

ORIGINAL

Decision No. 57675

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. 43

(Appearances are listed in Appendix "A")

O P I N I O N

Petitioner, the California Dump Truck Owners Association, Inc., seeks amendment of Minimum Rate Tariff No. 7 to provide specific rates for the transportation of rock, sand and gravel in dump truck equipment in Southern California territory from points where those materials are produced to points where they are processed. The tonnage which is represented in these movements is substantial. The sought rates are lower than those which now apply for said transportation.

Public hearings on the petition have been held before Examiner C. S. Abernathy. A report on the proceedings was filed by the examiner on August 22, 1958. On September 11, 1958, petitioner

and the Southern California Rock Products Association filed responses to the report, concurring in the recommendations contained therein. Exceptions to the report were filed by the California Trucking Associations, Inc., on September 13, 1958. Replies to the exceptions were filed by petitioner and by the Southern California Rock Products Association on October 1, 1958. The matter is ready for decision.

Briefly stated, petitioner's position in this matter is that the present provisions of Minimum Rate Tariff No. 7 do not reflect the conditions under which the transportation that is involved herein is performed; that lower rates are justified by said conditions; and that lower rates should be prescribed in order that for-hire dump truck carriers may have greater opportunity to participate in the transportation which is now being performed largely by the use of proprietary means. The rates which petitioner seeks are simply the hourly rates in the tariff for truck-and-trailer combinations (the vehicles which are principally used in the service) converted to a tonnage basis according to the time required per delivery per round trip.

In his report the examiner recommends the adoption of petitioner's proposals.

The California Trucking Associations, Inc., excepts to the conclusions and recommendations of the examiner on the grounds that they are not supported by the record. It asserts that:

- a. There is no evidence indicating that establishment of the sought rates would result in any greater participation of for-hire carriers in the available traffic;

- b. The recommended rates are not supported by adequate cost evidence, or by time studies relating to the loading and unloading of shipments, or by evidence concerning the manner by which hourly rates in Minimum Rate Tariff No. 7 should be converted into tonnage rates as sought.

The California Trucking Associations, Inc., also excepts to conclusions of the examiner that

- a. Establishment of the proposed rates would not produce unlawful discrimination;
- b. Establishment of the proposed rates would result in a diminution of problems of enforcement of the minimum rate provisions.

It also challenges the propriety of the examiner's recommendations in that

- a. Said recommendations are based on the use of truck-and-trailer equipment carrying loads of about 24 tons but make no provision for a minimum load per shipment;
- b. Said recommendations make no provision for an additional charge when loading and unloading time exceed a stated time per 24-ton load.

The exceptions of the California Trucking Associations, Inc., have been all carefully considered. Notwithstanding said exceptions, it appears that the amendments to Minimum Rate Tariff No. 7 which are sought by petitioner and which have been recommended by the examiner have been shown to be justified.

First, it is evident that the exceptions of the California Trucking Associations, Inc., stem in part from a basic difference of opinion with petitioner concerning the need for the sought reductions in rates and whether the carriers will actually benefit from establishment of the lower rates. As to the need for the establishment of rates as sought, the record is convincing that the transportation which is involved is performed under conditions

that are quite different from those upon which the present tonnage rates in Minimum Rate Tariff No. 7 are based. The volume of the traffic--about three million tons annually--is sufficient to justify the establishment of rates that specifically reflect the conditions under which the transportation is performed.

With reference to the question of whether establishment of the sought rates would result in a greater participation of for-hire carriers in the available traffic, it is recognized that at this point the ultimate results of the establishment of rates as sought must necessarily be conjectural to a considerable extent. Nevertheless, it appears that additional traffic may be reasonably anticipated by the for-hire carriers as a consequence of the authorization of rates which are more nearly related to the conditions applicable to the services involved. In the circumstances considerable weight should be given to petitioner's request in this matter which was entered on behalf of a substantial number of the dump truck carriers operating in the area involved, and which represents the opinion of the association of those carriers that establishment of the sought rates will result in their obtaining increased traffic. Much weight should also be given to representations of the secretary of the Southern California Rock Products Association on behalf of producers of rock products in southern California territory that with the establishment of the sought rates said producers will divert more of their traffic to for-hire carriers.

