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ORIGINAL

Decision No. 72210

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. 17).)

Case No. 5437
Petition for Modification No. 125
(Filed February 25, 1966)

Knapp, Gill, Hibbert & Stevens, by Karl K. Roos,
for Mineral Wool Insulations, petitioner.
Fred Imhof, for Southern California Rock Products
Association; E. O. Blackman, for California
Dump Truck Owners Association; R. W. Smith,
H. F. Kollmyer and J. C. Kaspar, for California
Trucking Association; Bertha L. Payan, for
Payan Trucking, Inc.; and A. C. Byers, in
propria persona; protestants.
G. Ralph Grago, for Associated Independent
Owner-Operators, Inc., interested party.
J. M. Jenkins and Bill T. Farris, for the
Commission staff.

O P I N I O N

Public hearing was held before Examiner Mallory in
Los Angeles on May 24 and 25 and July 26 and 27, 1966. The matter
was submitted subject to the filing of statements of position on
or before September 16, 1966. Such statements were filed by
petitioner, Mineral Wool Insulations, and by protestants California
Dump Truck Owners Association (CDTOA), California Trucking
Association (CTA) and Southern California Rock Products Association
(SCRPA).

Petitioner seeks the establishment in Minimum Rate Tariff
No. 17 (MRT 17) of a new production area in San Bernardino County
and dump truck zone rates therefrom on air-cooled slag to delivery

zones in Los Angeles, Orange, Riverside and San Bernardino Counties. Evidence was adduced by two witnesses presented by petitioner and three witnesses presented by protestants.

Minimum Rate Tariff No. 17 contains zone rates on rock, sand, and gravel, but is not applicable to the transportation of slag. Petitioner seeks the establishment of rates on air-cooled slag on the same cost and rate formulae as those applicable to rock, sand and gravel in MRT 17. Protestants assert that the transportation characteristics of air-cooled slag and the equipment used to transport air-cooled slag are materially different from those applicable to rock, sand and gravel and that, therefore, the petition should be denied. Petitioner claims that the circumstances surrounding the transportation of air-cooled slag are substantially similar to rock, sand and gravel, and that its proposal will result in reasonable minimum rates. Petitioner asserts that zone rates are essential in order to enable it to compete with rock and sand producers located in nearby production areas from which zone rates have been established heretofore.

The cost formula adopted by the Commission in the proceeding leading to the establishment of the rock and sand zone rates in MRT 17 (Decision No. 68543 (64 Cal. P.U.C. 30)) relates costs per ton-minute to round-trip running times, and costs per ton-mile to one-way miles, between production areas and delivery zones. Said times and miles are incorporated in exhibits in said proceeding. To such costs are added costs for loading and unloading (terminal end time costs). The cost formula includes a weighting of cost for types of equipment on the following basis:

Costs for truck and transfer-trailer equipment	70 percent
Costs for hopper-bottom tractor-and-semitrailer equipment	30 percent

The one-way load factor reflected in said formula is 25.4 tons per load.

Ordering paragraph 6 of Decision No. 68543 reads as follows:

"6. In seeking the establishment of further production areas and delivery points, together with rates from and to said areas and points, respectively, petitioners shall be relieved of the requirement that they set forth in their petitions the precise rates which they seek to have established. This waiver does not relieve petitioners from furnishing, in support of their petitions, such time and distance data and territorial descriptions as necessary to the integration of the additional production areas and delivery points which are involved into the rate structure established by this order or amendments thereto."

Petitioner presented two witnesses, its sales manager and the dispatcher-weighmaster for its air-cooled slag operations. These witnesses testified as to the nature of petitioner's trucking requirements and to studies made concerning for-hire trucking operations from its plant. This evidence is summarized in the following statements. Air-cooled slag is a by-product in the manufacture of steel. The source of petitioner's material is the Kaiser blast furnace located in Fontana. Blast furnace slag is processed in a different manner according to its intended usage. Concerned in this petition is air-cooled slag which is sold by petitioner for use as railroad ballast, roofing granules, road base material, filter media and leach-line material. Slag sold as railroad ballast, roofing granules, filter media and leach-line

material has a density of 2,025 pounds per cubic yard. Road base and fill material have densities of 2,800 to 3,100 pounds per cubic yard.^{1/} Sales are made for distances up to 120 miles, but the majority are within 30 miles of petitioner's yard. With one exception the 5-axle dump truck equipment regularly furnished by for-hire carriers employed by petitioner is of the same type as used for rock and sand.

Petitioner's witnesses presented so-called tie-in time and distance data from the scales at petitioner's yard to the nearest junction points in the network system of times and mileages previously of record.^{2/}

Petitioner's witnesses also presented studies designed to show the times involved at petitioner's plant for loading operations and times involved at destinations for unloading operations. While the data submitted concerning loading operations reflect several types of material, unloading operations reflect only road base material. The combination of said times are less than the terminal end times in the cost formula heretofore adopted. Data were presented for a two-month period covering all shipments of air-cooled

^{1/} The corresponding densities for rock, sand and gravel are as follows:

Crushed Rock:	2,550-3,300
Gravel:	2,565-3,375
Sand:	2,700-3,510

^{2/} Data were presented for 3-axle (10 wheeler) equipment and for 5-axle (truck- and transfer-trailer) equipment. The current rock and sand zone rate-cost formulae reflect only 5-axle equipment, although 3-axle equipment is used to some extent to transport rock and sand. Information presented with respect to 5-axle equipment is that which is used herein as a basis for comparison with the existing cost-rate formulae for rock and sand.

slag in for-hire trucking equipment from petitioner's plant. The average weight per load was 25.111 tons for shipments transported in truck- and transfer-trailer equipment.^{3/}

Protestant Payan Trucking, Inc. presented evidence of the times involved in loading of certain trucking equipment at petitioner's plant. Such information was developed by observation of trucks entering and leaving the yard. Said times were in excess of those presented by petitioner. Rebuttal evidence was presented by petitioner to show that in some instances the trucking equipment observed was not dump truck equipment or that it was proprietary equipment. In the examples involving for-hire vehicles, petitioner asserts, unusual circumstances existed, such as repair of equipment, which caused greater than ordinary loading times.

