

Decision No. 32011

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 regu- )  
lations 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 trans- )  
portation, for compensation or )  
hire, of any and all commodities. )

ORIGINAL

Case No. 4246

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

Common carrier respondents seek enlargement of certain zones heretofore established to govern the application of rates prescribed for transportation which includes pickup or delivery.<sup>1</sup> The points involved are the unincorporated community of Goldtree and the cities of Madera, Redding, Roseville, Turlock, Ukiah, King City, Vallejo and Watsonville.<sup>2</sup> Public hearings were had at San

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<sup>1</sup> The change at Ukiah is sought by Northwestern Pacific Railroad Company, that at Vallejo by Railway Express Agency, Inc. At all other points the changes are sought by Southern Pacific Company. The same changes as those sought by that company are also sought at King City by Pacific Motor Trucking Company; at Madera by The Atchison, Topeka and Santa Fe Railway Company, Valley Express Co. and Valley Motor Lines, Inc.; at Roseville by Valley Express Co.; and at Turlock by Tidewater Southern Railway Company, Valley Express Co. and Valley Motor Lines, Inc.

<sup>2</sup> The Southern Pacific Company had also applied for an extension of the pickup and delivery limits at Livermore. Prior to the hearing, however, it requested that that petition be dismissed. After partial hearing of its petition dealing with the Watsonville zone, it requested that the taking of further evidence with respect thereto be deferred for at least 45 days. This matter has been continued to a date to be set pursuant to that request.

Francisco before Examiner Mulgrew on January 17 and March 7, 1941.

At Goldtree the present pickup and delivery area embraces the territory within one mile of Southern Pacific Company's depot. At King City, Madera and Vallejo existing pickup and delivery zones embrace the incorporated areas and designated territory contiguous thereto. At all other points the present zones are coextensive with the incorporated areas. The enlarged zones proposed are described in detail in the petitions and depicted on maps submitted at the hearings; in each case the additional territory sought to be added abuts on the existing zone and is not extensive. Petitioners represented that numerous industries, stores and residences were situated within the area sought to be added and that these areas were in reality part and parcel of the adjoining communities. At Goldtree, King City and Vallejo the added territory will include an army camp, an airfield and a residential district, respectively, established in furtherance of the national defense program. Witnesses for the petitioners testified that their rezoning proposals were designed to reflect the full territorial growth of each of the communities involved, which, they said, was no longer confined within the corporate limits. It was explained that pickup and delivery service is not now rendered by petitioners in the areas proposed to be added to the present limits, but that in each community it would be similar to the service petitioners provide in the existing zones. The similarity of service was said to justify the establishment of uniform pickup and delivery rates throughout each community. Representatives of shippers situated in the outlying areas testified that they competed with other concerns located in the existing zones and that they were handicapped by petitioners' failure to accord them pickup and delivery service while rendering that service to their competitors.

Statements were submitted to show that in most cases rates would not be changed; that in the relatively few instances where revisions in rates were involved the changes in the volume of individual rates were not substantial; and that the increases would be offset by corresponding reductions. Shipper witnesses said that the proposed rate changes were satisfactory to their firms.

Counsel for Intercity Transport Lines objected to the proposed enlargement of the pickup and delivery zone at Ukiah until his client's application for a certificate of public convenience and necessity involving that city was disposed of by the Commission. Otherwise, no one opposed the granting of petitioners' requests.

From the evidence of record it is apparent that the development of the communities involved has extended beyond the pickup and delivery boundaries established by orders heretofore entered in this proceeding. Transportation conditions surrounding the movement of freight from and to the additional territory now identified with each community have been shown to be comparable to those surrounding like transportation from and to the present pickup and delivery zone. Likewise, the contention that a rate equality on the basis of the rates applicable within the existing zones would properly reflect these changed conditions appears well supported by the evidence. The petitions will be granted, with the understanding, however, that this is in no way a determination of the nature and extent of any carrier's operative rights. Such rights are not here in issue.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended, in this proceeding) be and it is hereby amended by substituting therein and adding

thereto the revised and now pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Second Revised Page 28 Cancels First Revised Page 28  
Third Revised Page 29 Cancels Second Revised Page 29  
Original Page 29-A  
Second Revised Page 30 Cancels First Revised Page 30  
Original Page 30-A  
Second Revised Page 31 Cancels First Revised Page 31  
Original Page 31-A

IT IS HEREBY FURTHER ORDERED that the tariff publications required to be made by common carriers as a result of the amendments herein of the aforesaid tariff shall be made effective on May 1, 1941, on not less than five (5) days' notice to the Commission and to the public; and that tariff publications which are not required to be made but which are herein authorized may be made effective not earlier than May 1, 1941, and on not less than five (5) days' notice if published to become effective on that date.

