue N to its intersection with 60th Street East, thence South on 60th Street East and the Southerly extension thereof to its intersection with Avenue Q-8, thence East on Avenue Q-8 to the point of beginning.
A287	Beginning at the intersection of Avenue Q-8 and 110th Street East, thence North on 110th Street East and the extension thereof to Avenue N, thence West on Avenue N to its intersection with 90th Street East, thence South on 90th Street East to its intersection with Avenue Q-8, thence East on Avenue Q-8 to point of beginning.
A288	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 40th Street East, thence South on 40th Street East to its intersection with Avenue S, thence East on Avenue S to point of beginning.
A289	Beginning at the intersection of Avenue S and 110th Street East, thence North on 110th Street East to its intersection with Avenue Q-8, thence West on Avenue Q-8 to its intersection with 70th Street East, thence South on 70th Street East to its intersection with Avenue S, thence East on Avenue S to point of beginning.
A290	Beginning at the intersection of Avenue S and 95th Street East, thence West on Avenue S to the Northerly extension of 77th Street East, thence South on the extension of and 77th Street East to its intersection with Avenue U-8, thence East on Avenue U-8 to 95th Street East, thence North on 95th Street East to the point of beginning.
A291	Beginning at the intersection of Avenue S and 47th Street East, thence South and Southeast on 47th Street East to its intersection with Pearblossom Highway, thence on Pearblossom Highway in a Southeasterly direction to its intersection with 77th Street East, thence North on 77th Street East and the extension thereof to Avenue S, thence West on Avenue S to the point of beginning.
A292	Beginning at the intersection of 47th Street East and Avenue S, thence West on Avenue S to its intersection with 40th Street East, thence South on 40th Street East to its intersection with Pearblossom Highway, thence West on Pearblossom Highway to its intersection with Old Fort Tejon Road, thence Southeasterly on Old Fort Tejon Road to its intersection with Old Fort Tejon Road to its intersection with Pearblossom Highway, Southerly extension, thence Northwest on Pearblossom Highway and 47th Street East to point of beginning.
A293	A strip of land one mile wide, being one-half mile on each side of and parallel to Avenue Q-8 (Palmdale Boulevard) between 170th Street East and 200th Street East.

#Addition, Decision No.

56044

EFFECTIVE FEBRUARY 16, 1958

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

Correction No. 588

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONES
A294	A strip of land one mile wide, being one-half mile on each side of and parallel to Avenue Q-8 (Palmdale Boulevard) between 200th Street East and 230th Street East.
A295	Beginning at the intersection of Avenue Q-8 (Palmdale Boulevard) and 240th Street East, thence North on 240th Street East to its intersection with Avenue O, thence West on Avenue O to its intersection with 220th Street East, thence South on 220th Street East to its intersection with Avenue P, thence East on Avenue P to its intersection with 230th Street East, thence South on 230th Street East to its intersection with Avenue Q-8, thence East on Avenue Q-8 to the point of beginning.
A296	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Avenue P between 240th Street East and Los Angeles-San 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 O.
A298	Beginning at the intersection of 180th Street East and Avenue M, thence West on Avenue M to its intersection with 170th Street East, thence South on 170th Street East to its intersection with Avenue O, thence East on Avenue O to its intersection with 180th Street East, thence North on 180th Street East to the point of beginning.
A299	Beginning at the intersection of 170th Street East and Avenue N, thence North on 170th Street East to its intersection with Avenue K-8, thence West on Avenue K-8 to its intersection with 160th Street East, thence North on 160th Street East to its intersection with Avenue K, thence West on Avenue K to its intersection with 150th Street East, thence South on 150th Street East to its intersection with Avenue N, thence East on Avenue N to point of beginning.
# Addition, Decision No.	58044
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, Correction No. 589 San Francisco, California.	

