

Decision No. 35663**ORIGINAL**

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) Case No. 4246
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.)

BY THE COMMISSION:

SUPPLEMENTAL OPINION

By Decision No. 31606 (41 C.R.C. 671), as amended, in this proceeding, minimum rates, rules and regulations have been established for the transportation of property by common, radial highway common and highway contract carriers. Pickup and delivery zones have been prescribed to designate the areas within which rates established for that class of service are applicable. By petition, certain common carriers seek enlargement of the pickup and delivery areas at Cordelia, Lodi, Lompoc, Modesto, Mountain View, Ontario and Paso Robles.¹ Evidence relative to these proposals was received at a public hearing had at San Francisco before Examiner Mulgrew. No one opposed the establishment of the proposed zoning arrangements. Attention has also been directed to changes which are said to be

¹ The zone enlargement at Lompoc is proposed by Coast Line Express and Valley and Coast Transit Company. At all other points enlargements are proposed by Southern Pacific Company. The same enlargements as those proposed by that company are also proposed at Lodi by Central California Traction Company and Pacific Motor Trucking Company, at Ontario by the Union Pacific Railroad and at Paso Robles by Pacific Motor Trucking Company. At Modesto, Valley Express Co. and Valley Motor Lines, Inc. propose a less extensive enlargement than that proposed by Southern Pacific Company.

necessary in the Palo Alto and Redwood City pickup and delivery zones. These are matters in which a public hearing does not appear necessary.

The present pickup and delivery zones at Lodi, Lompoc, Modesto, Mountain View, Ontario and Paso Robles embrace the same territory as that embraced by the corporate boundaries of the cities; the zones at Modesto and Mountain View embrace the incorporated areas and certain additional territory;² and the zone at Cordelia, an unincorporated community, embraces the territory within one mile of the freight depot. Petitioners propose that the boundaries of these zones be extended so as to include specified territory adjacent to the existing pickup and delivery areas. They allege that the territory involved in each of the proposed extensions is a part of the community; that these extensions are proposed to enable petitioners to accord persons and industries situated in the outlying areas the same service and rates as those maintained within the present zones; that there are no other industries or persons similarly situated in territory contiguous to the present zones; that service from and to the outlying areas would not differ in any important respect from like service within the present zones; and that by reason of the relatively short distances involved differences between the established minimum rates and the proposed rates would be correspondingly slight.

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The Modesto and Mountain View zones maintained by Southern Pacific Company are described in Pacific Freight Tariff Bureau Tariff No. 255-B, C.R.C. No. 60 of J. P. Haynes, Agent. The Modesto zone of Valley Express Company and Valley Motor Lines, Inc. is described in Valley Express Company Local and Joint Express Tariff No. 9-A, C.R.C. No. 8, and Local and Joint Freight Tariff C.R.C. No. 2 of F. K. Clifford, Agent. These zones were voluntarily maintained prior to the establishment of rates in this proceeding and have not been ordered changed.

It appears that transportation conditions surrounding pickup and delivery service in the areas proposed to be added to the present zones are substantially similar to those surrounding like service within said zones and that the sought rate parity is justified. The proposed enlarged zones will be established.

By Decision No. 34960 of January 27, 1942, in this proceeding, Southern Pacific Company was authorized to extend Palo Alto pickup and delivery rates to locations on Middlefield Road 50 feet from the southeastern corporate boundary of that city, including the site of the Peninsula Defense Training Center, a federally administered training school for national defense workers. The justification advanced by Southern Pacific Company in support of this extension of its Palo Alto rates appears to correspond with that offered in support of the proposals hereinbefore discussed relating to pickup and delivery rates in areas adjacent to other communities. This justification also appears to apply with equal force to the pickup and delivery rates of all carriers serving the training center and the other locations on Middlefield Road. The order herein will establish Palo Alto rates for general application in the area involved.