In this same connection it may be pointed out that the matters here presented appear closely akin to those involved in another proceeding wherein the California Trucking Associations, Inc.,

as petitioner, sought the establishment of reduced rates for the transportation of automotive gasoline in bulk in order to induce greater usage of for-hire transportation facilities. The Commission's comments in its decision authorizing the sought rates (Decision No. 55964, dated December 16, 1957) appear appropriate in this matter also:

"The transportation service with which this proposal deals is one of substantial volume. Inasmuch as the transportation is being performed predominantly by proprietary facilities, it appears that petitioner justifiably alleges that the minimum rates which now apply are not reasonably suited thereto. It is clear that in seeking the establishment of the rates which are proposed, petitioner is advocating a basis of rates which, as a matter of business judgment, it believes will enable for-hire carriers to participate in the traffic to a much greater extent than they have in the past and which will prove profitable in actual operations. The record herein is not one that would ordinarily support the establishment of the sought rates as minimum rates. Nevertheless, it is concluded that in this instance departure from customary standards is justified in the interests of establishing just and reasonable rates which will meet the needs of the shippers and will promote the well-being of the carriers. To this end it appears that the sought rates should be prescribed."

Bearing also on the need for the establishment of rates which are appropriate for the transportation is the matter of the enforcement of the applicable rate provisions. The California Trucking Associations, Inc., asserts in its exceptions that "if there is an enforcement problem, certainly it is not a problem to be considered in the making of minimum rates." This viewpoint does not take into account the interrelationship that exists between the reasonableness of regulatory provisions and the practical enforceability thereof. Clearly, where carriers are governed by rates which are not reasonably in accord with conditions underlying the

services they perform, the forces which would provoke departures from the governing regulations are much more compelling than would be the case otherwise. For this reason matters of enforcement may not be disregarded in the consideration of proposed rate adjustments. Inasmuch as it appears that the sought adjustments would more reasonably relate the rates to the services performed, it appears, as stated by the examiner in his report, that modification of the rates as proposed should tend to alleviate certain enforcement problems which exist under the present rates.

The exceptions of the California Trucking Associations, Inc., concerning an asserted inadequacy of cost data to support the examiner's rate recommendations apparently do not take into account the nature of the recommended rates. As has been stated hereinbefore, and discussed in the examiner's report, the recommended rates are simply the hourly rates which Minimum Rate Tariff No. 7 prescribes for the transportation of rock products by dump truck-and-trailer combinations converted to a tonnage basis according to the time required per delivery per round trip. In other words petitioner seeks to assess the same charges, computed on a tonnage basis, as would apply for the same transportation under specified conditions under the hourly rates. The principal question to be decided is not one of costs, but whether the factors upon which the hourly rates would be converted into tonnage rates are a reasonable basis for equating the hourly rates. In this respect the evidence is persuasive that, notwithstanding exceptions of the California Trucking Associations, Inc., concerning the time factor for loading and unloading and the absence of a charge for delays beyond the

normal loading and unloading time, the factors upon which the conversions would be made are reasonable for the transportation which is involved. Although, as the Associations assert, no specific time studies were made of the loading and unloading times, the claimed loading time was substantiated by a witness for petitioner who had made numerous checks of the time consumed in the loading operations. The unloading time was likewise substantiated by various witnesses for petitioner who were familiar with the unloading operations. The establishment of an additional charge for delays beyond normal loading and unloading appears to be a possible refinement in the rates to be considered after more experience is had thereunder. On this record such a charge does not appear necessary at this time. With reference to the exception of the California Trucking Associations, Inc., concerning the absence of a specific minimum charge in connection with the transportation involved, the establishment of such a charge (other than that which applies under the general provisions of the tariff) likewise does not appear necessary at this time. Whether a specific charge of this type should be provided appears to be a matter to be considered at a later date in the light of the carriers' experience under the rates.¹

¹ The additional traffic that would be made available to for-hire carriers under the rates herein sought, the competitive relationships among the carriers, and the immediate availability of carrier equipment capable of hauling 24-ton loads are all important considerations bearing upon the determination of what minimum charge should be established for the service. These factors cannot be adequately evaluated on the present data of record.