Zone No.	SECTION NO. 3 - RATE FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONES	
A300	Beginning at the intersection of 131st Street East and Pearblossom Highway, thence North for one-quarter of a mile, thence West parallel to the highway to a point one-quarter mile East of 116th Street East, thence North to a point one-quarter mile North of Avenue U-8, thence West parallel to Avenue U-8, one-quarter mile North to its intersection with 95th Street East, thence South on 95th Street East and its extension thereof to a point one-quarter mile South of Avenue U-8, thence East one-quarter mile South and parallel to Pearblossom Highway to its intersection with 131st 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 Street East.
A302	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway between 165th Street East and 204th Street East.
A303	A strip of lane one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway between 204th Street East and Antelope Highway.
A304	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway between Antelope Highway and the Los Angeles-San Bernardino County Line.
A305	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Antelope Highway between East line of Section 34, T5N R5W SBBM and one-quarter mile Southeasterly of the intersection of Antelope Highway with Pearblossom Highway.
A306	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Antelope Highway between Los Angeles-San Bernardino County Line and section line between Sections 34 and 35 T5N R5W SBBM.
A307	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Fort Tejon Road between Avenue U-8 and 105th Street East.
A308	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Fort Tejon Road between 105th Street East and 131st Street East.
A309	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Fort Tejon Road between 131st Street East and one-quarter mile West of Valyermo Road.
A310	A strip of land one-half mile wide being one-quarter mile on each side of and parallel to Valyermo Road between 131st Street East and Fort Tejon Road.
A311	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Valyermo Road between Fort Tejon Road and Bob's Gap Road.
# Addition, Decision No. 56024	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, Correction No. 590 San Francisco, California.	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF-TERRITORIAL (Continued) #ANTELOPE VALLEY-DELIVERY ZONES	
A312	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Big Pines Highway between Bob's Gap Road and the Angeles National Forest Boundary.
A313	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Big Pines Highway between Angeles National Forest Boundary and 204th Street East.
A314	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Big Pines Highway between 204th Street East and Jackson Lake Ranger Station.
A315	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Big Pines Highway between Jackson Lake Ranger Station and Angeles Crest Highway (State Highway 2).
A316	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Big Pines Highway, between Angeles Crest Highway (State Highway 2) and the Los Angeles- San Bernardino County Line.
A317	Beginning at the intersection of 140th Street East and Avenue Q, thence West on Avenue Q to its intersection with 110th Street East, thence South on the extension of 110th Street East to its intersection with Avenue R, thence East on Avenue R and the Easterly extension thereof to the Southerly extension of 140th Street East, thence North on the extension of 140th Street East to the point of beginning.
A318	A strip of land one mile wide, being one-half mile on each side of and parallel to Avenue Q-8 (Palmdale Boulevard) between 140th Street East and 170th Street East.
A319	Beginning at the intersection of Avenue S and U.S. Highway 6, thence northerly along Highway 6 to its intersection with Palmdale Boulevard, thence westerly along Palmdale Boulevard to its intersection with 10th Street West, thence south along 10th Street West to its intersection with Avenue S, thence east along Avenue S to the point of beginning.
# Addition, Decision No. 59044	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 591	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONE	
A400	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Angeles Crest Highway (State Highway 2), between the Los Angeles-San Bernardino County Line and Road 21707.
A401	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Angeles Crest Highway (State Highway 2), between Road 21707 and one-quarter mile West of Antelope Highway (State Highway 138).
A402	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Antelope Highway between one-quarter mile South of Angeles Crest Highway (State Highway 2) and Phelan Road.
A403	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Antelope Highway between Phelan Road and Los Angeles-San Bernardino County Line.
A404	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway (Palmdale Road) between Los Angeles-San Bernardino County Line and Road 21721.
A405	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway (Palmdale Road) between Road 21721 and Johnson Road.
A406	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway (Palmdale Road) between Johnson Road and Caughlin Road.
A407	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway (Palmdale Road) between Caughlin Road and Reach Road.
A408	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway (Palmdale Road) between Reach Road and U.S. Highway 395.
A409	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway (Palmdale Road) between U.S. Highway 395 and LABP and L Road 21714.
A410	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Pearblossom Highway (Palmdale Road) between LABP and L Road 21714 and one-quarter mile East of U.S. Highway 91.
A411	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 395 between Sunrise Valley Road and one-quarter mile North of Palmdale Road.
A412	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 395 between Sunrise Valley Road and Duchess Avenue.
A413	Beginning at the intersection of Duchess Avenue and Bellflower Road, thence North on the Southern extension of U.S. Highway 395 and U.S. Highway 395 to its intersection with Road 20973, thence West on Road 20973 to its intersection with Northern extension 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 beginning.
# Addition, Decision No. 56044	
EFFECTIVE FEBRUARY 16, 1958	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 592</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONE
A414	Beginning at the intersection of Duchess Avenue and U.S. Highway 395, thence North on U.S. Highway 395 and the Northerly extension thereof to its intersection with Road 20478 and Road 3074, thence West on Road 3074 to its intersection with U.S. Highway 395, thence South on U.S. Highway 395 and the Southerly extension thereof to its intersection with Duchess Avenue, thence East on Duchess Avenue to the point of beginning.
A415	Bound by the boundaries of the George Air Force Base.
A416	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 395 between Road 20973 and Road 20478.
A417	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 91, between one-quarter mile North of Palmdale Road and one-quarter mile South of State Highway 18.
A418	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to State Highway 18, between U.S. Highway 91 and Blackman Road.
A419	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 66 between State Highway 18 and Adelanto Road.
A420	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 66 between Adelanto Road and Railroad underpass.
A421	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 66 between Railroad 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. Highway 66 between Hardrock Davis Road and Road 20956.
A423	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 66 between Road 20956 and Darghty Road.
A424	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 66 between Darghty Road and Road 1067.
* Addition, Decision No. 56044	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 593	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONES	
A500	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Highway overpass and Steuber Road.
A501	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Steuber Road and Road 2K2.
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 2K2 Road and Mt. Canada Road, (Sand Canyon Road).
A503	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Mt. Canada Road (Sand Canyon Road) and Cameron Canyon Road.
A504	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Cameron Canyon Road and La Rosa Creek.
A505	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between La Rosa Creek and Randsburg Cutoff Road.
A506	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 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 Landing Field U.S.M.C.
A509	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 6 between 9th Standard Parallel South and one-quarter mile North of Junction with U.S. Highway 466.
A510	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 6 between 9th Standard Parallel South and Randsburg Cutoff Road.
A511	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 excluding on the North side the area taken up by the Auxiliary Landing Field U.S.M.C. beginning one-quarter of a mile East of the intersection with U.S. Highway 6 and ending at Road A.
A512	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Road A and Road B.
A513	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Road B and Road 5547.
A514	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Road 5547 and Road 5577.