An enlarged pickup and delivery zone at Redwood City, prescribed by Decision No. 34870 of December 23, 1941, pursuant to the petition of Southern Pacific Company, does not appear to include the plant of the Pacific Portland Cement Company, formerly within petitioner's Redwood City pickup and delivery limits. The Commission has been advised by petitioner that it had no intention of excluding the plant from its proposed zone description and that it desires to extend Redwood City rates thereto. The Redwood City pickup and delivery zone prescribed by Decision No. 34870 will be amended accordingly.

It may be well to point out that operating rights are not in issue in this proceeding and that the action taken herein in no way determines the nature and extent of the operating authority of any respondent.

Upon consideration of all the evidence of record we are of the opinion and find that the tariff designated as Appendix "D" of Decision No. 31606, supra, as amended, should be further amended as shown in the revised and new tariff pages attached to and made a part of the order herein, and that in all other respects said Decision No. 31606, as amended, should remain in full force and effect.

O R D E R

Based upon the evidence of record and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended) be and it is hereby further amended by substituting therein and adding thereto, to become effective April 15, 1942, the revised and new pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Seventh Revised Page 28	Cancels	Sixth Revised Page 28
Third Revised Page 29-A	Cancels	Second Revised Page 29-A
Third Revised Page 30-A	Cancels	Second Revised Page 30-A
Original Page 30-B		
Original Page 30-C		
Fifth Revised Page 31	Cancels	Fourth Revised Page 31

IT IS HEREBY FURTHER ORDERED that the tariff publications to be made by common carriers as a result of the amendment herein of the aforesaid Highway Carriers' Tariff No. 2 shall be made on or before April 15, 1942, on not less than three (3) days' notice to the Commission and to the public.

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

This order shall become effective twenty (20) days from the date hereof.

Dated at San Francisco, California, this 24th day of February, 1942.