The exceptions of the California Trucking Associations, Inc., to the examiner's conclusions that unlawful discrimination would not result under the proposed rates proceed largely from a point of view that the rates are special rates for selected consignees. This viewpoint disregards the record which shows that the movements which are involved are performed under more favorable transportation conditions than those which apply to the transportation of rock products generally. The differences are such as to justify a conclusion that the movements should be treated as a separate class of service. The examiner's report is clear that the rates which he recommends are designed to give recognition to the conditions which apply to the transportation as a class, and that they should be made applicable to all whose transportation falls within that class. The Associations' allegations that the rates are special rates for selected consignees are without foundation.²

In this same regard the Associations assail as unduly burdensome the procedural step which the examiner recommends concerning the showing of transportation conditions to be made before extension of the rates to transportation other than that which is immediately covered by petitioner's proposals. Inasmuch as a proper

² The allegations by their terminology imply that the proposals in effect would withhold the rates from some consignees who by reason of circumstances attending the transportation for said consignees would be eligible to receive the same rates also. It is significant to note that although the hearings in this matter extended over six days and followed notice to persons and organizations believed to be interested, not a consignee protested the proposals on the grounds that the resultant rates would be unduly prejudicial or discriminatory as to his shipments.

determination of the rates to be applied necessitates a consideration of several factors, some of which may not be ascertained solely on the circumstances applicable to movement of a particular shipment or load, the recommended requirement does not appear to be an unreasonable step in the differentiation of the service involved from the general transportation of rock products. The proposals should not be rejected on this basis.

Upon careful consideration of all of the facts and circumstances of record in this phase of Case No. 5437, it is found and concluded that the conditions which have been shown to apply to the transportation involved in this matter justify the establishment of rates substantially as those which petitioner seeks for said transportation. It is further found and concluded that the rates and related provisions which are set forth in the tariff pages enumerated in Appendix "B" hereto are, and will be, just, reasonable and nondiscriminatory minimum rate provisions for the aforesaid transportation.

O R D E R

Based on the evidence of record and on the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that

1. Minimum Rate Tariff No. 7 (Appendix "A" to Decision No. 32566, as amended) be and it is hereby further amended by incorporating therein, to become effective December 22, 1958, the revised pages attached hereto and listed in Appendix "B" also attached hereto, which pages and appendix are made a part hereof by this reference.

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

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

Dated at San Francisco, California,
this 2nd day of December, 1958.

[Signature]
President
[Signature]
[Signature]
[Signature]

Commissioners

Commissioner Theodore H. Jenner, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX "A"

(Appearances)

E. O. Blackman and William D. Campbell, for
California Dump Truck Owners Association,
Inc., petitioner.

Austin H. Peck, Jr., for Southern California
Rock Products Association, interested
party.

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

R. A. Lubich, Fred P. Hughes and Carl B. Blaubach,
for the Commission's staff.

APPENDIX "B" TO DECISION NO. 57675

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

Second Revised Page 21-EE

Original Page 38-U

Original Page 38-U-1

Original Page 38-U-2

Original Page 38-U-3

Original Page 38-U-4

Original Page 38-U-5

Original Page 38-U-6

Original Page 38-U-7

Original Page 38-U-8

Original Page 38-U-9

Original Page 38-U-10

Original Page 38-U-11

Original Page 38-U-12

Original Page 38-U-13

Original Page 38-U-14

(End of Appendix "B")

