

ORIGINAL

Decision No. 43440

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
SUNRISE DELIVERY, INC., a corporation,  
for a certificate of public con-  
venience and necessity to operate an  
automobile truck service as a highway  
common carrier for the transportation  
of uncrated new furniture and other  
articles, and parts of any thereof,  
from Los Angeles Territory to North  
Sacramento, San Francisco Territory,  
Santa Rosa, Riverside, Redlands, and  
San Diego, California, serving all  
intermediate points, and between  
Fresno, California, on one hand, and  
North Sacramento and Los Angeles  
Territory, California, and all inter-  
mediate points, on the other hand.

Application No. 30303

F. W. Turcotte and Jack O. Goldsmith by F. W. Turcotte  
for applicant. W. A. Steiger for Southern California  
Freight Forwarders and Southern California Freight Lines,  
R. C. Fels for Mohawk Transportation Co., F. F. Morgan for  
Furniture Manufacturers Association, Inc., Melvin A. Pixley  
for Furniture Fast Freight, interested parties; and  
Donald Murchison for Pacific Freight Lines and Pacific  
Freight Lines Express, protestants.

### O P I N I O N

In this proceeding, Sunrise Delivery, Inc., a California corporation, seeks authority to establish and operate an on-call automotive truck service as a highway common carrier, as the term is defined in Section 2 3/4 of the Public Utilities Act, for the transportation of the following described property:

- (a) Uncrated new furniture and parts thereof;
- (b) Uncrated new lamp standards and electric lamps and shades combined, and parts thereof;

- (c) Uncrated new household refrigerators, and parts thereof;
- (d) Uncrated new radio receiving sets; radio receiving sets and talking machines combined; television sets; vision receiving sets; television and vision receiving sets, and talking machines or radio sets combined, including necessary equipment and tubes and loud speakers and parts thereof;
- (e) Uncrated new household laundry machines including drying machines, ironing machines, washing machines, with or without dishwashing attachments, ironing boards, ironing tables, ironing machine cover and parts for any thereof; and
- (f) Uncrated new electric, gas, gasoline or oil stoves and ranges.

From the Los Angeles Territory<sup>(1)</sup> to Bakersfield, Tulare, Hanford, Fowler, Porterville, Visalia, Reedley, Sanger, Fresno, Merced, Modesto, Stockton, Sacramento, North Sacramento, Tracy;

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(1) Los Angeles Territory includes that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U. S. Highway No. 101 Alternate; thence northeasterly along Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to State Highway No. 118; northeasterly along State Highway No. 118 through and including the City of San Fernando; continuing northeasterly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U. S. Highway No. 66 to State Highway No. 19; southerly along State Highway No. 19 to its intersection with U. S. Highway No. 101 Alternate at Kimeno Street; southerly along Kimeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U. S. Highway No. 101 Alternate; thence northerly along an imaginary line to the point of beginning.

The San Francisco Territory<sup>(2)</sup>, Vacaville, Napa, San Rafael, San Anselmo, Petaluma, Santa Rosa, Fillmore, Santa Paula, Girard, Camarillo, El Rio, Oxnard, Ventura, Santa Barbara, Buellton, Lompoc, Orcutt, Santa Maria, San Luis Obispo, Paso Robles, King City, Salinas, Del Monte, Carmel, Monterey, Pacific Grove, Watsonville, Santa Cruz, Los Gatos, San Jose, Pasadena, Monrovia, Glendora, Upland, Rialto, San Bernardino, Redlands, Riverside, Walnut, Corona, Whittier, Fullerton, Santa Ana, San Juan Capistrano, Long Beach, Huntington Beach, Balboa, Laguna Beach, San Clemente, Oceanside, Santa Fe Rancho, Escondido, San Diego, La Mesa, El Cajon, National City, Chula Vista, and San Ysidro, California, serving all intermediate points between The Los Angeles Territory and any of said

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- (2) The San Francisco Territory includes that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to a point one mile west of U. S. Highway No. 101; southerly along an imaginary line one mile west of and paralleling U. S. Highway No. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly, and northerly along said corporate boundary to its intersection with State Highway No. 17; northerly along State Highway No. 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue, easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U. S. Highway No. 40 (San Pablo Avenue); northerly along U. S. Highway No. 40 to and including the City of Richmond; southwesterly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said waterfront and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to the point of beginning.

destination points via any authorized route, for the purpose of making deliveries, and from each of said destination points to The Los Angeles Territory for the return of refused, rejected, or damaged merchandise, theretofore transported by applicant in the reverse direction; and, in addition, between Fresno, Madera, Merced, Modesto, Stockton, Sacramento, North Sacramento, Sanger, Reedley, Dinuba, Visalia, Lindsay, Porterville, Fowler, Selma, Kingsburg, Hanford, Tulare, Delano, Formosa, Bakersfield, and The Los Angeles Territory, serving all intermediate points.