A witness for protestant CDTOA testified that he had at one time regularly transported air-cooled slag for petitioner, but had ceased to do so. This witness stated that zone rates for slag developed on the same basis as zone rates for rock and sand would not be reasonable, because slag is a lighter material than rock and sand; thus, the full weight carrying capacity of the equipment ordinarily used for rock and sand could not be reached when slag is transported in said units.

A witness presented by protestant SCRPA testified concerning carrying capacities of dump truck equipment used for rock and sand and for lightweight aggregates. He stated that air-cooled slag, although not a lightweight aggregate, has a lower density than rock and sand and, therefore, special bodies would be necessary in order to load slag to the weight carrying capacity of the dump truck equipment.

^{3/} 198 loads, totaling 4,991,870 tons were transported.
(Exhibit 125-6.)

Discussion, Findings and Conclusions

It is clear from Decision No. 68543 and other proceedings involving minimum rates for transportation of materials in dump trucks that the Commission intended that zone rates should be established from new production areas, upon petition therefor, and upon a showing of such time and distance data and territorial descriptions as are necessary to the integration of the additional production areas involved into the rate structure established in Minimum Rate Tariff No. 17 by Decision No. 68543.

The issues in this proceeding concern the fact that air-cooled slag is not a commodity now covered by Minimum Rate Tariff No. 17, and that the transportation characteristics of air-cooled slag are different in certain respects from those of rock and sand now covered by said tariff.

Protestants argued that the air-cooled slag has a lower density than rock and sand; therefore, different equipment is needed in order to efficiently handle air-cooled slag. Petitioner's counter argument is that its showing indicates that, with one exception, the same type of truck- and transfer-trailer equipment is used for both commodities. Petitioner also argues that the average shipment weights of air-cooled slag in truck- and transfer-trailer equipment is approximately the same as the load-factor weight used in the rock and sand cost study.

Protestants assert that loading and unloading conditions are not the same as for rock and sand. However, notwithstanding these differences, the total times of record are not in excess of the terminal end times contained in the rock and sand cost formula.

SCRPA argues that 3-axle equipment is used to some extent for slag, but no consideration is given to 3-axle equipment in petitioner's proposal. Three-axle equipment also is used for rock and sand, but zone rates and costs for rock and sand do not reflect such equipment.

CDTOA argues that air-cooled slag is not directly competitive with rock and sand because some of the uses for these commodities are different. While this is so, air-cooled slag competes in the market place with rock and sand for many uses, and slag is transported under the same general conditions as rock and sand.

We find that differences in transportation characteristics between air-cooled slag and rock and sand should not serve as a bar to the establishment of zone rates in Minimum Rate Tariff No. 17 on air-cooled slag, if full consideration is given to the differences in the cost aspects involved in the transportation of these commodities.^{4/}

We also further find that:

1. Full effect will be given to the transportation characteristics of air-cooled slag if the cost data and rate formula of record for rock and sand in Exhibit No. 115-6 (Decision No. 70759) are used as a basis for the establishment of zone rates from the production area here involved, modified to the following extent:

^{4/} By Decision No. 71953, dated January 31, 1967, in Case No. 5437, Petition No. 118, the rock and sand rates were increased by 2 cents per ton to give effect to certain non-revenue expenses omitted in the original development of costs for rock and sand zone-rate movements. Said decision also increased the minimum weight per shipment to 14 tons (from 12 tons) for rock and sand hauls.

- (a) Costs shall be determined based on those set forth in said exhibit for truck- and transfer-trailer equipment only.
- (b) The one-way load factor shall be based upon 25.0 tons.

2. Minimum zone rates for air-cooled slag established upon the cost bases set forth in Finding 1 hereof, the tie-in times (total of times contained in Exhibits 125-4 and 125-10) and miles (Exhibit 125-4); the times and mileages previously of record in the proceeding leading to Decision No. 68543; and, as so developed, further increased 2 cents per ton to conform to the increase in rock and sand zone rates authorized by Decision No. 71953, dated January 31, 1967, in Case No. 5437, Petition 118, will result in just, reasonable and nondiscriminatory minimum rates and charges. The minimum weight per shipment in connection with said rates should be 13 tons.

The Commission concludes that minimum rates on air-cooled slag should be established in Minimum Rate Tariff No. 17 in accordance with the foregoing findings. Other minor changes not related to the subject matter of this petition will be made in some of the tariff pages being revised herein to clarify the application of material suspended by Decision No. 72055, dated February 21, 1967, in Case No. 5437, Order Setting Hearing dated March 29, 1959, and related matters.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 17 (Appendix B to Decision No. 69469) is hereby amended by incorporating therein, to become effective May 6, 1967, the revised pages attached hereto and listed

in Appendix A, also attached hereto, which pages and appendix are made a part hereof.

2. In all other respects said Decision No. 69469, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 28th day of MARCH, 1967.

