

Decision No. 32163

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations of all common carriers as defined in the Public Utilities Act of the State of California, as amended, and all highway carriers as defined in Chapter 223, Statutes of 1935, as amended, for the transportation, for compensation or hire, of any and all commodities.

Case No. 4246

ORIGINAL

BY THE COMMISSION:

ORDER GRANTING FURTHER HEARING  
and  
THIRD SUPPLEMENTAL OPINION AND ORDER

Decision No. 31606, as amended, in the above entitled proceeding, established minimum rates for the transportation of property within California by common carriers, radial highway common carriers and highway contract carriers, to become effective August 7, 1939. Petitions have since been filed by various shipper interests<sup>1</sup> seeking modification of the decision in so far as it requires a rate arbitrary of 4 cents per 100 pounds to be added to the "any quantity" class rates in computing charges on shipments originating in or destined to defined zones in the Los Angeles, San Francisco and Oakland metropolitan areas. Petitioners allege, generally, that the addition of 4 cents per 100 pounds to rates from and to the Los Angeles, San Francisco and Oakland metropolitan areas would prejudice manufacturers and distributors in those districts in competing with manufacturers and distributors located in smaller communities. Also, a petition has been filed by Pacific Motor Tariff Bureau alleging that carriers who now engage exclusively

<sup>1</sup> Petitioners are Loose Wiles Biscuit Company; Grocery Distributors Association of Northern California; Los Angeles Traffic Managers' Conference; Pioneer Division-The Flintkote Company; R. J. Reynolds Tobacco Company; San Francisco Chamber of Commerce, Oakland Chamber of Commerce and The Draymen's Association of San Francisco; Warehousemen's Association of the Port of San Francisco; Associated Jobbers & Manufacturers; Allied Drug Distributors Association; and Baker, Hamilton & Pacific Company, Dunham, Carrigan & Hayden Co., M. Seller Co., Seller Bros. & Co., and Sloss & Brittain.

in transporting property between San Francisco and East Bay points are disadvantaged in competing with carriers who transport property from San Francisco to points beyond the East Bay as well, by reason of the fact that the latter carriers are permitted under the split delivery rule to deliver parts of split delivery shipments at East Bay points. This petitioner alleges, further, that the condition complained of has been aggravated by the addition of the 4-cent arbitrary. Upon consideration of the allegations of these petitions we are of the opinion that a further hearing should be had in these matters but that said Decision No. 31606, as amended, should remain in full force and effect pending final determination of whether or not the rate arbitrary should be cancelled or modified or the split delivery provisions changed.

Requests have been made by certain carriers that the tariff providing for the rate arbitrary be clarified as to its application in instances where ratings based upon percentages of classes 1, 2, 3 or 4 are used. A revised rule will be established by the order herein.

Southern Pacific Company and Pacific Motor Trucking Company seek enlargements of the Oakland, San Leandro and Pittsburg pickup and delivery zones by the inclusion of certain adjacent territories which, assertedly, are parts of the residential and industrial developments of the respective cities. Petitioners state, in substance, that their proposals, if adopted, will tend to equalize competitive conditions between industries, stores and establishments located outside of the present zones on the one hand and those within the present zones on the other hand. Revised zone descriptions incorporating the sought enlargements will be substituted by the order herein.

Petaluma and Santa Rosa Railroad Company requests that it be accorded authority to extend its pickup and delivery zones at Santa Rosa and Sebastopol in the same manner as the Northwestern Pacific Railroad Company was recently authorized to do by Decision No. 32103. This authority will be granted.