Area No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	APPLICATION OF TARIFF - TERRITORIAL (Continued) LOS ANGELES COUNTY - PRODUCTION AREAS (Continued)
F	<p>Beginning at the intersection of Denning Ave. and Duarte Rd.; thence westerly along Duarte Rd. to its intersection with Mayflower Ave.; thence southerly along Mayflower Ave. to its intersection with Live Oak Ave.; thence westerly along Live Oak Ave. to its intersection with Tyler Ave.; thence southerly along Tyler Ave. and Tyler St. to its intersection with Valley Blvd.; thence south easterly on Valley Blvd. to its intersection with San Bernardino Rd.; thence easterly on San Bernardino Road to its intersection with the southerly prolongation of Center St., thence north along said prolongation and along Center St. to Olive Street thence in a direct line northeasterly to the intersection of Rivergrade Rd. and Live Oak Ave.; thence northerly along a direct line to the point of beginning.</p>
G	<p>Beginning at the intersection of Azusa Avenue and 11th Street in the City of Azusa; thence westerly along 11th Street and the westerly prolongation thereof to its intersection with the northerly prolongation of Irwindale Ave.; thence westerly along a direct line to the intersection of Fish Canyon Road and Royal Oak Drive; thence southerly along a direct line to the intersection of Arrow Highway and Maine Ave.; thence southerly on Maine Ave. to the railroad of the Pacific Electric Railway Company's Covina line; thence easterly on said railroad to Azusa Avenue, thence northerly on Azusa Avenue to the point of beginning.</p>
#G-1	<p>Beginning at the intersection of Azusa Avenue & Arrow Hwy; thence west along Arrow Hwy to Maine Ave.; thence southerly on Maine Ave. to the railroad of the Pacific Electric Company's Covina line; thence easterly on said railroad to Azusa Ave. thence northerly on Azusa Avenue to the point of beginning.</p>
#G-2	<p>Beginning at the intersection of Azusa Ave. and 2nd St.; thence westerly along 2nd St. and the prolongation thereof to its intersection with a direct line between the intersections of Fish Canyon Road and Royal Oaks Dr. and Arrow Hwy. and Maine Ave.; thence southerly along said direct line to the intersection of Arrow Highway and Maine Ave.; thence west along Arrow Hwy to Azusa Ave.; thence north along Azusa Ave. to the point of beginning.</p>
#G-3	<p>Beginning at the intersection of Azusa Ave. and 11th St. in the City of Azusa; thence westerly along 11th Street and the westerly prolongation thereof to its intersection with the northerly prolongation of Irwindale Ave.; thence westerly along a direct line to the intersection of Fish Canyon Road and Royal Oaks Drive; thence southerly along a direct line toward the intersection of Arrow Highway and Maine Ave. to the intersection of said line with the westerly prolongation of 2nd St.; thence easterly along said prolongation and along 2nd St. to its intersection with Azusa Ave.; thence north along Azusa Ave. to the point of beginning.</p>

H Beginning at the intersection of Orchard Avenue and Central Avenue in the County of San Bernardino; thence north along Central Avenue and its prolongation to a point six tenths of a mile north of Foothill Boulevard; westerly along an imaginary line parallel to Foothill Boulevard to the easterly boundary line of Los Angeles County; southerly along said boundary line to the railroad of Pacific Electric Railway Company; westerly on said railroad to Alexander Avenue in the City of Claremont; southerly on Alexander Avenue to San Bernardino Avenue; easterly on San Bernardino to Mills Avenue; southerly on Mills Avenue to Orchard Avenue; easterly on Orchard Avenue to the point of beginning.

I That area in the City of Long Beach adjacent to the westerly end of Seventh Street and having Slip 2 for its northerly boundary, Long Beach Turning Basin for its westerly boundary, Slip 3 for its southerly boundary and a straight line between the easterly extremities of Slips 2 and 3 for its easterly boundary.

J Beginning at the intersection of Kashlan Road and Chota Road, thence westerly along a direct line to the intersection of Cypress Street and Nabal Road; westerly on Cypress Street to Walnut Street; southwesterly on Walnut Street to Hiatt Street, southerly on Hiatt Street to the northerly county limit of the County of Orange; easterly along said county limit to Fullerton Road; north-easterly on Fullerton Road to Kashlan Road; westerly on Kashlan Road to the point of beginning.

K Beginning at the intersection of the westerly boundary line of the City of Alhambra and Ramona Boulevard; thence westerly on Ramona Boulevard to its intersection with the northerly prolongation of Rolling Avenue; southerly along said prolongation and Rolling Avenue to Partin Way; westerly on Partin Way to Booth Avenue; southerly on Booth Avenue to its intersection with the northerly prolongation of Eastern Way; southerly along said prolongation and Eastern Way to Blanchard Street; easterly on Blanchard Street to McBride Avenue; easterly along a direct line to the intersection of Ladrillo Avenue and Coyote Pass Road; northerly on Coyote Pass Road to its intersection with the southerly prolongation of the westerly boundary line of the City of Alhambra; northerly along said prolongation and boundary line to the point of beginning.

Addition, Decision No. 57675

EFFECTIVE DECEMBER 22, 1958

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

Correction No. 689

SECTION NO. 3 - A

RATES FOR THE TRANSPORTATION OF
GRAVELL
SAND
STONE, CRUSHED, CHIPS, OR WASTE
FROM PRODUCTION AREAS
TO
DELIVERY POINTS

Rates in Sections Nos. 2, 3, and 4 will not apply to transportation for which rates in this Section are applicable.

#Addition, Decision No. 57675

EFFECTIVE DECEMBER 22, 1958

Issued by the Public Utilities Commission of the State of California
San Francisco, California
Correction No. 690

SECTION NO. 3-A - RATES FROM PRODUCTION AREAS TO DELIVERY POINTS

Item No. 298

MATERIAL, VIZ.:

Gravel

Sand

Stone, crushed, chips or waste.