Justin J. Casper
Ray K. Kiley
H. H. Miller
Frank D. Havener
Richard L. Lusk

Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	PICKUP AND DELIVERY ZONES
	<p>Except as otherwise provided, 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>BENICIA: (Mileage Basing Point, Benicia.) All of the City of Benicia, also the United States Arsenal and the Ordnance Storage Depot adjacent to that city.</p> <p>CAPITOLA: (Mileage Basing Point, Capitola.) The territory bounded as follows: Beginning at the intersection of the shore line of Monterey Bay and the prolongation of 41st Avenue thence northerly along said prolongation and 41st Avenue to Lower Sequel Road, westerly along Lower Sequel Road but not including points situated on that road to Rodeo Creek, northerly along Rodeo Creek to State Highway 1, easterly along State Highway 1 but not including points situated on that highway to Rodeo Gulch Road, southerly and easterly along Rodeo Gulch Road but not including points situated on that road to 41st Avenue, northerly along 41st Avenue but not including points situated on that avenue to State Highway 1, easterly along State Highway 1 but not including points situated on that highway to Robertson Street, southerly along Robertson Street but not including points situated on that street to Porter Street, southerly along an imaginary line projected from that intersection to Sequel Creek, northeasterly along Sequel Creek and an imaginary line projected to the intersection of Main and Walnut Streets, northeasterly along Walnut Street but not including points situated on that street to State Highway 1, easterly along State Highway 1 but not including points situated on that highway to Park Avenue, southerly along Park Avenue to the point on that avenue opposite the intersection of the Southern Pacific Company's tracks and Parker Creek, easterly along an imaginary line projected from the said point on Park Avenue to the said intersection, southerly along Parker Creek to the shore line of Monterey Bay, and westerly along said shore line to point of beginning.</p> <p>♦♦CORDELLIA: (Mileage Basing Point, Cordelia.) Within a radius of one mile of the Southern Pacific Company's depot; also beyond one mile from that depot northeasterly along County Road No. 37 to and including the Solano Winery; thence return via County Road No. 37 to point of beginning.</p> <p>COYOTE: (Mileage Basing Point, Coyote.) Within a radius of one mile of the Southern Pacific Company's depot; also beyond one mile from that depot southerly along Highway U.S. 101 for a distance of six-tenths of a mile.</p> <p style="text-align: right;">(Continued)</p>
260-1-E Cancel 260-1-D	<p>♦Increase } ♦Reduction } Decision No. 35063</p>
	EFFECTIVE APRIL 15, 1942
Correction No. 240	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)
260-3-C Cancels 260-3-B	PICKUP AND DELIVERY ZONES (Continued)
	<p>HOLLISTER: (Mileage Basing Point, Hollister.) All of the City of Hollister, also from the intersection of the western city limits and San Juan Road (Fourth Street) westerly along said road for a distance of one mile, from the intersection of the southeastern city limits and Prospect Avenue southeasterly along said avenue for a distance of one-half mile from the intersection of the eastern city limits and South Street easterly along said street for a distance of one-half mile, and that territory bounded as follows:</p>
	<p>Beginning at the intersection of Pacheco Pass Road (San Benito Street) and the northern city limits, westerly along the city limits to Southern Pacific Company right-of-way, northwesterly along said right-of-way to the prolongation of Maple Avenue, easterly along said prolongation to Pacheco Road, northerly along said road for a distance of one and one-half miles and return via said road to the prolongation of Maple Avenue, easterly along said prolongation and Maple Avenue to Chappell Street, southerly along Chappell Street to Santa Ana Road, westerly along Santa Ana Road to the city limits, westerly along the city limits to point of beginning.</p>
	<p>KING CITY: (Mileage Basing Point, King City.) All of the City of King City, also from the intersection of the southern city limits and Highway U.S. 101 southerly along said highway for a distance of one thousand feet, from the intersection of the southern city limits and County Road at Canal Street southerly and southwesterly along said road for a distance of one thousand feet from the intersection of the western city limits and Highway U.S. 101 westerly along said highway to the east bank of the Salinas River, and from the intersection of the eastern city limits and the continuation of First Street (County Road) easterly along County Road to its intersection with the Airport Road northeasterly along the Airport Road to and including King City Airport.</p>
	<p>LERDO: (Mileage Basing Point, Lerdo.) Within a radius of one mile of the railroad depot, also beyond one mile from that depot westerly along Lerdo Road (also known as Shafter Road) to and including the United States Army Airport.</p>
<p>♦♦ LODI: (Mileage Basing Point, Lodi.) All of the City of Lodi, also the territory bounded as follows:</p>	
<p>Beginning at the intersection of the northern city limits and Cherokee Lane, northerly along Cherokee Lane to the south bank of the Mokelumne River, westerly along the south bank of the Mokelumne River to the western city limits (just east of Lodi Municipal Lake), thence southerly and easterly along northern city limits to point of beginning.</p>	
<p>Beginning at the intersection of the northwestern city limits and Lockeford Avenue, southerly along Lockeford Avenue and its prolongation to Kettleman Lane, easterly along Kettleman Lane to the city limits, thence northerly, westerly and northerly along the city limits to point of beginning.</p>	
<p>♦♦ LOMPOC: (Mileage Basing Point, Lompoc.) All of the City of Lompoc, also beyond the city limits southerly along an unnumbered highway to Johns-Manville Corporation plant approximately 2.3 miles south of said city limits, thence return via said unnumbered highway to point of beginning.</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, then 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.

(Continued)