By Decision No. 31995, in this proceeding, the effective date of rates established by Decision No. 31606, supra, for transportation of property between Los Angeles and Los Angeles Harbor was suspended until further order of the Commission, upon petitions of interested carriers alleging that those rates were unduly low. Thereafter, Decision No. 31606 was amended by Decision No. 31996 to provide a mileage rate scale for the transportation of sugar throughout California. This latter decision failed, however, to provide specifically that the rates therein established would apply to transportation between Los Angeles and Los Angeles Harbor. California and Hawaiian Sugar Refining Corporation, Ltd., by appropriate petition, asks that the rates established by said Decision No. 31996 be made to apply also to the latter transportation. It points out that these rates were based on a record involving statewide transportation of sugar and that no objection to the establishment of rates for transportation of this commodity between Los Angeles and Los Angeles Harbor on the same level as those established for like transportation between other points was made at the hearing. All parties who participated in the hearing relative to the establishment of rates for the transportation of sugar have been notified of the filing of this petition but none has expressed any objection to the granting thereof. In view of the fact that the rates established by Decision No. 31996 were developed from evidence relating specifically to the transportation of sugar, it does not appear that the circumstances found by the Commission to warrant a suspension of the effective date of the rates for the transportation of property generally between Los Angeles and Los Angeles Harbor require a similar suspension of the effective date of rates established for the transportation of sugar. The sought modification will be made.

Attention has been called to the fact that the rule requiring carriers to obtain the Commission's approval before establishing depots on premises of shippers or consignees fails to state that, in order to apply terminal rates during the pendency of applications for approval, such applications must be filed prior to the effective date of the established minimum rates. This requirement will be added.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that a further hearing be held in the above entitled proceeding for the purpose of determining whether or not the rate arbitrary of 4 cents per 100 pounds, established to apply in connection with shipments originating in or destined to Los Angeles Zones 1, 10, 11, 12 or 17, or San Francisco or Oakland Pickup and Delivery Zones, should be cancelled or modified, and for the purpose of receiving evidence relative to the petition of Pacific Motor Tariff Bureau referred to in the foregoing opinion.

IT IS HEREBY FURTHER ORDERED that said further hearing be held before Commissioner Wakefield in the Commission's Court Room in San Francisco, on Wednesday, the 16th day of August, 1939, at 10:00 o'clock A.M.

IT IS HEREBY FURTHER ORDERED that Petaluma and Santa Rosa Railroad Company be and it is hereby authorized to establish, on or after the effective date of the rates prescribed by said Decision No. 31606, as amended, for transportation from or to points which said carrier may be authorized to serve within the following described territories, the rates therein prescribed for transportation from or to points within the city limits of Sebastopol and Santa Rosa:

"Sebastopol: Including all of the city of Sebastopol; also territory located within one-half mile of city limits."

"Santa Rosa: Including all of the city of Santa Rosa, all territory within one-half mile of city limits, and points of origin and destination located as follows:

(1) North of Santa Rosa on U. S. Highway No. 101 to and including Santa Rosa Municipal Airport;

(2) North and east of Santa Rosa on Chanate Road to and including Sonoma County Hospital and Tuberculosis Sanitarium;

(3) East of Santa Rosa on State Highway No. 12 to and including Santa Rosa Brass and Foundry Co.;

(4) South of Santa Rosa on U. S. Highway No. 101 to and including Chapel of the Chimes."

IT IS HEREBY FURTHER ORDERED that Ordering Paragraph No. 11 of said Decision No. 31606 be and it is hereby amended to read as follows:

"11. That all common carriers, radial highway common carriers and highway contract carriers be and they are hereby ordered and directed to abstain from applying terminal rates named in the tariff designated as Appendix "D" hereto from or to terminals or depots located on the premises of any person, company or corporation having property for shipment, unless the approval of the Commission shall first have been obtained; provided, however, that terminals or depots so located on the effective date of this order may be considered as being 'established depots' during the pendency of applications seeking the Commission's approval of the continued maintenance of such established depots thereafter, if such applications are filed prior to the effective date of the rates herein established."

IT IS HEREBY FURTHER ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" of said Decision No. 31606), as amended, be and it is hereby further amended by substituting for the corresponding pages now contained therein the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

First Revised Page 1-A - Cancels Original Page 1-A  
First Revised Page 11 - Cancels Original Page 11  
First Revised Page 12 - Cancels Original Page 12  
Second Revised Page 26 - Cancels First Revised Page 26  
First Revised Page 28 - Cancels Original Page 28  
First Revised Page 29 - Cancels Original Page 29  
First Revised Page 30 - Cancels Original Page 30  
First Revised Page 31 - Cancels Original Page 31

In all other respects said Decision No. 31606, as amended,  
shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 11<sup>th</sup> day of  
July, 1939.

Raymond  
Frank D. Devlin  
W. H. Riley  
H. B. M.  
Justus J. Caswell  
Commissioners.