John E. Mitchell President
William B. Bunn
August
William Lyman Jr.
Sheel P. Moussey Commissioners

APPENDIX A TO DECISION NO. 72210

List of Supplement, Original and Revised Pages
to Minimum Rate Tariff 17 and Directory 1

Authorized by Said Decision

Minimum Rate Tariff 17:

Supplement 3
Second Revised Title Page
Tenth Revised Page 1-2
Third Revised Page 1-3
Second Revised Page 1-3.1
Second Revised Page 1-4
Second Revised Page 1-8
Second Revised Page 1-14
Third Revised Page 1-16
Second Revised Page 1-21
Second Revised Page 2
Second Revised Page 4
Second Revised Page 5
Second Revised Page 6
Second Revised Page 7
Second Revised Page 10
Second Revised Page 11
First Revised Page 12
Original Page 12-P
Original Page 12-P-1
Original Page 12-P-2
First Revised Page 13
Original Page 13-1
Original Page 13-2

Directory 1:

First Revised Page 211
First Revised Page 212

(END OF APPENDIX A LIST)

SUPPLEMENT 3
(CANCELS SUPPLEMENT 1)
(SUPPLEMENTS 2 AND 3 CONTAIN ALL CHANGES)

TO
MINIMUM RATE TARIFF 17

NAMING
MINIMUM ZONE AND AREA-TO-POINT
RATES, RULES AND REGULATIONS
FOR THE
TRANSPORTATION OF PROPERTY
IN DUMP TRUCK EQUIPMENT FROM
DEFINED PRODUCTION AREAS TO DESIGNATED DELIVERY ZONES
AND POINTS IN SOUTHERN CALIFORNIA

BY
RADIAL HIGHWAY COMMON CARRIERS
HIGHWAY CONTRACT CARRIERS
AND
CITY CARRIERS

APPLICATION OF INCREASE

Determine the applicable rate per ton from Section 4, 5, 6, 7, 10 *or 12 and increase the rate so determined by 2 cents per ton.

EFFECTIVE MAY 6, 1967

*ADDITION, DECISION NO. 72210

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

SECOND REVISED TITLE PAGE
CANCELS
(1) FIRST REVISED TITLE PAGE
AND
ORIGINAL TITLE PAGE

MINIMUM RATE TARIFF 17

NAMING

MINIMUM ZONE AND AREA-TO-POINT

RATES, RULES AND REGULATIONS

FOR THE

ØTRANSPORTATION OF PROPERTY

IN DUMP TRUCK EQUIPMENT FROM

DEFINED PRODUCTION AREAS TO DESIGNATED DELIVERY ZONES

AND POINTS IN SOUTHERN CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

CITY CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 69469 in Case No. 5437. Changes will be made by issuing revised or added pages or by issuing supplements.

(1) First Revised Title Page was suspended by Supplement 2.

Ø CHANGE, DECISION NO. **72210**

EFFECTIVE MAY 6, 1967
(Original Tariff effective October 1, 1965)

CORRECTION 267

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

SECTION 1--RULES AND REGULATIONS (CONTINUED)

#TARIFF PAGES CHECK SHEET

Ø ORIGINAL AND REVISED PAGES AS NAMED BELOW AND SUPPLEMENTS
 2 AND 3 CONTAIN ALL CHANGES FROM THE ORIGINAL TARIFF IN
 EFFECT ON THE DATES SHOWN THEREON.

PAGE NUMBER	REVISION NUMBER	PAGE NUMBER	REVISION NUMBER	PAGE NUMBER	REVISION NUMBER	PAGE NUMBER	REVISION NUMBER
TITLE	Ø2ND	4-A	1ST	5-B-2	1ST	7-L-2	1ST
1	ORIGINAL	4-A-1	1ST	5-D	1ST	7-M	1ST
1-1	ORIGINAL	4-A-2	1ST	5-D-1	1ST	7-M-1	1ST
1-2	Ø10TH	4-B	1ST	5-D-2	1ST	7-M-2	1ST
1-3	Ø3RD	4-B-1	1ST	5-D-3	1ST	8	ORIGINAL
1-3.1	Ø2ND	4-B-2	1ST	5-F	1ST	9	ORIGINAL
1-4	Ø2ND	4-CC	1ST	5-G	2ND	10	Ø2ND
1-5	Ø1ST	4-CC-1	1ST	5-G-1	ORIGINAL	10-B	1ST
1-6	Ø1ST	4-E	1ST	5-G-2	ORIGINAL	10-C	1ST
1-7	Ø1ST	4-E-1	1ST	5-G-3	ORIGINAL	10-E	1ST
1-8	Ø2ND	4-E-2	1ST	5-G-4	ORIGINAL	10-G	1ST
1-9	ØORIGINAL	4-F	1ST	5-L	1ST	10-I	1ST
1-10	ØORIGINAL	4-F-1	1ST	5-L-1	1ST	10-J	1ST
1-11	ORIGINAL	4-F-2	1ST	5-M	1ST	10-K	1ST
1-12	ORIGINAL	4-F-3	1ST	5-M-1	1ST	10-L	1ST
1-13	ORIGINAL	4-G	1ST	5-O	1ST	10-M	1ST
1-14	Ø2ND	4-G-1	1ST	5-P	1ST	10-N	ORIGINAL
1-15	Ø1ST	4-G-2	1ST	5-P-1	1ST	10-N-1	ORIGINAL
1-16	Ø3RD	4-G-3	1ST	6	Ø2ND	10-O	ORIGINAL
1-17	ORIGINAL	4-HH	1ST	6-F	1ST	10-O-1	ORIGINAL
1-18	ORIGINAL	4-HH-1	1ST	6-G	1ST	10-P	ORIGINAL
1-19	ORIGINAL	4-I	1ST	6-G-1	1ST	10-P-1	ORIGINAL
1-20	ORIGINAL	4-II	1ST	6-O	ORIGINAL	11	Ø2ND
1-21	Ø2ND	4-II-1	1ST	6-O-1	ORIGINAL	11-1	Ø2ND
1-22	ORIGINAL	4-JA	1ST	7	Ø2ND	11-2	Ø2ND
2	Ø2ND	4-JJ	1ST	7-A	1ST	12	Ø1ST
2-1	ORIGINAL	4-JJ-1	1ST	7-A-1	1ST	12-P	*ORIGINAL
2-2	ORIGINAL	4-L	1ST	7-B	1ST	12-P-1	*ORIGINAL
2-3	ORIGINAL	4-L-1	1ST	7-B-1	1ST	12-P-2	*ORIGINAL
2-4	ORIGINAL	4-L-2	1ST	7-D	1ST	13	Ø1ST
2-5	ORIGINAL	4-M	1ST	7-D-1	1ST	13-1	*ORIGINAL
2-6	ORIGINAL	4-M-1	1ST	7-E	1ST	13-2	*ORIGINAL
2-7	ORIGINAL	4-M-2	1ST	7-E-1	1ST		
2-8	ORIGINAL	4-M-3	1ST	7-H	1ST		
2-9	ORIGINAL	5	Ø2ND	7-H-1	1ST		
2-10	ORIGINAL	5-A	1ST	7-H-2	1ST		
2-11	ORIGINAL	5-A-1	1ST	7-I	1ST		
3	ORIGINAL	5-A-2	1ST	7-I-1	1ST		
4	Ø2ND	5-B	1ST	7-L	1ST		
		5-B-1	1ST	7-L-1	1ST		