Applicant proposes that between Fresno, Madera, Merced, Modesto, Stockton, Sacramento, North Sacramento, Sanger, Reedley, Dinuba, Visalia, Lindsay, Porterville, Fowler, Selma, Kingsburg, Hanford, Tulare, Delano, Formosa, and Bakersfield, and all intermediate points, and between Fresno and The Los Angeles Territory, it will originate shipments of uncrated furniture at any of said points, or at any point located between any of said points via any authorized route, and will make delivery of said shipments to any other of said points; and between any two points within The Los Angeles Territory not wholly within the limits of a single incorporated city, to transport said uncrated property from, to, or between any two points within said territory.

Public hearings in this proceeding were held before Examiner Rowe at Los Angeles, California, on August 17, 18, and 19, 1949; at San Francisco, California, on August 25, 1949; at Sacramento, California, on August 26, 1949; and at Fresno, California, on September 1, 1949.

At the hearing in Los Angeles, California, the Pacific Freight Lines, Pacific Freight Lines Express, Southern California Freight Lines, and Southern California Freight Forwarders, appeared as protestants, and Furniture Fast Freight entered an appearance as an interested party. On August 18, 1949, by stipulation limiting rights requested in San Joaquin Valley, the Pacific Freight Lines, Pacific Freight Lines Express, Southern California Freight Lines, and Southern California Freight Forwarders withdrew their protest and requested that their appearance in this proceeding be withdrawn, and, on August 19, 1949, Melvin A. Pixley, President of Furniture Fast Freight withdrew the appearance of Furniture Fast Freight, and none of said parties thereafter appeared in this proceeding.

The evidence introduced in support of the application clearly demonstrated that the Los Angeles area has experienced such a tremendous increase and expansion in the manufacture of furniture, furniture parts, household refrigerators and parts thereof, radio receiving sets, radio receiving sets and talking machine combinations, television sets, vision receiving sets, television and vision receiving sets, talking machines, talking machines and radio sets combined, household laundry machines, including drying machines, ironing machines, washing machines with and without dishwashing attachments, ironing boards, ironing tables, ironing machine covers, and parts for any thereof, as well as new electric, gas, gasoline, or oil stoves and ranges, that today it ranks as one of the nation's greatest furniture manufacturing centers.

There are approximately three hundred furniture factories in this center, approximately one hundred thirty-eight of which manufacture ninety per cent (90%) of the furniture manufactured in

this area. A large volume of this furniture, as well as of the other articles proposed to be transported by the applicant, is sold to retail stores located throughout the State of California but principally to stores within the territory which applicant proposes to serve. The manufacturers and the retail store dealers uniformly expressed a desire to receive said furniture and other articles proposed to be transported by the applicant in an uncrated manner. At the present time, Furniture Fast Freight is the only highway common carrier of uncrated furniture within the territory involved, but serves only a part of the territory proposed to be served by the applicant. Furniture Fast Freight does not serve such points north of San Francisco as Sausalito, San Anselmo, San Rafael, Shellville, Sonoma, Petaluma, or Santa Rosa, nor does it serve points south or east of San Diego, such as National City, Chula Vista, San Ysidro, La Mesa, El Cajon, Rancho Santa Fe, and Escondido, California. These points have no highway common carrier service of uncrated property available at the present time. The testimony clearly demonstrates that at such points north of San Francisco and south and east of San Diego, such a service is sorely needed by the manufacturers and the retail dealers. On shipments originating in Southern California and destined to points in the San Joaquin Valley or south of Santa Ana, California, Furniture Fast Freight will not make deliveries direct from manufacturers' plants or from retail stores to homes or other places; the shipments must be consigned to a retail furniture dealer, and many of the manufacturers and retail dealers have expressed a desire for such a service, pointing out that such a direct service from origin to home eliminates the extra handling at the retail store, and a

considerable delay which results from having to reship the uncrated articles from the retail store to the ultimate consumer. Most of the witnesses testified that such service has frequently been requested but invariably refused.