EFFECTIVE DATE OF RATES

Rates, rules and regulations in this tariff shall become effective August 7, 1939, except as provided in Notes 1 and 2.

NOTE 1.-Class rates in Section No. 2 shall not become effective for the transportation of shipments of Oil, Water or Gas Well outfits and Supplies, and Other Articles, as described under that heading in Item No. 700, for which rates are provided in Items Nos. 710 and 720, until further order of the Commission.

\*NOTE 2.-Rates, rules and regulations in this tariff, other than those applying to transportation of sugar (cane or beet), shall not become effective for transportation between Los Angeles Harbor (as described in Item No. 260 series), on the one hand, and points within the following described boundaries, on the other hand, until further order of the Commission:

Commencing at the intersection of Manchester Avenue (Firestone Boulevard) and Main Street, west on Manchester Avenue to Western Avenue, north on Western Avenue to Florence Avenue, west on Florence Avenue to Crenshaw Boulevard, north on Crenshaw Boulevard to Exposition Boulevard, west on Exposition Boulevard to Hauser Boulevard, northerly on Hauser Boulevard to West Adams Street, west on West Adams Street to Genesee Street, north on Genesee Street to Washington Boulevard, northeast on Washington Boulevard to Hauser Boulevard, north on Hauser Boulevard to Pico Street, west on Pico Street to Fairfax Avenue, north on Fairfax Avenue to Hollywood Boulevard, east on Hollywood Boulevard to Highland Avenue, north on Highland Avenue to Franklin Avenue, east on Franklin Avenue to Western Avenue, north on Western Avenue to Los Feliz Boulevard, northeast on Los Feliz Boulevard to Riverside Drive, southeast on Riverside Drive to Glendale Boulevard, northeast on Glendale Boulevard to Casitas Avenue, southeast on Casitas Avenue to Tyburn Street, northeasterly on Tyburn Street to San Fernando Road, southeast on San Fernando Road to Fletcher Drive, northeast on Fletcher Drive and Eagle Rock Boulevard to York Boulevard, east on York Boulevard to Figueroa Street, southwest on Figueroa Street to Avenue 60, southeast on Avenue 60 to Monterey Road, southerly on Monterey Road and Cassatt to Huntington Drive, east on Huntington Drive to Eastern Avenue, southerly on Eastern Avenue to Whittier Boulevard, east on Whittier Boulevard to Gerhart Street, south on Gerhart Street to Ferguson Drive, west on Ferguson Drive to Anaheim-Telegraph Road, southeasterly on Anaheim-Telegraph Road to Eastland Avenue, south on Eastland Avenue to Eastern Avenue, south on Eastern Avenue to Randolph Street, west on Randolph Street to Atlantic Boulevard, south on Atlantic Boulevard to Firestone Boulevard, west on Firestone Boulevard and Manchester Avenue to point of beginning.

\*Change, Decision No.

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 36

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
<p>10-A Cancel</p> <p>10</p>	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>(a) CARRIER means a radial highway common carrier or a highway contract carrier, as defined in Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments. (Subject to Note 1 of this item.)</p> <p>(e) EXCEPTION SHEET means Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 (L. F. Potter Series) of J. P. Haynes, Agent, and supplements thereto or reissues thereof when such supplements or reissues have been approved by the Commission.</p> <p>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(h) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(i) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(j) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>(k) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also paragraphs (l) and (m).)</p> <p>(l) SPLIT PICK-UP SHIPMENT means a shipment consisting of several component parts, received during one day and transported under one shipping</p> <p style="text-align: center;">(Continued)</p>
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 29</p>	



Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p>document from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination and charges thereon being paid by the consignee when there is more than one consignor.</p> <p>(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.</p> <p>(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p> <p>(o) TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.</p> <p>(p) TERM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p>(q) WESTERN CLASSIFICATION means Western Classification No. 67, C.R.C. No. 6 of J. P. Haynes, Agent, and supplements thereto or reissues thereof when such supplements or reissues have been approved by the Commission.</p> <p style="text-align: center;">*NOTE 1.-No freight terminal located on premises of any shipper or consignee having freight for shipment shall be treated as an established depot in applying this tariff, unless the approval of the Commission shall first have been obtained; provided, however, that freight terminals so located on February 15, 1939, may be treated as established depots during the pendency of applications seeking the Commission's approval of the continued maintenance of such established depots thereafter, if such applications were filed prior to the effective date of this tariff.</p>
10-A (Con- clu- ded)	*Change, Decision No.
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
Correction No. 30	Issued by The Railroad Commission of the State of California, San Francisco, California.