RATES IN CENTS PER TON

Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate	Minutes	Rate
31	22	71	50	111	79	151	107	191	136	231	164
32	23	72	51	112	80	152	108	192	136	232	165
33	23	73	52	113	80	153	109	193	137	233	165
34	24	74	53	114	81	154	109	194	138	234	166
35	25	75	53	115	82	155	110	195	138	235	167
36	26	76	54	116	82	156	111	196	139	236	168
37	26	77	55	117	83	157	111	197	140	237	168
38	27	78	55	118	84	158	112	198	141	238	169
39	28	79	56	119	84	159	113	199	141	239	170
40	28	80	57	120	85	160	114	200	142	240	170
41	29	81	58	121	86	161	114	201	143	241	171
42	30	82	58	122	87	162	115	202	143	242	172
43	31	83	59	123	87	163	116	203	144	243	173
44	31	84	60	124	88	164	116	204	145	244	173
45	32	85	60	125	89	165	117	205	146	245	174

46	33	86	61	126	89	166	118	206	146	246	175
47	33	87	62	127	90	167	119	207	147	247	175
48	34	88	62	128	91	168	119	208	148	248	176
49	35	89	63	129	92	169	120	209	148	249	177
50	35	90	64	130	92	170	121	210	149	250	177
51	36	91	65	131	93	171	121	211	150	251	178
52	37	92	65	132	94	172	122	212	151	252	179
53	38	93	66	133	94	173	123	213	151	253	180
54	38	94	67	134	95	174	124	214	152	254	180
55	39	95	67	135	96	175	124	215	153	255	181
56	40	96	68	136	97	176	125	216	153	256	182
57	40	97	69	137	97	177	126	217	154	257	182
58	41	98	70	138	98	178	126	218	155	258	183
59	42	99	70	139	99	179	127	219	155	259	184
60	43	100	71	140	99	180	128	220	156	260	185
61	43	101	72	141	100	181	129	221	157	261	185
62	44	102	72	142	101	182	129	222	158	262	186
63	45	103	73	143	102	183	130	223	158	263	187
64	45	104	74	144	102	184	131	224	159	264	187
65	46	105	75	145	103	185	131	225	160	265	188
66	47	106	75	146	104	186	132	226	160	266	189
67	48	107	76	147	104	187	133	227	161	267	190
68	48	108	77	148	105	188	133	228	162	268	190
69	49	109	77	149	106	189	134	229	163	269	191
70	50	110	78	150	106	190	135	230	163	270	192

Addition, Decision No. 57675

EFFECTIVE
DECEMBER 22, 1958

Correction No. 692

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SECTION NO. 3-A - - RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO Delivery Point	FROM Los Angeles County Production Area (1)					
	A	B	F	G-1	G-2	G-3
A & A Ready-Mixed Concrete 134 W. Redondo Beach Blvd. Gardena			151	159	163	168
American Pipe & Construction Co. 4635 E. Firestone Blvd., South Gate	149			135		
AnSCO Hot Plant 32nd St. at Walnut Ave. Long Beach			161	169	173	178
Azusa Rock & Sand Co. 1347 W. 208th St., Torrance					185	
S.H. Bacon Materials 2070 Randolph St. Huntington Park				135		

Beverly Building Materials Co. 9270 Alden Drive Beverly Hills,			150	158	162	167
Blackton Materials 9120 Norris Ave. Sun Valley		54				
Blue Diamond Corporation 9511 Jefferson Blvd. Culver City	132		152			
Blue Diamond Corporation 17706 S. Fain St, Gardena	158		159			
Blue Diamond Corporation 1650 S. Alameda St. Los Angeles	123		112			
Blue Diamond Corporation 12976 E. Firestone Blvd. Norwalk			118			

(1) For descriptions of Los Angeles County Production Areas, see Pages 21-E to 21-G series inclusive.