#Addition, Decision No. 56044

EFFECTIVE FEBRUARY 16, 1958

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

Correction No. 594

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF-TERRITORIAL (Continued) #ANTELOPE VALLEY-DELIVERY ZONES	
A515	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Road 5577 and Road 5557.
A516	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Road 5547 East section and Road 5572.
A517	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Road 5572 and Muroc Road.
A518	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Muroc Road and Schultz Road.
A519	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Schultz Road and Gephart Road.
A520	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Gephart Road and Road 5714.
A521	Beginning at the intersection of Road 5714 one-quarter mile North of U.S. Highway 466, thence East one-quarter mile North of the U.S. Highway 466 towards point one-quarter mile West of Boron Avenue, thence Northwest on a line one-quarter mile West of Boron Avenue to Suckow Road, thence West on Suckow Road to Road 5714, thence South on Road 5714 to the point of beginning.
A522	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Boron Avenue between one-quarter mile North of U.S. Highway 466 and 306K Road.
A523	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Road 5714 and Boron Avenue.
A524	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 466 between Boron Avenue and Kern County-San Bernardino County Line.
A525	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Rocket Road between one-quarter mile South of U.S. Highway 466 and West Road.
A526	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Rocket Road between West Road and one-quarter mile North of Leuhman Road.
A527	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Leuhman Road between Rocket Road and Rocket Engine Test Station.
A528	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Circle Road between Rocket Road and North Road.

Addition, Decision No.