Ø CHANGE)
 * ADDITION)
 # CERTAIN ORIGINAL AND REVISED PAGES)
 SUSPENDED BY SUPPLEMENT 2 NOT SHOWN)

DECISION NO. 72210

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.
 CORRECTION 268

SECTION 1--RULES AND REGULATIONS (CONTINUED)	ITEM NUMBER EXCEPT AS SHOWN
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FORMS OF DOCUMENTS -----	øSection 13
TARIFF PAGES CHECK SHEET -----	Page 1-2
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RATES TO DELIVERY ZONES (Rock, Sand and Gravel)	
From Los Angeles County Production Areas -----	Section 4
From Orange County Production Areas -----	Section 5
From Riverside County Production Areas -----	Section 6
From San Bernardino County Production Areas -----	Section 7
From Ventura County Production Areas -----	Section 10
*RATES TO DELIVERY ZONES (Slag) From San Bernardino Production Area -----	Section 12
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Alternative Application of Combinations with Common Carrier Rate -----	420,421
Application of Other Minimum Rate Tariffs -----	160
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Application of Tariff-Commodities (Rock, Sand and Gravel) -----	60
*Application of Tariff-Commodities (Slag) -----	75
(Continued on Page 1-3.1)	

(1) Second Revised Page 1-3 was suspended by Supplement 2.

ø CHANGE)
* ADDITION) DECISION NO. 72210

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.
CORRECTION 269

CANCELS

AND

SECTION 1--RULES AND REGULATIONS (CONTINUED)	ITEM NUMBER EXCEPT AS SHOWN
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Application of Tariff-Rates -----	100
Application of Tariff-Rates in Section 2 -----	120
Application of Tariff-Territories -----	140
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Collection of Charges -----	200
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Computation of Charges-Returned or Diverted Shipments -----	240
Computation of Charges for Shipments to Delivery Zones for Which Specific Zone Rates are not Provided -----	260
Computation of Charges for Shipments to Destinations Outside of a System of Delivery Zones -----	270
Computation of Distances -----	280
#	#
Definition of System of Delivery Zones -----	300
Definition of Technical Terms -----	20, 21, 22
#	#
Issuance of Shipping Document -----	480
Method of Determining Weight of Shipment -----	340
Minimum Charge -----	360
Payments to Underlying Carriers -----	460
Rates for Dry Mixtures of Rock, Sand and Gravel (with or without Cement), in Batches -----	320
References to Items and Other Tariffs -----	180
Units of Measurement to be Observed -----	380
Unloading and Spreading Service -----	500
Ø CHANGE) # FIRST REVISED PAGE 1-3.1 AND) ITEMS 290 AND 310 SUSPENDED) BY SUPPLEMENT 2)	DECISION NO. 72210
EFFECTIVE MAY 6, 1967	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. CORRECTION 270	

SECOND REVISED PAGE 1-4
 CANCELS
 (1) FIRST REVISED PAGE 1-4
 AND
 ORIGINAL PAGE 1-4

MINIMUM RATE TARIFF 17

SECTION 1--RULES AND REGULATIONS (CONTINUED)

ARRANGEMENT OF TARIFF

∅This is a loose-leaf tariff consisting
 of thirteen sections.

- SECTION 1 - Contains Rules and Regulations
- SECTION 2 - Contains Rates *for the Transportation of Rock, Sand and Gravel from Production Areas to Delivery Points
- SECTION 3 - (Reserved)
- SECTION 4 - Contains Zone Rates *for the Transportation of Rock, Sand and Gravel from Los Angeles County Production Areas to Delivery Zones
- SECTION 5 - Contains Zone Rates *for the Transportation of Rock, Sand and Gravel from Orange County Production Areas to Delivery Zones
- SECTION 6 - Contains Zone Rates *for the Transportation of Rock, Sand and Gravel from Riverside County Production Areas to Delivery Zones
- SECTION 7 - Contains Zone Rates *for the Transportation of Rock, Sand and Gravel from San Bernardino County Production Areas to Delivery Zones
- SECTION 8 - (Reserved)
- SECTION 9 - (Reserved)
- SECTION 10 - Contains Zone Rates *for the Transportation of Rock, Sand and Gravel from Ventura County Production Areas to Delivery Zones
- ∅SECTION 11 - (Reserved)
- ∅SECTION 12 -*Contains Zone Rates for the Transportation of Slag from San Bernardino County Production Area to Delivery Zones
- ∅SECTION 13 - Contains Forms of Shipping Documents

(1) First Revised Page 1-4 was suspended by Supplement 2.
 ∅ CHANGE)
 * ADDITION) DECISION NO. **72210**