IT IS HEREBY FURTHER ORDERED that the petition of Southern Pacific Company, filed October 31, 1940, seeking extension of pick-up and delivery limits at Livermore be and it is hereby dismissed.

IT IS HEREBY FURTHER ORDERED that in all other respects Decision No. 31606, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 18<sup>th</sup> day of March, 1941.

*[Signature]*  
*[Signature]*

*Justus J. Grewer*  
*Francis R. Havenny*  
Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-1 Cancels 260-A	<p style="text-align: center;">PICKUP AND DELIVERY ZONES</p> <p>Pickup and delivery zones include both sides of streets, boulevards, roads, avenues or highways named. See Item No. 100 series for application of mileages to pickup and delivery zones in these and other incorporated cities or unincorporated communities.</p> <p>Rates in this tariff from or to incorporated cities or unincorporated communities for which pickup and delivery zones are described herein shall apply from or to all points located within such described zones.</p> <p>♦♦GOLDTREE: (Mileage Basing Point, Goldtree.) Within a radius of one mile of the Southern Pacific Company's depot; also beyond one mile from that depot along State Highway No. 1 to and including Camp San Luis Obispo.</p> <p>♦♦KING CITY: (Mileage Basing Point, King City.) Including all of the City of King City, also the territory bounded as follows:                      Beginning at the intersection of the southern city limits and Highway U.S. 101, thence southerly along Highway U.S. 101 for a distance of one thousand feet, thence return via Highway U.S. 101 to city limits.                      Beginning at the intersection of the southern city limits and County Road at Canal Street, thence southerly and southwesterly along County Road for a distance of one thousand feet, thence return via County Road to city limits.                      Beginning at the intersection of the western city limits and Highway U.S. 101, thence westerly along Highway U.S. 101 to the east bank of the Salinas River, thence return via Highway U.S. 101 to city limits.                      Beginning at the intersection of the eastern city limits and the continuation of First Street (County Road), thence easterly along County Road to its intersection with the Airport Road, north-easterly along the Airport Road to and including King City Airport, thence return via Airport Road and County Road to city limits</p> <p>LOS ANGELES HARBOR: (Mileage Basing Point, Zone 20, Los Angeles.) Includes all points located within the following boundaries:                      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), northwesterly and following the corporate boundary of the City of Long Beach to the point where it meets 223rd Street at Caspian Avenue, westerly along 223rd Street to its intersection with the corporate boundary of the City of Los Angeles (Hesperian Avenue), northwesterly and following the corporate boundary of the City of Los Angeles to the intersection of Frampton Avenue and Lomita Boulevard, westerly along Lomita Boulevard to its intersection with the western corporate boundary of the City of Los Angeles, southerly along said corporate boundary to its intersection with the shore-line of the Pacific Ocean at Weymouth Avenue, easterly along the shore-line of the Pacific Ocean to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
	<p>♦Increase )                      ♦Reduction ) Decision No.</p>
EFFECTIVE MAY 1, 1941	
Issued by The Railroad Commission of the State of California, San Francisco, California. Correction No. 187	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-2 Cancels 260-A	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>♦♦MADERA: (Mileage Basing Point, Madera.) Including all of the City of Madera, also the territory bounded as follows: Beginning at the intersection of the northern and eastern city limits, thence easterly and northeasterly along Cleveland Avenue to its intersection with the prolongation of Tozer Street, south-easterly along the prolongation of Tozer Street and Tozer Street to County Road No. 28, southerly along County Road No. 28 to Highway U.S. 99, southeasterly along Highway U.S. 99 to Sayre Ranch Road (County Road No. 13), westerly along Sayre Ranch Road (County Road No. 13) to County Road No. 27, southerly along County Road No. 27 for a distance of three hundred feet, thence return via County Road No. 27 to Sayre Ranch Road (County Road No. 13), northerly along County Road No. 27 to its intersection with the southern city limits, easterly and northerly along the city limits to point of beginning.</p> <p>MILLS: (Mileage Basing Point, Mills.) Within a radius of one mile of the Southern Pacific Company's depot; also beyond one mile from that depot along Mather Field road to and including Mather Field.</p> <p style="text-align: center;">(Continued)</p>
