

Decision No. 35469

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 amend-)
ed, and all highway carriers as de-)
fined in Chapter 223, Statutes of)
1935, as amended, for the transpor-)
tation, for compensation or hire, of)
any and all commodities.)

Case No. 4246

ORIGINAL

BY THE COMMISSION:

SUPPLEMENTAL OPINION

Minimum rates, rules and regulations have been established in this proceeding (41 C.R.C. 671, as amended) for the transportation of property by common and highway carriers. Enlargement of the zones heretofore prescribed to define and limit the areas within which the minimum rates established for pickup and delivery service at Antioch, Mt. Shasta and Weed apply, is sought by certain common carrier respondents.¹ Evidence relative to these proposals was received at a public hearing held at San Francisco on April 27, 1942, before Examiner Mulgrew.

At Antioch and Mt. Shasta the pickup and delivery zones and the incorporated areas are coextensive; at Weed, an unincorporated community, the zone consists of territory within one mile from the freight depot. It is proposed that the limits of these zones be extended to embrace designated contiguous areas within which the

¹ A petition relating to the Antioch zone was filed by The Atchison, Topeka and Santa Fe Railway Company and Southern Pacific Company; petitions relating to the Mt. Shasta and Weed zones were filed by Southern Pacific Company.

carriers seeking the extensions do not now render pickup and delivery service, but which are said to be areas that have become integral parts of the three communities involved. These proposals, it is represented, are designed to permit like service to be given throughout each community at the same rates. Service from and to the outlying areas in question is said to be substantially similar in all important respects to that now rendered within the existing zones. It is pointed out that because of the short distances involved in the proposed extensions changes in the established minimum rates would be few and the volume thereof slight.

No one opposed the establishment of the proposed enlarged zones.

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 those zones and that the sought rate parity is justified. The proposed zones will be established. This action is not to be construed as a determination of the nature and extent of the operating authority of respondent carriers. Operating rights are not here in issue.

* * * * *

By petition filed October 26, 1940, The Tank Truck Operators Association sought revision of the minimum rates established in this proceeding for the transportation of petroleum products in bulk in tank equipment; and by petition filed April 19, 1941, Loose-Wiles Biscuit Company sought amendment of the provisions of outstanding orders relating to the weights to be used in assessing transportation charges on shipments of bakery goods in wheeled carriers. Petitioners have requested that the petitions be dismissed. These requests will be granted.

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 Decision No. 31606 of December 27, 1938, as amended, in this proceeding, be and it is hereby further amended by substituting in Highway Carriers' Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended), to become effective August 10, 1942, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Eighth Revised Page 28 Cancels Seventh Revised Page 28
Second Revised Page 30-B Cancels First Revised Page 30-B
First Revised Page 31-D Cancels Original Page 31-D

IT IS HEREBY FURTHER ORDERED that the tariff publications to be made by common carriers as a result of the further amendment herein of the aforesaid Decision No. 31606, as amended, shall be made on or before August 10, 1942, on not less than three (3) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that the petition of The Tank Truck Operators Association, filed October 26, 1940, relative to rates on petroleum products in tank equipment and the petition of Loose-Wiles Biscuit Company, filed April 19, 1941, relative to charges on bakery goods in wheeled carriers be and they are hereby dismissed.

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 9th day of June, 1942.

Justus J. Calmes

Ray H. Riley

M. G. Baker

Richard Sachs

Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-1-F Cancels 260-1-E	<p style="text-align: center;">PICKUP AND DELIVERY ZONES</p> <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 mileage 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>♦♦ ANTIOCH: (Mileage Basing Point, Antioch.) All of the City of Antioch, also from the intersection of the eastern city limits and unnumbered county road, easterly, northerly and easterly along said county road to and including the Fulton Shipyards and Shell Oil Co. plant, and that territory bounded as follows:</p> <p>Beginning at the intersection of the eastern city limits and State Highway No. 4, easterly along State Highway No. 4 to Hillcrest Road, southerly along Hillcrest Road to Tregallis Road, westerly along Tregallis Road to the eastern city limits, northerly along said city limits to point of beginning.</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:</p> <p>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 Rodoo Creek, northerly along Rodoo Creek to State Highway 1, easterly along State Highway 1 but not including points situated on that highway to Rodoo Gulch Road, southerly and easterly along Rodoo 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>

CORDELIA: (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. 87 to and including the Solano Winery, thence return via County Road No. 87 to point of beginning.

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.