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA
 CORRECTION 271

SECTION 1--RULES AND REGULATIONS (CONTINUED)	ITEM
<p>COMPUTATION OF CHARGES--RETURNED OR DIVERTED SHIPMENTS</p> <p>If a shipment which has been transported to the point of destination shown on the Shipping Document specified on Original Pages 13-1 and 13-2 may not be delivered at said point of destination, and if, pursuant to instructions from the consignor, the carrier either returns the shipment to point of origin or transports the shipment to another point of destination, the following charges shall apply for the total transportation performed:</p> <p>(a) When the shipment is returned to point of origin, the charge shall be computed at the outbound rate plus 20 cents per ton.</p> <p>(b) (Applies when shipment is diverted to point of destination within same system of zones as that in which the original point of destination is located.) The applicable charge shall be computed at the rate from point of origin to the original point of destination shown on the Shipping Document, plus 5 cents per ton for each mile (or fraction thereof) traversed from original point of destination to the point of destination where physical delivery of the shipment is accomplished.</p> <p>(c) (Applies when shipment is diverted to point of destination outside of the system of zones in which the original point of destination is located.) The applicable charge shall be computed at the rate from point of origin to the original point of destination shown on the Shipping Document, plus 5 cents per ton for each mile (or fraction thereof) from original point of destination via the shortest legal route to the point of departure from the system of zones, plus 10 cents per ton for each mile (or fraction thereof) via the shortest legal route from said point of departure to final point of destination.</p>	<p>Ø240</p>
<p>(1) First Revised Page 1-14 was suspended by Supplement 2. Ø CHANGE, DECISION NO. 72210</p>	
<p>EFFECTIVE MAY 6, 1967</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. CORRECTION 273</p>	

SECTION 1--RULES AND REGULATIONS (CONTINUED)	ITEM
<p style="text-align: center;">DELAY TIME</p> <p>#</p>	<p>ø310</p>
<p style="text-align: center;">RATE FOR DRY MIXTURES OF ROCK, SAND AND GRAVEL (WITH OR WITHOUT CEMENT) IN BATCHES</p> <p>Rates for the transportation of dry mixtures of two or more of the commodities listed in Item 60, in batches, shall be 15 cents per ton more than the rates otherwise provided in this tariff for the transportation of rock, sand and gravel between the same points.</p>	<p>320</p>
<p style="text-align: center;">METHOD OF DETERMINING WEIGHT OF SHIPMENT</p> <p>Actual weight of the shipment shall be used when furnished by the shipper or when obtained by the carrier at the shipper's direction and expense.</p> <p>Otherwise, charges for commodities listed in:</p> <p>a. Items 60 # and *75 shall be computed upon the basis of 2,800 pounds per cubic yard when loaded in dump truck equipment.</p> <p>b. #</p>	<p>ø340</p>
<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge for:</p> <p>a. 14 tons at the applicable rate for commodities described in Item 60.</p> <p>b. #</p> <p>*c. 13 tons at the applicable rate for commodities described in Item 75.</p>	<p>ø360</p>
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	<p>380</p>
<p>ø CHANGE) * ADDITION) # PROVISIONS APPLICABLE TO ITEMS 65) DECISION NO. 72210 AND 70 SUSPENDED BY SUPPLEMENT 2.)</p>	
<p>EFFECTIVE MAY 6, 1967</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, CORRECTION 274 SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 1--RULES AND REGULATIONS (CONTINUED)	ITEM
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>(a) A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ol style="list-style-type: none"> (1) Name of consignor. (2) Name of consignee. (3) Point of origin and production area. (4) Point of destination and delivery zone, if any. (5) Description of shipment. (6) Weight of the shipment. (7) Rate and charge assessed. (8) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>(b) In the event an underlying carrier is utilized, a shipping document (either in individual or manifest form) shall be issued for each shipment by such underlying carrier to the carrier for which service is rendered. Such document shall contain:</p> <ol style="list-style-type: none"> (1) Name of such other carrier. (2) Name of consignee. (3) Point of origin and production area. (4) Point of destination and delivery zone, if any. (5) Description of the shipment. (6) Weight of the shipment. (7) Rate and charge assessed. (8) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>(c) A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p> <p>∅(d) The forms of shipping documents in Section 13 will be suitable and proper.</p>	<p style="text-align: right;">∅480</p>
<p>(1) First Revised Page 1-21 was suspended by Supplement 2.</p> <p>∅CHANGE, DECISION NO. 72210</p>	
<p style="text-align: center;">EFFECTIVE MAY 6, 1967</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>CORRECTION 275</p>	

MINIMUM RATE TARIFF 17

SECTION 2

AREA-TO-POINT RATES

*FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL
(ALSO ROCK, SAND AND GRAVEL WITH CEMENT, IN BATCHES)

From

Production Areas Located Within

LOS ANGELES COUNTY
(except Antelope Valley/Mojave Desert portion thereof),

ORANGE COUNTY,

RIVERSIDE COUNTY,

SAN BERNARDINO COUNTY
(except Antelope Valley/Mojave Desert portion thereof)

and

VENTURA COUNTY

To

Delivery Points Therein

Also From

Certain Orange County Production Areas

To

Certain San Diego County Delivery Points

(1) First Revised Page 2 was suspended by Supplement 2.

* ADDITION, DECISION NO. **72210**

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.
CORRECTION 276

MINIMUM RATE TARIFF 17

SECTION 4

ZONE RATES

*FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL
(ALSO ROCK, SAND AND GRAVEL WITH CEMENT, IN BATCHES)

From

Production Areas Located Within

LOS ANGELES COUNTY

(except Antelope Valley/Mojave Desert portion thereof)

To

Delivery Zones Located Within

Los Angeles County,

Orange County,

Riverside County,

San Bernardino County

and

Ventura County

(1) First Revised Page 4 was suspended by Supplement 2.

* ADDITION, DECISION NO. **72210**

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.
CORRECTION 277

MINIMUM RATE TARIFF 17

SECTION 5

ZONE RATES

*FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL
(ALSO ROCK, SAND AND GRAVEL WITH CEMENT, IN BATCHES)

From

Production Areas Located Within

ORANGE COUNTY

To

Delivery Zones Located Within

Los Angeles County,

Orange County,

Riverside County,

San Bernardino County

and

San Diego County

(1) First Revised Page 5 was suspended by Supplement 2.