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HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
240	<p style="text-align: center;"><b>ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</b></p> <p>In the event under the provisions of Items Nos. 200 to 230 series, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added (except as otherwise provided in connection with individual rates):</p> <ol style="list-style-type: none"> <li>(1) For tailgate loading or tailgate unloading - no additional charge;</li> <li>(2) For loading or unloading other than tailgate loading or tailgate unloading - 2 cents per 100 pounds, (see Exception);</li> <li>(3) For C.O.D. service - charges provided in Item No. 180 series;</li> <li>(4) For other accessorial services - charges provided in Item No. 140 series;</li> <li>(5) Split pick-up or split delivery shall not be accorded unless included in the common carrier rate. (See Items Nos. 220 and 230 series for exception.)</li> </ol> <p>EXCEPTION.-For loading or unloading other than tailgate loading or tailgate unloading of Lumber and Forest Products as described in Item No. 660 series, the charge will be one cent per 100 pounds.</p>
*241-A Cancels 241	<p style="text-align: center;"><b>RATE ARBITRARY FOR SHIPMENTS TRANSPORTED FROM OR TO LOS ANGELES ZONES OR SAN FRANCISCO OR OAKLAND PICK-UP AND DELIVERY ZONES</b></p> <p>(Applies only in connection with shipments for the transportation of which charges are based on rates making specific reference to this item)</p> <p>A rate arbitrary of 4 cents per 100 pounds shall be added to rates otherwise applicable under the provisions of this tariff, when the shipment originates at or is destined to Los Angeles Zones 1, 10, 11, 12 or 17 as described in Item No. 30 of Distance Table No. 3 (Appendix "A" of Decision No. 31605 of December 27, 1938, in Case No. 4246) or San Francisco or Oakland Pick-up and Delivery Zones as described in Item No. 260 series (see Note).</p> <p>NOTE.-Mileage class rates computed from or to more distant points may not be applied at intermediate points for the purpose of computing rates for the transportation of shipments originating at or destined to points within the zones referred to in this item.</p>
*Change, Decision No.	
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<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 31</p>	