♦ Increase)
♦ Reduction) Decision No. 35063

EFFECTIVE APRIL 15, 1942

Correction No. 241

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)
260-5-C Cancels 260-5-B	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>♦♦ MODESTO: (Mileage Basing Point, Modesto.) All of the City of Modesto, also the territory bounded as follows:</p> <p>Beginning at the intersection of Coldwell Avenue and Tully Avenue, northerly along Tully Avenue to Granger Avenue, easterly along Granger Avenue to McHenry Avenue, southerly along McHenry Avenue to Palm Avenue, easterly along Palm Avenue to the Modesto Irrigation District Lateral No. 4, southwesterly along the western bank of the Modesto Irrigation District Lateral No. 4 to the city limits, thence westerly along the northern city limits to point of beginning.</p> <p>Beginning at the intersection of the eastern city limits and Encina Avenue, easterly along Encina Avenue to Covena Avenue, southerly along Covena Avenue to Waterford Road, easterly along Waterford Road to Empire Avenue, southerly along Empire Avenue to Tanaya Drive, westerly on Tanaya Drive to the continuation of Empire Avenue, southerly along Empire Avenue to Korr Avenue, easterly along Korr Avenue to Airport Road (at Sierra Avenue), thence along the northern, eastern and southern boundaries of Modesto Municipal Airport to the intersection of the said southern boundary with Airport Road, southerly along Airport Road to the north bank of the Tuolumne River, westerly along the north bank of the Tuolumne River to the city limits at Beard Brook, northerly along the eastern city limits to point of beginning.</p> <p>Beginning at the intersection of southern city limits and Highway U.S. 99, southerly along Highway U.S. 99 to Hatch Road, westerly along Hatch Road to Crows Landing Road, northerly along Crows Landing Road to the southern city limits at the Tuolumne River, easterly along the southern city limits to point of beginning.</p> <p>Beginning at the intersection of Rouse Avenue and the southern city limits, northerly and westerly along said city limits to Franklin Avenue, southerly along Franklin Avenue to Faustina Avenue, easterly along Faustina Avenue to Sunset Avenue, northerly along Sunset Avenue to Rouse Avenue, thence easterly along Rouse Avenue to point of beginning.</p> <p>Beginning at the intersection of the western city limits and Paradise Road, southwesterly along Paradise Road to Vernon Avenue, thence return via Paradise Road to point of beginning.</p> <p>Beginning at the intersection of the western city limits and Kansas Avenue, westerly along Kansas Avenue to Lone Palm Avenue, northerly along Lone Palm Avenue to Woodland Avenue, easterly on Woodland Avenue and its continuation to Coldwell Avenue, easterly along Coldwell Avenue to western city limits, thence southerly along the western city limits to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
♦ Increase) ♦ Reduction)	Decision No. 35063
EFFECTIVE APRIL 15, 1942	
Correction No. 242	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)
260-5.5	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>♦♦ MOUNTAIN VIEW: (Mileage Basing Point, Mountain View.) All of the City of Mountain View, also Moffett Field (United States Army Air Base) and the territory bounded as follows:</p> <p>Beginning at the intersection of the northwest city limits and Alma Street, northwesterly along Alma Street to Castro Avenue, southwesterly along Castro Avenue to El Camino Real, southeasterly along El Camino Real to the city limits, thence northeasterly along the city limits to point of beginning.</p> <p>Beginning at the intersection of the southeast city limits and El Camino Real (at Montgomery Street), southeasterly along El Camino Real to Alviso-Mountain View Road, northeasterly on Alviso-Mountain View Road to Church Street, northwesterly along Church Street to Calderon Avenue, northerly along Calderon Avenue to Front Street, southeasterly along Front Street and Evelyn Avenue to Easy Street, northerly along Easy Street to Oak Avenue, southwesterly along Oak Avenue to Central, northwesterly along Central to Moffett Boulevard, northeasterly along Moffett Boulevard to Bayshore Highway, northwesterly along Bayshore Highway to Stierlin Road, southerly along Stierlin Road to the city limits at Central, thence southeasterly along the eastern city limits to point of beginning.</p> <p>OAKLAND: (Mileage Basing Point, Oakland.) 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 and westerly on Dwight Way to College Avenue, southerly on College Avenue to Broadway, southwesterly on Broadway to Mather Street, easterly on Mather Street and Pleasant Valley Avenue 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, westerly 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, southeasterly on Camden Street to Seminary Avenue, northeasterly on Seminary Avenue to Outlook Avenue, southeasterly on Outlook Avenue to Parker Avenue, southerly on Parker Avenue to Foothill Boulevard, southeasterly on Foothill Boulevard to the Oakland-San Leandro boundary line, westerly along the Oakland-San Leandro boundary line and its prolongation to Edes Avenue, northwesterly on Edes Avenue to Jones Avenue, westerly on Jones Avenue to 98th Avenue, easterly on 98th Avenue to Railroad Avenue, northwesterly on Railroad Avenue and its prolongation to 50th Avenue, southwesterly on 50th Avenue to San Leandro Bay, northwesterly 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>

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, thence easterly along the Alameda shore line of the Oakland Estuary to starting point; including Government Island.