56044

EFFECTIVE FEBRUARY 16, 1958

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

Correction No. 595

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF - TERRITORIAL (Continued) #ANTELOPE VALLEY - DELIVERY ZONES	
A529	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to West Road between one-quarter mile East of Circle Road and one-quarter mile West of Rocket Road.
A530	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Circle Road between one-quarter mile West of Rocket Road and North Road.
A531	Beginning at the intersection of West Road and North Road, thence North one-quarter mile to a line parallel to West Road, thence East on a line one-quarter mile North of West Road to its intersection with a line one-quarter mile West of Circle Road, thence Southerly on a line one-quarter mile West of Circle Road to its intersection with a line one-quarter mile South of North Road, thence Northwesterly on a line one-quarter mile South of North Road to a point one-quarter mile South of the intersection of West Road and North Road, thence North to point of beginning.
A532	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to North Road between West Road and Road C.
A533	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to North Road between Road C and Muroc Road.
A534	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.
A535	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel 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 Payne 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.
A538	A strip of land one mile wide, being one-half mile on each side of and parallel to Thomas Road between Muroc Road and one-quarter mile East of Redman Road.
A539	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 one-quarter mile South of the Willow Springs Road turnoff.
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.
A541	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 Los Angeles-Kern County Line.
# Addition, Decision No. 56044	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, Correction No. 596 San Francisco, California.	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
APPLICATION OF TARIFF-TERRITORIAL (Continued) #ANTELOPE VALLEY-DELIVERY ZONES	
A542	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.
A543	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Willow Springs Road between Work Road and Road 5553.
A544	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to Willow Springs Road between Road 5553 and South Willow Springs Road.
A545	A strip of land one-half mile wide, being one-quarter mile 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.
A546	A strip of land one-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. Highway 6, excluding a strip of land one-quarter mile wide North of Willow Springs Road between U.S. Highway 6 and one-quarter mile East of U.S. Highway 6.
A547	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 6 beginning at the intersection of U.S. Highway 6 and U.S. Highway 466 South of Mojave and Silver Queen Road.
A548	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 6 between Silver Queen Road and Middle Butte Road.
A549	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 6 between Middle Butte Road and Ansel siding.
A550	A strip of land one-half mile wide, being one-quarter mile on each side of and parallel to U.S. Highway 6 between Ansel siding and Willow Springs Road.
A551	Beginning at the intersection of Willow Springs Road and U.S. Highway 6, thence West on Willow Springs Road to Northerly extension of 40th Street West, thence South on extension of 40th Street West to its intersection with L.A. County Line, thence East on L.A. County Line to its intersection with U.S. Highway 6, thence North on U.S. Highway 6 to the point of beginning.
A552	Beginning at the intersection of the Northerly extension of 40th Street West, and Willow Springs Road, thence West 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 Line to the northerly extension of 40th Street West, thence North on the extension of 40th Street West to the point of beginning.
A553	Beginning at the intersection of Willow Springs Road and Gaskell Road, thence West on Willow Springs Road to Shumake Road, thence South on Shumake Road to Los Angeles County Line, thence East on Los Angeles County Line to its intersection with Gaskell Road, thence North on Gaskell Road to the point of beginning.
A554	Beginning at the intersection of Willow Springs Road and Shumake Road, thence West on Willow Springs Road to McKenzie Road, thence South on McKenzie Road to the Los Angeles County Line, thence East along the Los Angeles County Line to its intersection with Shumake Road, thence North on Shumake Road to the point of beginning.
# Addition, Decision No. 56044	
EFFECTIVE FEBRUARY 16, 1958	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 597	

Area No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
A	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) #ANTELOPE VALLEY-PRODUCTION AREAS</p> <p>Beginning at the intersection of 90th Street East and Avenue Q-8 (Palmdale Blvd.), thence West on Avenue Q-8 to Section Line between Section 26 and 27 T6N R11W SBBM, thence South on Section Line between 26 and 27 to Avenue S, thence West on Avenue S to Section between 3 and 4, T5N R11W SBBM and South thereon to the Westerly extension of Avenue U, thence East on the extension of Avenue U to 87th Street East, thence North on 87th Street East and 90th Street East to point of beginning.</p>
# Addition, Decision No. 56044	
EFFECTIVE FEBRUARY 16, 1958	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 598</p>	

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

#Item No. 262

MATERIAL, viz.:

Granite, decomposed,
Gravel,
Sand,Stone, crushed, chips or waste,
Stone, natural, blocks, pieces or slabs, rough
quarried,
Stone, natural, sawed, not further finished.FROM ⁽¹⁾ ANTELOPE VALLEY PRODUCTION AREA A

To (1)Antelope Valley Delivery Zone			To (1)Antelope Valley Delivery Zone			To (1)Antelope Valley Delivery Zone		
Minimum Weight in Tons			Minimum Weight in Tons			Minimum Weight in Tons		
8	18		8	18		8	18	
A200	103	83	A240	88	72	A280	59	50
A201	93	75	A241	95	77	A281	78	64
A202	85	69	A242	100	80	A282	52	45
A203	115	91	A243	108	86	A283	58	49
A204	105	84	A244	108	86	A284	52	49
A205	96	77	A245	114	91	A285	45	40
A206	84	69	A246	121	96	A286	47	41
A207	77	63	A247	122	96	A287	45	40
A208	69	58	A248	115	91	A288	40	36
A209	69	58	A249	106	85	A289	39	36
A210	60	51	A250	111	88	A290	33	31
A211	50	44	A251	102	82	A291	33	31
A212	54	47	A252	98	79	A292	38	35
A213	45	40	A253	93	75	A293	66	55
A214	51	44	A254	98	79	A294	75	62
A215	61	52	A255	86	70	A295	87	71
A216	63	53	A256	90	73	A296	89	72
A217	66	55	A257	80	66	A297	71	59
A218	77	63	A258	74	61	A298	79	65
A219	86	70	A259	81	66	A299	90	73
A220	95	77	A260	88	72	A300	50	44
A221	109	87	A261	101	81	A301	59	50
A222	95	77	A262	103	83	A302	71	59
A223	104	83	A263	107	85	A303	80	66
A224	112	89	A264	113	90	A304	88	72
A225	125	99	A265	120	95	A305	86	70
A226	123	97	A266	79	65	A306	95	77
A227	68	57	A267	80	66	A307	49	43
A228	74	61	A268	89	72	A308	64	54
A229	80	66	A269	90	73	A309	79	65
A230	89	72	A270	80	66	A310	68	57
A231	98	79	A271	74	61	A311	80	66
A232	92	74	A272	73	61	A312	98	79
A233	84	69	A273	74	61	A313	118	94
A234	75	62	A274	64	54	A314	142	111

A235	62	52
A236	65	55
A237	68	57
A238	73	61
A239	80	66

A275	65	55
A276	64	54
A277	71	59
A278	59	50
A279	59	50

A315	170	132
A316	184	142
A317	50	44
A318	59	50
A319	61	52

(1) For descriptions of Antelope Valley Production Area and Delivery Zones, see Pages 33-V to 33-V-19, inclusive.

Addition, Decision No. 56044

EFFECTIVE FEBRUARY 16, 1958

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San Francisco, California.
Correction No. 599

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

#Item No. 263

MATERIAL, viz.:

Granite, decomposed,	Stone, crushed, chips or waste,
Gravel,	Stone, natural, blocks, pieces or slabs, rough quarried,
Sand,	Stone, natural, sawed, not further finished.

FROM (1) ANTELOPE VALLEY PRODUCTION AREA A

To (1) Antelope Valley Delivery Zones	Minimum Weight in Tons		To (1) Antelope Valley Delivery Zones	Minimum Weight in Tons	
	8	18		8	18
A400	164	127	A515	165	128
A401	148	116	A516	156	121
A402	125	99	A517	146	114
A403	109	87	A518	147	115
A404	98	79	A519	158	123
A405	105	84	A520	168	130
A406	116	92	A521	184	142
A407	123	97	A522	189	146
A408	131	103	A523	176	136
A409	138	108	A524	182	141
A410	144	113	A525	171	132
A411	138	108	A526	182	141
A412	146	114	A527	191	147
A413	164	127	A528	190	146
A414	157	122	A529	186	143
A415	162	126	A530	178	138
A416	171	132	A531	184	142
A417	151	117	A532	197	152
A418	158	123	A533	207	159
A419	158	123	A534	135	106
A420	164	130	A535	125	98
A421	176	136	A536	127	100
A422	185	143	A537	117	93
A423	195	150	A538	124	98
A424	205	157	A539	111	88
A500	217	166	A540	107	85
A501	209	160	A541	99	80
A502	200	154	A542	122	96
A503	191	147	A543	130	102
A504	183	141	A544	132	104
A505	173	134	A545	125	99
A506	159	124	A546	115	91
A507	148	116	A547	141	110
A508	161	125	A548	132	104
A509	155	121	A549	124	98
A510	164	127	A550	115	91
A511	150	117	A551	109	87
A512	157	122	A552	118	94
A513	163	127	A553	125	99
A514	167	130	A554	132	104