Addition, Decision No. 57675

EFFECTIVE DECEMBER 22, 1958

Correction No. 693

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

SECTION NO. 3-A -- RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO Delivery Point	FROM Los Angeles County Production Area (1)					
	A	B	F	G		
				G-1	G-2	G-3
Blue Diamond Corporation 11111 Dale St. Stanton			150			
Bohannan Bros. Inc. 13132 Rayner, North Hollywood	52					
Chandler's Palos Verdes Sand & Gravel Co. 160 Illinois St. El Segundo	175		176	184	188	193
Chandler's Palos Verdes Sand & Gravel Co. 26311 Narbonne Ave. Lomita	193		192	201	205	210

Certified Ready-mixed Concrete 5849 East Florence Ave. Bell				123
Concrete Conduit Co. 5555 N. Irwindale Ave. Azusa			45	
Consolidated Rock Products Co. 7001 Deering Ave. Canoga Park	92		216	224
Consolidated Rock Products Co. 1700 N. Alameda St. Compton			151	159
Consolidated Rock Products Co. Woodruff Ave. at Washburn Crossing Road Downey				120
Consolidated Rock Products Co. 13201 Aviation Blvd. El Segundo	171		172	180
Consolidated Rock Products Co. 3220 San Fernando Road Glendale	85		111	119

(1) For descriptions of Los Angeles County Production Areas, see Pages 21-E to 21-G series, inclusive.

Addition, Decision No. 57675

EFFECTIVE

DECEMBER 22, 1958

Correction No. 694

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

SECTION NO. 3-A - RATES FROM PRODUCTION AREAS TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO Delivery Point	FROM Los Angeles County Production Area (1)				
	A	B	F	G	
				G-1	G-2
Consolidated Rock Products Co. Valley View Ave. at Stage Road La Mirada			127	135	
Consolidated Rock Products Co., 2009 E. Pacific Coast Highway Long Beach				168	
Consolidated Rock Products Co. 2730 So. Alameda St. Los Angeles	128		112	120	
Consolidated Rock Products Co. 2010 W. Slauson Ave. Los Angeles	125		125	133	

Consolidated Rock Products Co. 505 S. Greenwood Ave. Montebello				108
Consolidated Rock Products Co. 7621 Katella Ave. Stanton			146	154
Consolidated Rock Products Co. 11401 Tuxford St. Sun Valley			168	176
Consolidated Rock Products Co. 22432 So. Vermont Ave. Torrance	172		170	178
Consolidated Rock Products Co. 11222 West Pico Blvd. West Los Angeles	128		174	182
Consolidated Rock Products Co. 8633 Helrose Ave. West Hollywood	108		146	154
Consolidated Rock Products Co. 1020 Blinn St. Wilmington			170	178

(1) For descriptions of Los Angeles County Production Areas, see Pages 21-E to 21-G series, inclusive.
 # Addition, Decision No. 57675

EFFECTIVE DECEMBER 22, 1958

Correction No. 695

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

SECTION NO. 3-A -- RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO Delivery Point	FROM Los Angeles County Production Area (1)					
	A	B	F	G		
				G-1	G-2	G-3
Contractors Asphalt Sales Co. 18101 Hawthorne Ave Redondo Beach			177			
Culver Ready-Mixed Concrete Co. 4620 Farias Ave. Culver City			170	178	182	187
Dewey & Bobs Ready-Mixed Concrete 1650 E. Spring St. Long Beach			155	163	167	172
Downey Building Materials 11432 So. Paramount Blvd. Downey				123	127	

G.G. Fisher Paving Co. 4421 Mason St. South Gate				135	139	
Freeman Ready-Mix, Inc. 942 Anaheim-Puente Rd. La Puente			78	86	90	95
G & E Ready-Mixed Concrete 2521 E. Artesia Ave. North Long Beach				143	147	
Glendale Ready-Mixed Concrete 5401 San Fernando Road Glendale	73					
Graham Bros., Inc. 1512 W. 7th St. Long Beach			168			
Graham Bros., Inc. 18101 Hawthorne Ave. Redondo Beach			177			
Graham Bros., Inc. 2822 S. Soto St. Vernon			106			

(1) For descriptions of Los Angeles County Production Areas, see Pages 21-E to 21-G series inclusive.
 # Addition, Decision No. 57675

EFFECTIVE DECEMBER 22, 1958

Correction No. 696

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

SECTION NO. 3-A -- RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO Delivery Point	FROM Los Angeles County Production Area (1)					
	A	B	F	G		
				G-1	G-2	G-3
Griffith Co. 2555 E. Olympic Blvd. Los Angeles	121		102	110		
Griffith Co. 1601 Alameda St. Wilmington			167	175		
High Grade Ready-Mixed Concrete 1639 W. Rosecrans Ave. Gardena	152		154	162	166	171
Inglewood Ready-Mix, Inc. 430 Isis Ave. Inglewood	151		150	158	162	167