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HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>260-A Cancels 260</p>	<p style="text-align: center;">PICK-UP AND DELIVERY ZONES</p> <p>Pick-up and delivery zones include both sides of streets, boulevards, roads, avenues or highways named. See Item No. 100 series for application of mileages to pick-up and delivery zones in these and other incorporated cities.</p> <p>Rates in this tariff from or to incorporated cities for which pick-up and delivery zones are described herein shall apply from or to all points located within such described zones.</p> <p>LOS ANGELES HARBOR: (Mileage Basing Point, Zone 20, Los Angeles.) Includes all points located within the following boundaries:</p> <p>Beginning at the point where the Los Angeles County-Orange County boundary line intersects the shore-line of the Pacific Ocean; thence northeasterly along said boundary line to the point where the corporate boundary of the City of Long Beach diverges therefrom (Hathaway Avenue); thence northwesterly and following the corporate boundary of the City of Long Beach to the point where it meets 223rd Street at Caspian Avenue; thence westerly along 223rd Street to its intersection with the corporate boundary of the City of Los Angeles (Hesperian Avenue); thence northwesterly and following the corporate boundary of the City of Los Angeles to the intersection of Frempton Avenue and Lomita Boulevard; thence westerly along Lomita Boulevard to its intersection with the western corporate boundary of the City of Los Angeles; thence southerly along said corporate boundary to its intersection with the shore-line of the Pacific Ocean at Weymouth Avenue; thence easterly along the shore-line of the Pacific Ocean to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
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<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 32.</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-A (Continued)	<p style="text-align: center;">PICK-UP AND DELIVERY ZONES (Continued)</p> <p>*OAKLAND: (Mileage Basing Point, Oakland). Including all of the City of Emeryville, also those parts of Albany, Alameda, Berkeley, Oakland and Piedmont bounded by the following:</p> <p>Beginning at San Francisco Bay and Alameda-Contra Costa County Line; thence easterly along said county line to Curtis Street; thence southerly on Curtis Street to Solano Avenue; thence easterly on Solano Avenue to Tulare Avenue; thence southerly and westerly along city limits boundary line of Albany to Ordway Street; thence southerly on Ordway Street to Hopkins Street; thence northeasterly on Hopkins Street to Grove Street; thence southerly on Grove Street to Rose Street; thence easterly on Rose Street to Oxford Street; thence southerly on Oxford Street to Hearst Avenue; thence easterly and southerly along the city limit boundary line of Berkeley to Dwight Way; thence southwesterly on Dwight Way to College Avenue; thence southerly on College Avenue to Broadway; thence southwesterly on Broadway to Mather Street; thence easterly on Mather Street to Rose Avenue; thence southwesterly on Rose Avenue to Echo Avenue; thence southerly on Echo Avenue to Linda Avenue; thence easterly on Linda Avenue to Grand Avenue; thence southerly on Grand Avenue to Mandana Boulevard; thence easterly on Mandana Boulevard to Lakeshore Avenue; thence southwesterly on Lakeshore Avenue to Excelsior Avenue; thence easterly on Excelsior Avenue to Hopkins Street; thence easterly on Hopkins Street to 55th Avenue; thence southwesterly on 55th Avenue to Camden Street; thence easterly on Camden Street to Seminary Avenue; thence northeasterly on Seminary Avenue to Outlook Avenue; thence easterly on Outlook Avenue to Parker Avenue; thence southerly on Parker Avenue to Foothill Boulevard; thence southeasterly on Foothill Boulevard to the Oakland-San Leandro boundary line; thence southerly along the Oakland-San Leandro boundary line to Railroad Avenue; thence northwesterly on Railroad Avenue to 105th Avenue; thence westerly on 105th Avenue to Edes Avenue; thence northerly on Edes Avenue to Jones Avenue; thence easterly on Jones Avenue to Railroad Avenue; thence northwesterly on Railroad Avenue to 50th Avenue; thence southwesterly on 50th Avenue to San Leandro Bay; thence southerly along the shore line of San Leandro Bay and Oakland Inner Harbor to Oakland Middle Harbor; thence northerly along shore line of Oakland Middle Harbor and Oakland Outer Harbor and San Francisco Bay to point of beginning;</p> <p style="text-align: center;">- also -</p> <p>City of Alameda, beginning at High Street, and Oakland Inner Harbor, thence southerly, westerly and northerly along the shore line to Main Street; thence northerly on Main Street to Oakland Inner Harbor; thence southeasterly along shore line to starting point; including Government Island.</p> <p style="text-align: center;">(Continued)</p>
*Change.	Decision No.
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">PICK-UP AND DELIVERY ZONES (Continued)</p> <p>*PITTSBURG: (Mileage Basing Point, Pittsburg). Including all of the City of Pittsburg, also the territory bounded as follows:            Beginning at the intersection of Front Street and Dairy Road at the western city limits; thence northwesterly on Dairy Road to the end of Dairy Road; thence return via Dairy Road to city limits.            From the east city limits at New York Slough; thence east following the waterfront to a point 1,000 feet east of Hooper Landing; thence westerly and southerly on Standard Oil Road to junction of County Highway and extension of East Third Street, continuing south on County Highway and Columbia Street to eastern city limits; thence westerly and northerly along city limits to the eastern city limits at New York Slough.            West from northwest corner of City Park on Ice House Road to junction of State Highway 4-24, including industries adjacent to this road; continuing west on Highway 4-24 to North Broadway; thence north to Southern Pacific tracks; thence west to a point opposite Alves Lane; thence south to Highway 4-24; thence east on Highway 4-24 to North Broadway; thence return via Highway 4-24 and Ice House Road to northwest corner of City Park.</p> <p>260-A RICHMOND: (Mileage Basing Point, Richmond.) Including all of the City of Richmond, also territory north of and adjacent to the Richmond City Limits following U.S. Highway No. 40 to and including the Tank Farm Station on said highway, and including the plants of Certain-teed Products Corporation, Mayer Bros., Paragon Metal Container Co., Rheem Manufacturing Co., Standard Sanitary Manufacturing Co. (Pacific Pottery Works), and Standard Oil Co. (Tank Farm).</p> <p>SACRAMENTO: (Mileage Basing Point, Sacramento.) Including all of the City of Sacramento; also territory located within one mile of the city limits.</p> <p>SAN FRANCISCO: (Mileage Basing Point, San Francisco.) Including all of the City of San Francisco, also the territory bounded as follows:            Beginning at the point of intersection of the southern boundary line of the City of South San Francisco and the shore line of San Francisco Bay; thence westerly along said line to the western side of the Southern Pacific's main line right of way; northerly along the western side of said right of way to Tanforan Avenue; southwestly along Tanforan Avenue to the western side of the Southern Pacific's Valencia Street line right of way; northwestly along the western side of said right of way to Orange Avenue; northeastly along Orange Avenue to Railroad Avenue; easterly along Railroad Avenue to Bay Shore Highway; northerly along Bay Shore Highway to Main Street; westerly along Main Street to Schwerin Street; northerly along Schwerin Street to Partridge Street; westerly along Partridge Street to the easterly boundary of the Grand National Exposition Live Stock property of Agricultural District No. 1-A of the State of California; southerly, westerly and northerly along the boundaries of said property to the corporate boundary of the City of San Francisco at Santos Street and Geneva Avenue; easterly along said boundary line to the shore line of San Francisco Bay; southerly along the shore line of San Francisco Bay to the point of beginning.</p> <p style="text-align: center;">(Continued)</p>