* ADDITION, DECISION NO. **72210**

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

CORRECTION 278

SECTION 6

ZONE RATES

*FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL
(ALSO ROCK, SAND AND GRAVEL WITH CEMENT, IN BATCHES)

From

Production Areas Located Within

RIVERSIDE COUNTY

To

Delivery Zones Located Within

Los Angeles County,

Orange County,

Riverside County

and

San Bernardino County

(1) First Revised Page 6 was suspended by Supplement 2.

* ADDITION, DECISION NO. 72210

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.
CORRECTION 279

SECOND REVISED PAGE ... 7
CANCELS
(1) FIRST REVISED PAGE 7
AND
ORIGINAL PAGE 7

MINIMUM RATE TARIFF 17

SECTION 7

ZONE RATES

*FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL
(ALSO ROCK, SAND AND GRAVEL WITH CEMENT, IN BATCHES)

From

Production Areas Located Within

SAN BERNARDINO COUNTY

(except Antelope Valley/Mojave Desert portion thereof)

To

Delivery Zones Located Within

Los Angeles County,

Orange County,

Riverside County

and

San Bernardino County

(1) First Revised Page 7 was suspended by Supplement 2.

* ADDITION, DECISION NO. **72210**

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.
CORRECTION 280

MINIMUM RATE TARIFF 17

SECTION 10

ZONE RATES

*FOR THE
TRANSPORTATION OF ROCK, SAND AND GRAVEL
(ALSO ROCK, SAND AND GRAVEL WITH CEMENT, IN BATCHES)

From

Production Areas Located Within

VENTURA COUNTY

To

Delivery Zones Located Within

Santa Barbara County

and

Ventura County

(1) First Revised Page 10 was suspended by Supplement 2.

* ADDITION, DECISION NO. **72210**

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

CORRECTION 281

MINIMUM RATE TARIFF 17

SECOND REVISED PAGE 11
CANCELS
(1)FIRST REVISED PAGE 11
AND
(2)ORIGINAL PAGE 11

SECOND REVISED PAGE 11-1
CANCELS
(1)FIRST REVISED PAGE 11-1
AND
(2)ORIGINAL PAGE 11-1

SECOND REVISED PAGE 11-2
CANCELS
(1)FIRST REVISED PAGE 11-2
AND
(2)ORIGINAL PAGE 11-2

øSECTION 11

(Reserved, intentionally
left blank)

- (1) Pages were suspended by Supplement 2.
- (2) "Forms of Shipping Documents" transferred to Original Pages 13, 13-1 and 13-2, respectively.

ø CHANGE, DECISION NO. 72210

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

CORRECTION 282

SECTION 12

*ZONE RATES

FOR THE
TRANSPORTATION OF SLAG,
BLAST FURNACE AND OPEN HEARTH,
AIR COOLED, (NOT EXPANDED)

From

Production Areas Located Within

SAN BERNARDINO COUNTY

(except Antelope Valley/Mojave Desert portion thereof)

To

Delivery Zones Located Within

Los Angeles County,

Orange County,

Riverside County

and

San Bernardino County

* ADDITION, DECISION NO. 72210

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.
CORRECTION 283

*SECTION 12 - ZONE RATES IN CENTS PER TON (CONTINUED)									
COMMODITIES AS DESCRIBED IN ITEM 75									
FROM SAN BERNARDINO COUNTY PRODUCTION AREA 36-P TO THE DELIVERY ZONES SET FORTH BELOW									
ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
19192	175	19343	154	19378	150	19428	146	30011	125
19193	187	19344	149	19379	145	19429	159	30012	140
19205	200	19345	139	19380	138	19430	153	30013	137
19206	194	19346	140	19381	127	19431	158	30014	149
19207	183	19347	135	19382	134	19432	157	30015	150
19208	185	19348	124	19383	124	19433	175	30016	158
19222	190	19349	116	19384	112	19434	168	30017	173
19230	233	19350	105	19385	115	19435	177	30018	168
19249	245	19351	96	19401	113	19436	165	30019	162
19309	156	19352	70	19402	111	19437	164	30020	154
19310	148	19353	67	19403	103	19438	155	30021	148
19319	144	19354	62	19404	86	19439	139	30022	138
19320	137	19355	70	19405	95	19440	148	30023	132
19321	129	19356	76	19406	100	19441	157	30024	129
19322	121	19357	80	19407	104	19442	166	30025	117
19323	116	19358	80	19408	105	19443	172	30026	146
19324	108	19359	81	19409	122	19444	181	30027	142
19325	102	19360	74	19410	116	19445	181	30028	137
19326	95	19361	78	19411	125	19446	190	30029	138
19327	89	19362	102	19412	122	19447	184	30030	143
19328	73	19363	106	19413	136	19448	175	30031	148
19329	72	19364	105	19414	154	19449	178	30032	153
19330	79	19365	109	19415	153	19450	170	30033	162
19331	79	19366	114	19416	158	19451	162	30034	170
19332	84	19367	124	19417	167	19452	155	30035	176
19333	92	19368	128	19418	171	30001	136	30036	182
19334	98	19369	134	19419	165	30002	133	30037	189
19335	106	19370	141	19420	163	30003	123	30038	191
19336	112	19371	148	19421	160	30004	131	30039	203
19337	131	19372	160	19422	151	30005	135	30040	190
19338	140	19373	175	19423	149	30006	143	30041	186
19339	146	19374	164	19424	160	30007	139	30042	180
19340	145	19375	156	19425	153	30008	129	30043	171
19341	162	19376	149	19426	146	30009	127	30044	161
19342	166	19377	148	19427	141	30010	129	30045	159
* ADDITION, DECISION NO. 72210									
EFFECTIVE MAY 6, 1967									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									
CORRECTION 284									