(Continued)

♦ Increase)
♦ Reduction) Decision No. 35063

EFFECTIVE APRIL 15, 1942

Correction No. 243

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)
260-5.7	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>♦♦ ONTARIO: (Mileage Basing Point, Ontario.) All of the City of Ontario, also the territory bounded as follows: Beginning at the intersection of the western city limits and "A" Street (Highway U.S. 99), westerly along "A" Street to Central Avenue, southerly along Central Avenue to California Boulevard (Highway U.S. 60 and 70) easterly along California Boulevard to the city limits, thence northerly along the city limits to point of beginning.</p> <p>♦♦ PALO ALTO: (Mileage Basing Point, Palo Alto.) All of the City of Palo Alto, also the territory bounded as follows: Beginning at the intersection of the northwestern city limits and Middlefield Road, westerly along Middlefield Road to Ringwood Road, northerly along Ringwood Road to Bay Road, easterly along Bay Road to Bayshore Highway, southeasterly along Bayshore Highway to the city limits at Embarcadero Road, westerly, northerly and westerly along the city limits to point of beginning. Beginning at the intersection of the southeastern city limits and Middlefield Road (at Matadero Creek), southeasterly along Middlefield Road for a distance of fifty feet to and including the National Defense Training Center, thence return via Middlefield Road to point of beginning.</p> <p>♦♦ PASO ROBLES: (Mileage Basing Point, Paso Robles.) All of the City of Paso Robles, also the territory bounded as follows: Beginning at the intersection of the western city limits and Seventeenth Street, westerly along Seventeenth Street for a distance of two-tenths of a mile, thence return via Seventeenth Street to point of beginning. Beginning at the intersection of the eastern city limits and Thirteenth Street, northeasterly along Thirteenth Street (North River Road) for a distance of four-tenths of a mile, thence return via Thirteenth Street (North River Road) to point of beginning.</p> <p style="text-align: center;">(Continued)</p>
♦ Increase ♦ Reduction	Decision No. 35063
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Correction No. 244	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>260-6-C Cancels 260-6-B</p>	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p>PITTSBURG: (Mileage Basing Point, Pittsburg.) All of the City of Pittsburg, also from the intersection of Front Street and Dairy Road at the western city limits northwesterly along said road to its end and the territories bounded as follows:</p> <p>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.</p> <p>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>RED BLUFF: (Mileage Basing Point, Red Bluff.) All of the City of Red Bluff, also territory located within one and one-half miles of the city limits.</p> <p>REDDING: (Mileage Basing Point, Redding.) Including all of the City of Redding, also the territory bounded as follows:</p> <p>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.</p> <p>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.</p> <p>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>♦ REDWOOD CITY: (Mileage Basing Point, Redwood City.) All of the city of Redwood City, also the Pacific Portland Cement Company plant located adjacent thereto and the territory bounded as follows:</p> <p>Beginning at the intersection of Orchard Avenue and the southeastern city limits, southwestwardly along said city limits and the Atherton city limits to Arlington Avenue, northwesterly along Arlington Avenue to city limits at Woodside Road, northerly and southeasterly along said city limits to point of beginning.</p> <p>Beginning at the intersection of the eastern city limits and Middlefield Road, southeasterly along Middlefield Road to Northside Avenue to Stanford Avenue, southwestwardly along an imaginary line to the intersection of Pacific Avenue and Middlefield Road, southerly along Pacific Avenue to Southern Pacific Company main line right-of-way, southeasterly along said right-of-way to Dumbarton Avenue, southwestwardly along Dumbarton Avenue to the city limits at El Camino Real, northwesterly along El Camino Real to Charter Street, northeasterly along Charter Street to point of beginning.</p> <p style="text-align: right;">(Continued)</p>
	<p>♦ Increase) ♦ Reduction) Decision No. 35063</p>

EFFECTIVE APRIL 15, 1942

Correction No. 245 Issued by The Railroad Commission of the State of California, San Francisco, California.