Jewel City Ready-Mix 4853 San Fernando Road, West Los Angeles		99				138
Jones Concrete Co. 1620 19th St. Santa Monica	136					
L.A. Paving Co. 3700 So. Soto St. Vernon,	126		106	114	118	123
Livingston Rock & Gravel Co. 18315 Clarkdale Ave. Artesia						147
Livingston Rock & Gravel Co., Inc. 385 Walnut St. Gardena						172
Livingston Rock & Gravel Co., Inc. 3186 Walnut Ave. Long Beach						172

(1) For descriptions of Los Angeles County Production Areas, see Pages 21-E to 21-G series inclusive.
Addition, Decision No. 57675

EFFECTIVE DECEMBER 22, 1958

Correction No. 697

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

SECTION NO. 3-A -- RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO Delivery Point	FROM Los Angeles County Production Area (1)					
	A	B	F	G		
				G-1	G-2	G-3
Livingston Rock & Gravel Co., Inc. 506 Bauchet St. Los Angeles		130				117
Livingston Rock & Gravel Co., Inc. 1822 Bluff Road Montebello						122
Livingston Rock & Gravel 900 Potrero Grande Drive Monterey Park		170				98
E. Lockett & Son 522 So. Raymond Ave. Pasadena				118		110

Long Beach City Yard 1725 San Francisco Ave. Long Beach						183
Los Angeles City Hot Plant 3484 East Olympic Blvd. Los Angeles	123	148	105	113	117	122
Oswald Bros. Co. 13201 Aviation Blvd. Hawthorne	171		172	180	184	189
Pearman & Son 14105 S. Normandie Ave. Gardena			152	160	164	169
Pomona Ready Mixed Concrete Co. 142 O E. First St. Pomona				111		
Rudy's Readymix Concrete Co. 1600 Morgan Lane Redondo	184		184	192	196	201
San Gabriel Ready Mix 505 Railroad Place Inglewood			145			

(1) For descriptions of Los Angeles County Production Areas, see Pages 21-E to 21-G series inclusive.

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EFFECTIVE

DECEMBER 22, 1958

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San Francisco, California

SECTION NO.3-A - - RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO Delivery Point	(1) FROM Los Angeles County Production Area					
	A	B	F	G		
				G-1	G-2	G-3
Ray Sharpe 1385 Orizaba Ave. Long Beach				168	172	
Edward Sidebotham & Son, Inc. 26125 Pennsylvania Ave. Lomita			193	201	205	210
Sparks & Hundo 1711 So. Soto St. Los Angeles	121		103	111	115	120
Sully-Hiller Contracting Co. 1500 West 7th St. Long Beach			168			

Transit Mixed Concrete Co. 21815 Marilla St. Chatsworth	95					
Transit Mixed Concrete Co. 2400 E. South St. Long Beach					148	
Transit Mixed Concrete Co. 1000 No. La Brea Ave. Los Angeles	90					
Transit Mixed Concrete Co. 3464 E. Foothill Blvd. Pasadena					91	
Vernon Paving Co., Inc. 3100 E. Bandini Blvd. Vernon	127	152	108			123
Warren Southwest, Inc. 20900 So. Normandie Ave. Torrance			173	181	185	190

(1) For descriptions of Los Angeles County Production Areas, see Pages 21-E to 21-G series inclusive.

Addition, Decision No. 57675

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SECTION NO.3-A -- RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO Delivery Point	(1) FROM Los Angeles County Production Area					
	A	B	F	G		
				G-1	G-2	G-3
Western Concrete & Equipment Co. Talbert Ave. at Harbor Blvd. Costa Mesa			195	203	207	212
Western Concrete & Equipment Co. 609 Potrero Grande Monterey Park			83			
Western Concrete & Equipment Co. 14528 Edwards St. Westminster, Calif.			166		178	
J. Williwag, Inc. 8555 E. Whittier Blvd. Pico			83	91	95	

(1) For descriptions of Los Angeles County Production Areas, see Pages 21-E to 21-G series inclusive.
Addition, Decision No. 57075

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Correction No. 700

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San Francisco, California

SECTION NO. 3-A -- RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO: Delivery Point	FROM: Orange County Production Area ⁽¹⁾		
	A	B	G
Bay Ready-Mixed Concrete 711 West 17th St. Costa Mesa	92	130	
Chambers Ready-Mix Concrete 10691 Stanton Ave. Stanton	83		
Consolidated Rock Products Co. 10602 E. Adams St. Costa Mesa	89		
Consolidated Rock Products Co. 13949 E. Stage Road La Mirada	102		