*SECTION 12 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 75

FROM SAN BERNARDINO COUNTY PRODUCTION AREA 36-P
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
30046	151	30081	172	33018	105	33053	108	33088	146
30047	146	30090	192	33019	100	33054	108	33089	141
30048	151	30091	202	33020	81	33055	152	33090	141
30049	163	30092	191	33021	71	33056	139	33091	148
30050	155	30093	191	33022	60	33057	138	33092	147
30051	151	30094	198	33023	60	33058	130	33093	153
30052	161	30095	205	33024	67	33059	122	33094	159
30053	169	30096	195	33025	49	33060	115	33095	166
30054	172	30097	211	33026	49	33061	115	33096	175
30055	178	30098	217	33027	50	33062	110	33097	163
30056	186	30099	190	33028	53	33063	90	33098	157
30057	194	30100	199	33029	62	33064	90	33099	151
30058	203	30101	206	33030	62	33065	119	33100	157
30059	205	30102	216	33031	62	33066	126	33101	156
30060	200	30103	225	33032	65	33067	160	33102	161
30061	193	30116	223	33033	75	33068	164	33103	168
30062	185	30117	232	33034	65	33069	161	33104	146
30063	173	30118	234	33035	76	33070	165	36001	82
30064	164	33001	144	33036	94	33071	176	36002	91
30065	158	33002	142	33037	101	33072	175	36003	95
30066	167	33003	132	33038	109	33073	174	36004	83
30067	185	33004	137	33039	116	33074	168	36005	93
30068	177	33005	70	33040	103	33075	140	36006	89
30069	181	33006	63	33041	100	33076	133	36007	83
30070	181	33007	55	33042	102	33077	126	36008	74
30071	174	33008	54	33043	94	33078	137	36009	59
30072	172	33009	56	33044	82	33079	135	36010	55
30073	163	33010	34	33045	72	33080	133	36011	49
30074	178	33011	40	33046	71	33081	138	36012	40
30075	184	33012	40	33047	82	33082	146	36013	48
30076	190	33013	47	33048	74	33083	189	36014	54
30077	194	33014	58	33049	75	33084	182	36015	64
30078	189	33015	69	33050	79	33085	171	36016	69
30079	189	33016	77	33051	94	33086	161	36017	62
30080	182	33017	114	33052	102	33087	153	36018	54

* ADDITION, DECISION NO. 72210

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

CORRECTION 285

*SECTION 12 - ZONE RATES IN CENTS PER TON (CONTINUED)

COMMODITIES AS DESCRIBED IN ITEM 75

FROM SAN BERNARDINO COUNTY PRODUCTION AREA 36-P
TO THE DELIVERY ZONES SET FORTH BELOW

ZONE	RATE	ZONE	RATE	ZONE	RATE	ZONE	RATE
36019	48	36054	30	36089	64	36332	102
36020	42	36055	30	36090	79		
36021	36	36056	31	36091	79		
36022	35	36057	39	36092	79		
36023	42	36058	48	36301	105		
36024	47	36059	57	36302	116		
36025	56	36060	63	36303	127		
36026	67	36061	71	36304	139		
36027	75	36062	81	36305	152		
36028	83	36063	89	36306	165		
36029	90	36064	92	36307	175		
36030	100	36065	103	36308	183		
36031	85	36066	108	36309	191		
36032	83	36067	113	36310	183		
36033	101	36068	120	36311	180		
36034	91	36069	123	36312	189		
36035	82	36070	113	36313	199		
36036	72	36071	105	36314	210		
36037	68	36072	83	36315	220		
36038	59	36073	69	36316	230		
36039	53	36074	71	36317	239		
36040	45	36075	51	36318	248		
36041	33	36076	33	36319	256		
36042	30	36077	32	36320	265		
36043	30	36078	39	36321	271		
36044	36	36079	46	36322	269		
36045	43	36080	56	36323	259		
36046	50	36081	64	36324	249		
36047	53	36082	68	36325	239		
36048	56	36083	73	36326	170		
36049	61	36084	67	36327	157		
36050	55	36085	59	36328	146		
36051	49	36086	53	36329	136		
36052	41	36087	46	36330	124		
36053	33	36088	57	36331	113		

*ADDITION, DECISION NO. 72210

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

CORRECTION 286

Δ SECTION 13

FORMS OF SHIPPING DOCUMENTS TO
WHICH REFERENCE IS MADE IN
ITEM 480

- (1) Transferred from Original Page 11.
- (2) Original Page 13 was suspended by Supplement 2.

Δ CHANGE, NEITHER INCREASE NOR REDUCTION, DECISION NO. 72210

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.
CORRECTION 287

SECTION 13--FORMS OF SHIPPING DOCUMENTS (Continued)

Item 1300

SHIPPING ORDER AND FREIGHT BILL
(For use by principal or overlying carrier.)

Date _____ Bill No. _____

Name and Address of Carrier (as shown on permit) _____ Permit No. _____

Name and Address of Shipper _____

Address of Plant Where Shipment Loaded _____ Production Area _____

Name and Address of Consignee _____

Address of Location Where Shipment Unloaded _____ Delivery Zone _____

Kind of Material	Weight in Tons	Miles(1)	Rate in Cents per Ton	Mileage Rate(1) in Cents per Ton	Charges

(1) Show only when mileage rates apply.

Type of service performed:
 Check one:
 Production Area to Delivery Zone
 Production Area to Delivery Point

Other Charges _____
 Total Charges _____

Signature of Carrier's Representative _____
 Shipment Received by _____
 (Signature of Consignee's Representative)

(This record is to be retained by carrier for a period of not less than three years.)

(2) Transferred from Original Page 11-1.

Δ CHANGE, NEITHER INCREASE NOR REDUCTION, DECISION NO. 72210

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.