(Continued)

•Increase }
•Reduction } Decision No. 35469

EFFECTIVE AUGUST 10, 1942

Correction No. 266 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>260-5.5-B Cancels 250-5.5-A</p>	<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, southwestly along Castro Avenue to El Camino Real, southeastly along El Camino Real to the city limits, thence northeastly 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), southeastly along El Camino Real to Alviso-Mountain View Road, northeastly on Alviso-Mountain View Road to Church Street, northwesterly along Church Street to Calderon Avenue, northerly along Calderon Avenue to Front Street, southeastly along Front Street and Evelyn Avenue to Easy Street, northerly along Easy Street to Oak Avenue, southwestly along Oak Avenue to Central, northwesterly along Central to Moffett Boulevard, northeastly along Moffett Boulevard to Bayshore Highway, northwesterly along Bayshore Highway to Stierlin Road, south-erly along Stierlin Road to the City limits at Central, thence southeastly along the eastern city limits to point of beginning.</p> <p>♦♦ MOUNT SHASTA: (Mileage Basing Point, Mount Shasta.) All of the City of Mount Shasta, also territory located within one mile of the city limits.</p> <p>OAKDALE: (Mileage Basing Point, Oakdale.) All of the City of Oakdale, also the territory bounded as follows:</p> <p>Beginning at the intersection of the southern city limits and Bryan Avenue (at Roosevelt Street), southeastly on Bryan Avenue to the Santa Fe right-of-way, easterly along said right-of-way to the city limits, northerly and southwestly along the 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, northeastly 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, southwestly and westerly on Dwight Way to College Avenue, southerly on College Avenue to Broadway, southwest-erly on Broadway to Mather Street, easterly on Mather Street and Pleasant Valley Avenue to Rose Avenue, southwestly 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 Ave-nue, westerly on Lakeshore Avenue to Excelsior Avenue, easterly on Excelsior Avenue to Hopkins Street, easterly on Hopkins Street to 55th Avenue, southwestly on 55th Avenue to Camden Street, south-easterly on Camden Street to Seminary Avenue, northeastly on Seminary Avenue to Outlook Avenue, southeastly on Outlook Avenue to Parker Avenue, southerly on Parker Avenue to Foothill Boulevard, southeastly on Foothill Boulevard to the Oakland-San Leandro</p>

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, southwest- orly 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 Har- bor and Oakland Outer Harbor and San Francisco Bay to point of beginning;

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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. 35489

EFFECTIVE AUGUST 10, 1942

Issued by The Railroad Commission of the State of California,
San Francisco, California.
Correction No. 267

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-10-4 Cancels 260-10	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Concluded)</p> <p>VALLEJO: (Mileage Basing Point, Vallejo.) All of the City of Vallejo and Mare Island Navy Yard, also the territory bounded as follows:</p> <p>Beginning at the intersection of the northern city limits and Mare Island Strait, thence northwesterly along the shore line of said strait 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 County Road 85 and southerly along County Road 85 to its intersection with the northern city limits.</p> <p>Beginning at the intersection of the northern city limits and Valle Vista Avenue northeasterly along Valle Vista Avenue to Mountain View Avenue, southerly along Mountain View Avenue to Greenfield Road, northeasterly along Greenfield Road and County Road 638 to Highway U.S. 40, from that intersection along an imaginary line for one mile due east thereof thence due south to Benicia Road, southeasterly along Benicia Road to County Road 267, southwesterly along County Road 267 to Lewis Avenue, northwesterly along Lewis Avenue to Home Acres Avenue, northeasterly along Home Acres Avenue to Reis Avenue, northwesterly along Reis Avenue to Highway U.S. 40, southerly along Highway U.S. 40 to CNA Road, and northwesterly along CNA Road to the southern city limits.</p> <p>WATSONVILLE: (Mileage Basing Point, Watsonville.) All of the City of Watsonville, also from the intersection of the easterly city limits and East Lake Avenue northerly along East Lake Avenue to Holohan Road, from the intersection of the southeastern city limits and Bridge Street, northeasterly, easterly and northwesterly along Bridge Street, Riverside Road and Lakeview Road for a distance of one mile, from the intersection of Beach Road and the southwestern city limits westerly and northwesterly along Beach Road and La Porte Road for a distance of one and four-tenths miles, and all territory within 1,000 feet of the city limits from the intersection of the city limits and Beach Road northwesterly to the northwestern boundary of the city.</p> <p>•• WOOD: (Mileage Basing Point, Wood.) 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. 99 for a distance of one mile.</p> <p>WILLOWS: (Mileage Basing Point, Willows.) All of the City of Willows, also the territory bounded as follows:</p> <p>Beginning at the intersection of the northern city limits and Butte Street, thence northerly along Butte Street for a distance of 2,000 feet, thence due east along an imaginary line to Yolo Street at a point 3,750 feet from the intersection of that street and the northern city limits, thence southerly along Yolo Street to its intersection with the northern city limits.</p> <p>Beginning at the intersection of the southwestern city limits and Canton Street, thence due south along an imaginary line for 2,200 feet, thence due west along an imaginary line to Tehama Street (U.S. Highway 99-W), thence northerly along Tehama Street to Elm Street, thence westerly along Elm Street to the Eastern boundary of the Willows Airport, thence southerly, westerly, northerly and easterly along the boundaries of the airport to the point of intersection with the county road, thence northerly along said county road to Wood Street, thence easterly along Wood Street to its intersection with the northwestern city limits.</p>

WOODLAND: (Mileage Basing Point, Woodland.) All of the City of Woodland, also from the intersection of the southern city limits and Highway U.S. 99-W, southerly along Highway U.S. 99-W for a distance of 1,600 feet.

♦Increase }
♦Reduction } Decision No. 35463

EFFECTIVE AUGUST 10, 1942

Correction No. 268 Issued by The Railroad Commission of the State of California,
San Francisco, California.