There are a growing number of furniture manufacturing plants in the San Joaquin Valley, especially in the vicinity of Fresno, requiring that their products be shipped in an uncrated condition. In the San Joaquin Valley, between Bakersfield and North Sacramento, there are also many chain furniture stores, some of which chains maintain stores at as many as seven points. The retail-store dealers find it necessary to make shipments of furniture and other articles, proposed to be transported by the applicant, between the various stores, and said chain store operators unanimously testified that such common carrier service between stores had invariably been denied them in the past.

Many of the witnesses who appeared, including the manufacturers and retail dealers, expressed the opinion that the volume of movement of uncrated furniture from The Los Angeles Territory to the territory presently being served by Furniture Fast Freight is so great that it is impossible for Furniture Fast Freight to give them prompt delivery. Many of the witnesses stated that due to such exceptional volume they have encountered delays of from three days to five weeks in securing deliveries. Furniture Fast Freight is not authorized to, and does not, transport uncrated household refrigerators, radio receiving sets, television sets, household laundry machines, stoves, or any articles other than uncrated furniture. There is a public demand for such a service, as proposed, for these additional articles.

It clearly appears that a large number of dealers and manufacturers require, and would be inconvenienced by, a service providing direct deliveries to homes and places other than retail stores in the territory proposed to be served. Such a direct service would not only save time, but would decrease handling of the furniture and save the transportation expense of delivery from the local dealer to the consumer. It appears that it would be convenient, and that there is a public need for a direct service to private homes, as well as to furniture dealers, located on the routes proposed to be served by applicant.

Turning now to the question of whether or not applicant is able to render a specialized uncrated service which will meet the convenience and necessity of the shipping public, we find that applicant's president and general manager, who is the sole stockholder, has had many years' experience in the transportation of uncrated furniture, radios, talking machines, television sets, washing machines, and stoves between the Los Angeles area and most of the points proposed to be served by applicant. The corporation has never engaged in any type of business; it has issued \$10,000 worth of stock which was sold to Lloyd A. Green, its president and general manager, and it has \$10,000 in cash in its treasury. The president of the corporation has assets aggregating in excess of \$70,000, and he stated that to the extent that such assets may be required by the applicant, in the operation of its said trucking operations, said funds will be made available to it. The applicant has arranged with its president and general manager for an adequate furniture truck terminal at Los Angeles, as well as for the acquisition of four International tractors, five 35-foot



semitrailers, and four van-type trucks, all of which equipment is suitable and adequate for the transportation of all traffic which will be presently offered the applicant, and it clearly appears that applicant is financially able to put into operation such other and additional equipment as may be required to reasonably meet the needs and demands of the shipping public as, if, and when needed.

A careful consideration of the entire record leads to the conclusion, and the Commission finds as a fact, that public convenience and necessity require the establishment and operation, by the applicant, of an automotive truck service for the transportation of uncrated new furniture and parts thereof, uncrated new lamps and lamp standards, and electric lights and shades combined, and parts thereof; uncrated new household refrigerators, and parts thereof; uncrated new radio receiving sets, radio receiving sets and talking machines combined; new television sets, vision receiving sets, television or vision receiving sets and talking machines, or radio sets, combined, including necessary equipment of tubes and loud-speakers, and parts thereof; uncrated new household laundry machines, including drying machines, ironing machines, washing machines with or without dishwashing attachments, ironing boards, ironing tables, ironing machine covers, and parts for any thereof; and uncrated new electric, gas, gasoline, or oil stoves and ranges, as a highway common carrier, as defined in Section 2 3/4 of the Public Utilities Act, from The Los Angeles Territory to all of the following points: Bakersfield, Tulare, Hanford, Fowler, Porterville, Visalia, Reedley, Sanger, Fresno, Merced, Modesto, Stockton, Sacramento, North Sacramento, Tracy, The San Francisco Territory, Vacaville, Napa, San Rafael, San Anselmo, Petaluma, Santa Rosa,

Fillmore, Santa Paula, Girard, Camarillo, El Rio, Oxnard, Ventura, Santa Barbara, Buellton, Lompoc, Orcutt, Santa Maria, San Luis Obispo, Paso Robles, King City, Salinas, Del Monte, Carmel, Monterey, Pacific Grove, Watsonville, Santa Cruz, Los Gatos, San Jose, Pasadena, Monrovia, Glendora, Upland, Rialto, San Bernardino, Redlands, Riverside, Walnut, Corona, Whittier, Fullerton, Santa Ana, San Juan Capistrano, Long Beach, Huntington Beach, Balboa, Laguna Beach, San Clemente, Oceanside, Santa Fe Rancho, Escondido, San Diego, La Mesa, El Cajon, National City, Chula Vista, and San Ysidro, California, serving all intermediate points between The Los Angeles Territory and any of said destination points via any authorized route for the purpose of making deliveries, and from each of said destination points to The Los Angeles Territory for the return of refused, rejected, or damaged merchandise, theretofore transported by applicant, in the reverse direction, and, in addition, to transport any of said freight from Fresno and Bakersfield, and all intermediate points, via any authorized route, to originate shipments at any of said additional points, and to make delivery of said shipments within The Los Angeles Territory; and from North Sacramento, Sacramento, Stockton, Modesto, Merced, Madera, and Herndon, and all intermediate points or any point located between any of said last-mentioned points via any authorized route, and make deliveries only at Fresno or Bakersfield; and to transport said uncased freight between any two points within The Los Angeles Territory, not wholly within the limits of a single incorporated city.