\*SAN LEANDRO: (Mileage Basing Point, San Leandro). Including all of the City of San Leandro, also the territory bounded as follows:

Beginning at easterly city limits and Washington Ave.; thence easterly on Washington Ave. to West Avenue 137; thence southerly on West Avenue 137 to Southern Pacific Oakland-Miles main line; thence westerly along Southern Pacific tracks to eastern city limits.

Beginning at a point where Davis Street intersects the southern boundary of city limits, thence southwesterly on Davis Street to Southern Pacific Elmhurst-Newark line; thence return via Davis Street to city limits.

Beginning at intersection of city limits and Apricot Street; thence northwesterly on Apricot Street to 107th Avenue; thence northeasterly on 107th Avenue to East 14th Street; thence easterly on East 14th Street to western city limits.

(Continued)

\*Change. Decision No.

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Correction No. 34 Issued by The Railroad Commission of the State of California,  
San Francisco, California.

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HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-a (Con- clu- ded)	<p style="text-align: center;">PICK-UP AND DELIVERY ZONES (Concluded)</p> <p>STOCKTON: (Mileage Basing Point, Stockton.) Including all of the City of Stockton; also territory outside of Stockton city limits bounded as follows:</p> <p>(1) Beginning at the northeasterly corner of Oak Park; thence easterly along Calaveras Avenue to West Lane; southerly along West Lane to County Road; easterly along County Road to Sanguinetti Lane; southerly along Sanguinetti Lane to Waterloo Road; north-easterly along Waterloo Road to Washington Street; southerly along Washington Street and Epstein Avenue to Linden Road; easterly along Linden Road to David Avenue; southerly along David Avenue and its prolongation to the right of way of the Southern Pacific Company (Oakdale Branch); westerly along the Southern Pacific Company right of way to Monterey Street; southerly along Monterey Street and its prolongation to Copperopolis Road; westerly along Copperopolis Road to the corporate boundary of the City of Stockton; northerly and westerly along said corporate boundary to point of beginning.</p> <p>(2) Beginning at the intersection of McKinley Avenue and the corporate boundary of the City of Stockton; southerly along McKinley Avenue to a point 600 feet south of Ivy Avenue;</p> <p>(3) Beginning at the intersection of Moss Avenue and the corporate boundary of the City of Stockton; thence westerly along Moss Avenue to French Camp Turnpike; northerly along French Camp Turnpike to Garwood Ferry Road; westerly along Garwood Ferry Road to the San Joaquin River; northwesterly along the east bank of the San Joaquin River to the corporate boundary of the City of Stockton; easterly and southerly along said corporate boundary to point of beginning.</p>
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 35</p>	