CORRECTION 288

SECTION 13—FORMS OF SHIPPING DOCUMENTS (Concluded)

Item 1320

SHIPPING ORDER AND FREIGHT BILL
(For use by underlying carriers.)

Date _____ Bill No. _____

Name and Address of (_____ Permit No. of
Underlying Carrier (_____ Underlying Carrier
(as shown on permit) (_____ Performing
Performing Service (_____ Service _____

Name and Address of (_____ Permit No. of
Underlying Carrier (_____ Underlying
(as shown on permit) (_____ Carrier _____

Name and Address of (_____ Permit No. of
Overlying Carrier (_____ Overlying
(as shown on permit) (_____ Carrier _____
Production
Area _____

From: _____
(Point of Origin of Shipment)

To: _____ Delivery
(Name of Consignee) Zone _____

(Address of Consignee)

Kind of Material	Weight in Tons	Miles(1)	Rate in Cents per Ton	Mileage Rate (1) in Cents per Ton	Charges

(1) Show only when mileage rates apply.

Type of service performed:
Check one:
Production Area to Delivery Zone
Production Area to Delivery Point

Other Charges _____
Total Charges _____

Less:
(a) _____
(b) _____
(c) _____

Total Deductions _____
Total to Collect _____

Signature of Overlying Carrier or Representative _____
Signature of Underlying Carrier or Representative _____
Signature of Underlying Carrier or Representative Performing Service _____

(This record is to be retained by underlying carrier performing service for a period of not less than three years.)

END OF TARIFF

(2) Transferred from Original Page 11-2.
Δ CHANGE, NEITHER INCREASE NOR REDUCTION, DECISION NO. **72210**

EFFECTIVE MAY 6, 1967

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
SAN FRANCISCO, CALIFORNIA

CORRECTION 289

SECTION 5 - SAN BERNARDINO COUNTY PRODUCTION AREAS
 AND DELIVERY ZONES (Continued)

SAN BERNARDINO COUNTY PRODUCTION AREAS	Area
<p>Beginning at the intersection of Alabama Street and East 3rd Street; easterly along East 3rd Street to Church Street; southerly along Church Street and its prolongation to the south bank of Santa Ana River; westerly along the south bank of the Santa Ana River to Alabama Street; northerly along Alabama Street to the point of beginning.</p>	36-D
<p>Lots 105 and 106 of the Rochester Tract as recorded in Book 9 of Maps, page 20, in the office of the San Bernardino County Recorder, said lots being more generally described as that area bounded as follows: Beginning at the intersection of Arrow Highway and Rochester Avenue; thence easterly 1354 feet along Arrow Highway; northerly 665 feet to a point 1354 feet east of Rochester Avenue; westerly to a point on Rochester Avenue 666 feet north of Arrow Highway; southerly on Rochester Avenue to the point of beginning.</p>	36-DD
<p>Beginning at the intersection of Lime Avenue and Arrow Highway; easterly along Arrow Highway to Tokay Avenue; southerly along Tokay Avenue to The Atchison, Topeka and Santa Fe Railway Company right-of-way; westerly along The Atchison, Topeka and Santa Fe Railway Company right-of-way to Lime Avenue; northerly along Lime Avenue to the point of beginning.</p>	36-E

No change on)
 this page) Decision No. **72210**

EFFECTIVE MAY 6, 1967

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

SECTION 5 - SAN BERNARDINO COUNTY PRODUCTION AREAS
 AND DELIVERY ZONES (Continued)

SAN BERNARDINO COUNTY PRODUCTION AREAS	Area
<p>Beginning at the intersection of the Los Angeles County-San Bernardino County line with San Bernardino Avenue; easterly along San Bernardino Avenue to Monte Vista Avenue; northerly along Monte Vista Avenue to Arrow Highway (Cucamonga Avenue); easterly along Arrow Highway (Cucamonga Avenue) to Central Avenue; northerly along Central Avenue and its prolongation to a point six-tenths (.6) mile north of Foothill Boulevard (U.S. 66); westerly along an imaginary line parallel to Foothill Boulevard (U.S. 66) to Los Angeles County-San Bernardino County line; southerly along the Los Angeles County-San Bernardino County line to the point of beginning.</p>	36-H
<p>Includes the area northeasterly of Riverside Avenue within the boundary of a semi-circle one (1) mile in radius, the base of which is Riverside Avenue and the center point the intersection of Riverside Avenue and Locust Avenue.</p>	36-I
<p>Beginning at the intersection of the Los Angeles County-San Bernardino County line with the prolongation of 14th Street; easterly along the prolongation of 14th Street and 14th Street to Benson Avenue; northerly along Benson Avenue to 20th Street; easterly along 20th Street to Wilson Avenue; northerly along the prolongation of Wilson Avenue to 22nd Street; westerly along 22nd Street and its prolongation to the Los Angeles County-San Bernardino County line; south-westerly along said county line to the point of beginning.</p>	36-L
<p>Beginning at the intersection of 16th Street and Campus Avenue; easterly along 16th Street to the Cucamonga Wash; northwesterly along the Cucamonga Wash to the easterly prolongation of 22nd Street; westerly along the prolongation of 22nd Street to the northerly prolongation of Campus Avenue; southerly along the prolongation of Campus Avenue and Campus Avenue to the point of beginning.</p>	36-M
<p>Beginning at the intersection of San Bernardino Avenue and Etiwanda Avenue; easterly along San Bernardino Avenue to the intersection thereof with Mulberry Avenue; southerly along Mulberry Avenue to the intersection thereof with Valley Boulevard; westerly along the prolongation of Valley Boulevard to the intersection of Etiwanda Avenue; northerly along Etiwanda Avenue to the point of beginning.</p>	*36-P

* Addition, Decision No. 72210

EFFECTIVE MAY 6, 1967

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

Correction 5