	<p>♦Increase } ♦Reduction } Decision No.</p> <p>Zones formerly shown on this page transferred to Original Page 29-A.</p>
	EFFECTIVE MAY 1, 1941
Correction No. 188	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>▲ 260-3 Cancels 260-A</p>	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>OAKLAND: (Milcago 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, southerly on Curtis Street to Solano Avenue, easterly on Solano Avenue to Tulare Avenue, southerly and westerly along city limits boundary line of Albany to Ordway Street, southerly on Ordway Street to Hopkins Street, northeasterly on Hopkins Street to Grove Street, southerly on Grove Street to Rose Street, easterly on Rose Street to Oxford Street, southerly on Oxford Street to Hearst Avenue, easterly and southerly along the city limit boundary line of Berkeley to Dwight Way, southwesterly on Dwight Way to College Avenue, southerly on College Avenue to Broadway, southwesterly on Broadway to Mather Street, easterly on Mather Street to Rose Avenue, southwesterly on Rose Avenue to Echo Avenue, southerly on Echo Avenue to Linda Avenue, easterly on Linda Avenue to Grand Avenue, southerly on Grand Avenue to Mandana Boulevard, easterly on Mandana Boulevard to Lakeshore Avenue, southwesterly on Lakeshore Avenue to Excelsior Avenue, easterly on Excelsior Avenue to Hopkins Street, easterly on Hopkins Street to 55th Avenue, southwesterly on 55th Avenue to Camden Street, easterly on Camden Street to Seminary Avenue, northeasterly on Seminary Avenue to Outlook Avenue, easterly on Outlook Avenue to Parker Avenue, southerly on Parker Avenue to Foothill Boulevard, southwesterly on Foothill Boulevard to the Oakland-San Leandro boundary line, southerly along the Oakland-San Leandro boundary line to Railroad Avenue, northwesterly on Railroad Avenue to 105th Avenue, westerly on 105th Avenue to Edes Avenue, northerly on Edes Avenue to Jones Avenue, easterly on Jones Avenue to Railroad Avenue, northwesterly on Railroad Avenue to 50th Avenue, southwesterly on 50th Avenue to San Leandro Bay, southerly along the shore line of San Leandro Bay and Oakland Inner Harbor to Oakland Middle Harbor, 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 the mouth of the Oakland Estuary, easterly, northerly and southerly along the Alameda shore line of the Oakland Estuary to starting point; including Government Island.</p> <p style="text-align: center;">(Continued)</p>
	<p>▲ Change, neither increase nor reduction, Decision No.</p>
	<p style="text-align: right;">EFFECTIVE MAY 1, 1941</p>
<p>Correction No. 189</p>	<p style="text-align: right;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>260-4 Cancel 260-A</p>	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p><b>PITTSBURG:</b> (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, 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, 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, west to a point opposite Alves Lane, 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>♦♦<b>REDDING:</b> (Mileage Basing Point, Redding.) Including all of the City of Redding, also the territory bounded as follows:                      Beginning at the intersection of the northern city limits and Highway U.S. 99, thence northeasterly along Highway U.S. 99 for a distance of one mile, thence return via Highway U.S. 99 to city limits.                      Beginning at the intersection of the southern city limits and State Highway No. 44, thence southeasterly along State Highway No. 44 for a distance of one-quarter mile, thence return via State Highway No. 44 to city limits.                      Beginning at the intersection of the southern city limits and Highway U.S. 99, thence southerly along Highway U.S. 99 for a distance of 1.7 miles, thence return via Highway U.S. 99 to city limits.</p> <p><b>RICHMOND:</b> (Mileage Basing Point, Richmond.) Including all of the City of Richmond, also territory north of and adjacent to the Richmond City Limits following Highway U.S. 40 to and including the Tank Farm Station on said highway, and including the plants of Certain-toed Products Corporation, Mayor Bros., Paragon Metal Container Co., Rheem Manufacturing Co., Standard Sanitary Manufacturing Co. (Pacific Pottery Works), and Standard Oil Co. (Tank Farm).</p> <p>♦♦<b>ROSEVILLE:</b> (Mileage Basing Point, Roseville.) Including all of the City of Roseville, also the territory bounded as follows:                      Beginning at the intersection of the southern city limits and Highway U.S. 40, thence southerly along Highway U.S. 40 for a distance of one mile, thence return via Highway U.S. 40 to city limits.</p> <p style="text-align: center;">(Continued)</p>
	<p>♦Increase )                      ♦Reduction ) Decision No.</p> <p>Zones formerly shown on this page transferred to Original Page 30-A.</p>
<p>EFFECTIVE MAY 1, 1941</p>	
<p>Issued by The Railroad Commission of the State of California,                      San Francisco, California.</p>	



Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</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, southwesterly along Tanforan Avenue to the western side of the Southern Pacific's Valencia Street line right of way, northwesterly along the western side of said right of way to Orange Avenue, northeasterly 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>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 Avenue, thence easterly on Washington Avenue to West Avenue 137, southerly on West Avenue 137 to Southern Pacific Oakland-Niles main line, westerly along Southern Pacific tracks to eastern city limits.            Beginning at a point where Davis Street intersects the southern boundary of city limits, thence southwestwardly 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, north-easterly on 107th Avenue to East 14th Street, easterly on East 14th Street to western city limits.</p> <p style="text-align: center;">(Continued)</p>	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</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, southwesterly along Tanforan Avenue to the western side of the Southern Pacific's Valencia Street line right of way, northwesterly along the western side of said right of way to Orange Avenue, northeasterly 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>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 Avenue, thence easterly on Washington Avenue to West Avenue 137, southerly on West Avenue 137 to Southern Pacific Oakland-Niles main line, westerly along Southern Pacific tracks to eastern city limits.            Beginning at a point where Davis Street intersects the southern boundary of city limits, thence southwestwardly 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, north-easterly on 107th Avenue to East 14th Street, easterly on East 14th Street to western city limits.</p> <p style="text-align: center;">(Continued)</p>
<p>▲</p> <p>260-5 Cancels 260-A</p>	<p>▲ Change, neither increase nor reduction, Decision No.</p> <p>Zones formerly shown on this page transferred to Second Revised Page 31.</p>
	EFFECTIVE MAY 1, 1941
Correction No. 191	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-6 Cancel 260-A	<p>PICKUP AND DELIVERY ZONES (Continued)</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>Beginning at the northeastern 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>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>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> <p>♦♦TURLOCK: (Mileage Basing Point, Turlock.) Including all of the City of Turlock, also the territory bounded as follows:</p> <p>Beginning at the intersection of the northern city limits and North Broadway, thence northwesterly along North Broadway to old Highway U.S. 99 at Almond Avenue, northwesterly along old Highway U.S. 99 to new Highway U.S. 99, southeasterly along new Highway U.S. 99 to Almond Avenue, easterly along Almond Avenue to Geer Avenue, northerly along Geer Avenue to Wayside Drive, easterly along Wayside Drive to Pioneer Avenue, southerly along Pioneer Avenue to its intersection with the northern city limits.</p> <p>Beginning at the intersection of the southeastern city limits and South Center Street, thence southeasterly along South Center Street to old Highway U.S. 99, northerly along old Highway U.S. 99 to its intersection with the city limits at D Street.</p> <p style="text-align: center;">(Continued)</p>
<p>♦Increase ) ♦Reduction )</p>	Decision No.
EFFECTIVE MAY 1, 1941	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	
Correction No. 192	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>260-7 Cancels 260-A</p>	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Concluded)</p> <p>♦♦UKIAH: (Mileage Basing Point, Ukiah.) Including all of the City of Ukiah, also the territory bounded as follows:                      Beginning at the intersection of the northern city limits and Highway U.S. 101, northerly along Highway U.S. 101 to Brush Street, easterly along Brush Street to Orr Street, southerly along Orr Street to the northern city limits.                      Beginning at the intersection of the southern city limits and Northwestern Pacific Railroad Company right of way, southerly along said right of way to Talmadge Road, easterly along Talmadge Road to Highway U.S. 101, northerly along Highway U.S. 101 to southern city limits.</p> <p>♦♦VALLEJO: (Mileage Basing Point, Vallejo.) Including all of the City of Vallejo, also the territory bounded as follows:                      Beginning at the intersection of the northern city limits and Bayview Avenue, thence northwesterly along Bayview Avenue, Benson Avenue, Wilson Avenue and County Road 617 to Sears Point Road, northeasterly along Sears Point Road and State Highway No. 29 to County Road 594, southeasterly along County Road 594 to Sacramento Street, southerly along Sacramento Street to Missouri Street, easterly along Missouri Street to Sonoma Street, southerly along Sonoma Street to Mississippi Street, easterly along Mississippi Street to County Road 598, northerly along County Road 598 to Michigan Street, easterly along Michigan Street to Napa Road, southerly along Napa Road to Nebraska Street, easterly along Nebraska Street to Amador Street, northerly along Amador Street to the city limits, westerly, northerly, easterly and southerly along the city limits to Vallo Vista Street, northeasterly along Vallo Vista Street to Mountain View, southerly along Mountain View to Greenfield Avenue, northeasterly along Greenfield Avenue to Viewmont Avenue, southerly along Viewmont Avenue to County Road 140, easterly along County Road 140 to Highway U.S. 40, southerly along Highway U.S. 40 to Reis Avenue, westerly along Reis Avenue to Lemon Street, southwestorly along Lemon Street to the city limits at 6th Street.                      Mare Island Navy Yard, including the Ammunition Depot, Naval Hospital and Marine Barracks.</p>
	<p>♦ Increase     )                      ♦ Reduction    ) Decision No.</p>
	<p>EFFECTIVE MAY 1, 1941</p>
<p>Correction No. 193</p>	<p>Issued by The Railroad Commission of the State of California,                      San Francisco, California.</p>