(1) For descriptions of Antelope Valley Production Area and Delivery Zones, see Pages 33-V to 33-V-19, inclusive.

#Addition, Decision No. 56044

EFFECTIVE FEBRUARY 16, 1958

Issued by the Public Utilities Commission of the State of California,
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Correction No. 600

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES IN CENTS PER TON (Continued)									
#Item No. 295									
MATERIAL, viz.: Asphaltic Concrete (commonly called "Hot Stuff"), Cold Road Oil Mixture (commonly called "Plant Mix").									
FROM (1) ANTELOPE VALLEY PRODUCTION AREA A									
MINIMUM WEIGHT 8 TONS									
TO (1) ANTELOPE VALLEY DELIVERY ZONES									
Zone	Rate	Zone	Rate	Zone	Rate	Zone	Rate	Zone	Rate
A200	127	A240	110	A280	77	A400	195	A515	196
A201	115	A241	118	A281	98	A401	177	A516	186
A202	106	A242	123	A282	69	A402	151	A517	175
A203	140	A243	132	A283	76	A403	133	A518	176
A204	129	A244	132	A284	69	A404	121	A519	188
A205	119	A245	139	A285	61	A405	129	A520	200
A206	105	A246	147	A286	64	A406	141	A521	218
A207	97	A247	148	A287	61	A407	149	A522	223
A208	88	A248	140	A288	56	A408	158	A523	209
A209	88	A249	130	A289	55	A409	166	A524	215
A210	78	A250	136	A290	48	A410	173	A525	203
A211	67	A251	125	A291	48	A411	166	A526	215
A212	71	A252	121	A292	54	A412	175	A527	225
A213	61	A253	115	A293	85	A413	195	A528	224
A214	68	A254	121	A294	95	A414	187	A529	220
A215	79	A255	107	A295	109	A415	193	A530	211
A216	82	A256	112	A296	111	A416	203	A531	218
A217	85	A257	101	A297	91	A417	181	A532	232
A218	97	A258	94	A298	100	A418	188	A533	243
A219	107	A259	102	A299	112	A419	188	A534	163
A220	118	A260	110	A300	67	A420	199	A535	151
A221	133	A261	124	A301	77	A421	209	A536	154
A222	118	A262	127	A302	91	A422	219	A537	142
A223	128	A263	131	A303	101	A423	230	A538	150
A224	137	A264	138	A304	110	A424	241	A539	136
A225	151	A265	146	A305	107	A500	255	A540	131
A226	149	A266	100	A306	118	A501	246	A541	122
A227	87	A267	101	A307	66	A502	236	A542	148
A228	94	A268	111	A308	83	A503	196	A543	157
A229	100	A269	112	A309	100	A504	216	A544	159
A230	111	A270	101	A310	87	A505	205	A545	151
A231	121	A271	94	A311	101	A506	190	A546	140
A232	114	A272	93	A312	121	A507	177	A547	169
A233	105	A273	94	A313	143	A508	192	A548	159
A234	95	A274	83	A314	170	A509	185	A549	150
A235	80	A275	84	A315	202	A510	195	A550	140
A236	84	A276	83	A316	218	A511	179	A551	133
A237	87	A277	91	A317	67	A512	187	A552	143
A238	93	A278	77	A318	77	A513	194	A553	151
A239	101	A279	77	A319	79	A514	199	A554	159

(1) For descriptions of Antelope Valley Production Area and Delivery Zones, see Pages 33-V to 33-V-19, inclusive.

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