Consolidated Rock Products Co. 7621 Katella Ave. Stanton	85	
Cypress . Ready-Mixed Concrete 8882 Watson St. Cypress	93	
Foster Sand & Gravel 201 Commercial St. Anaheim	79	
Foster Sand & Gravel 12792 Soule Ave. Garden Grove	72	
Garden Grove Ready-Mix Concrete 13161 S. Euclid Garden Grove	70	
Groty Ready-Mix 34212 Santa Fe Capistrano Beach	56	
Industrial Asphalt Materials 7971 Newkirk Road Anaheim	61	58

(1) For descriptions of Orange County Production Areas, see Page 33-A.
Addition, Decision No. 57665

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SECTION NO. 3-A -- RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO: Delivery Point	FROM: Orange County Production Area ⁽¹⁾		
	A	B	G
Industrial Asphalt Materials 8182 Katella Ave. Stanton	81		113
Laguna Ready Mixed 21812 Laguna Canyon Road Laguna Beach	84		
San Gabriel Ready Mix of Santa Ana 1120 E. Washington St. Santa Ana			82
Spaulding Materials & Concrete Co. 1523 So. Hill Oceanside		138	
Spaulding Materials & Concrete Co. River Road, 1/2 Mile East of Del Mar Race Track Solano Beach		177	

Stanton Ready-Mixed Concrete 8122 Katella Ave. Stanton	81		
Welch Ready-Mixed Concrete 135 Commercial Way Costa Mesa	91	129	
Welch Ready-Mixed Concrete 1740 Florida Ave. Huntington Beach	102		
Welch Ready-Mixed Concrete 2609 W. Chapman Ave. Orange		116	
Welch Ready-Mixed Concrete 460 S. Walnut Ave. Placentia	78		
Welch Ready-Mixed Concrete 7566 Trask Ave. Westminster	84		

(1) For descriptions of Orange County Production Areas, see Page 33-A
 Addition, Decision No. 57675

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 San Francisco, California

SECTION NO. 3-A -- RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO Delivery Point	FROM Ventura County Production Area (1)				
	A	B	C	E	I
Berlin Brothers 2457 N. Ventura Ave. Ventura	76	87	89	107	103
Carlson Block Company 1432 Ventura Blvd. Thousand Oaks	117	113	117	151	147
Consolidated Rock Products Co. Highway No. 101 at Ellwood Station Road Ellwood	189	200	202	219	215
Consolidated Rock Products Co., 26 South Salsipuedes St. Santa Barbara	149	160	163	179	175

Diamond H Ready-Mix Concrete 856 Richmond Avenue Oxnard				101	97
French Brothers 27510 Rondell Road Agoura	151	147	151	185	181
Hurst Concrete Pipe Company 332 E. Haley St. Santa Barbara	154	165	163	185	180
Kac's Ready-Mix Concrete 401 South Fulton Street Ojai	128	139	139	124	149
Mission Rock Company Batch Plant Junction Highway No. 101 and Highway No. 101-A El Rio	36	37	49	85	81
Saticoy Railroad Siding Intersection of Telephone and Los Angeles Sts. Saticoy	57	44		64	60
Saticoy Rock Company (Ventura Plant) 63 South Olive Ventura			77	97	93

(1) For descriptions of Ventura County Production Areas, see Page 27
Addition, Decision No. 57675

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SECTION NO. 3-A - - RATES FROM PRODUCTION AREAS
TO DELIVERY POINTS (Continued)

DELIVERY TIME PER ROUND TRIP (in minutes)

TO: Delivery Point	FROM: Ventura County Production Area (1)				
	A	B	C	E	I
Simi Ready-Mix Concrete 885 Los Angeles Ave. Simi	134	123	120	155	151
Southern Pacific Milling Company (Goleta Plant) West of Fairview, between Hollister Boulevard and Highway No. 101 Goleta	181	192	194	211	207
Truestone Block Company 694 Wagon Wheel Road Oxnard	38	41	53	89	85
Western Motors Engineering Contractors, Inc. 118 State Street Santa Barbara	149	160	163	179	175

(1) For descriptions of Ventura County Production Areas, see Page 27
Addition, Decision No. 57675

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