Applicant herein is hereby placed upon notice that "operative rights," as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing, for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

Public hearings having been had on the above-entitled application, the matter having been submitted, and the Commission being fully informed in the premises,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Sunrise Delivery, Inc., for the establishment and operation of an on-call automotive truck service for the transportation of uncrated new furniture and parts thereof, uncrated new lamps and lamp standards, and electric lights and shades combined, and parts thereof; uncrated new household refrigerators and parts thereof; uncrated new radio receiving sets, radio receiving sets and talking machines combined; uncrated new television sets, vision receiving sets, television or vision receiving sets and talking machines or radio sets, combined, including the necessary equipment of tubes and loud-speakers, and parts thereof;

uncrated new household laundry machines, including drying machines, ironing machines, washing machines with or without dishwashing attachments, ironing boards, ironing tables, ironing machine covers, and parts for any thereof; and uncrated new electric, gas, gasoline, or oil stoves and ranges, as a highway common carrier, as defined in Section 2 3/4 of the Public Utilities Act, from The Los Angeles Territory (defined as follows: Beginning at the intersection of Sunset Boulevard and U. S. Highway No. 101 Alternate; thence northeasterly along Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to State Highway No. 118; northeasterly along State Highway No. 118 through and including the City of San Fernando; continuing northeasterly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U. S. Highway No. 66 to State Highway No. 19; southerly along State Highway No. 19 to its intersection with U. S. Highway No. 101 Alternate at Ximeno Street; southerly along Ximeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U. S. Highway No. 101 Alternate; thence northerly along an imaginary line to point of beginning), on the one hand, to all the following points: Bakersfield, Tulare, Hanford, Fowler, Porterville, Visalia, Reedley, Sanger, Fresno, Merced, Modesto, Stockton, Sacramento, North Sacramento, Tracy, The San Francisco Territory (described as follows: Beginning at the point the San Francisco-San Mateo County Boundary line meets the Pacific Ocean; thence easterly along said boundary line to a point one mile west of U. S. Highway No. 101; southerly along an imaginary line one mile west of, and paralleling,

U. S. Highway No. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly, and northerly along said corporate boundary to its intersection with State Highway No. 17; northerly along State Highway No. 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U. S. Highway No. 40 (San Pablo Avenue); northerly along U. S. Highway No. 40 to and including the City of Richmond; southwesterly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said waterfront and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to the point of beginning), Vacaville, Napa, San Rafael, San Anselmo, Petaluma, Santa Rosa, Fillmore, Santa Paula, Girard, Camarillo, El Rio, Oxnard, Ventura, Santa Barbara, Buellton, Lompoc, Orcutt, Santa Maria, San Luis Obispo, Paso Robles, King City, Salinas, Del Monte, Carmel, Monterey, Pacific Grove, Watsonville, Santa Cruz, Los Gatos, San Jose,

Pasadena, Monrovia, Glendora, Upland, Rialto, San Bernardino, Redlands, Riverside, Walnut, Corona, Whittier, Fullerton, Santa Ana, San Juan Capistrano, Long Beach, Huntington Beach, Balboa, Laguna Beach, San Clemente, Oceanside, Santa Fe Rancho, Escondido, San Diego, La Mesa, El Cajon, National City, Chula Vista, and San Ysidro, California, on the other hand, as destination points serving all intermediate points between said Los Angeles Territory and any of said destination points, via any authorized route, for the purpose of making deliveries, and from each of said destination points to The Los Angeles Territory for the return of refused, rejected, or damaged merchandise, theretofore transported by applicant, in the reverse direction; and, in addition, to transport such uncrated freight between Fresno and Bakersfield and all intermediate points, on the one hand, and The Los Angeles Territory, on the other hand, via any authorized route, and also to transport such uncrated freight from North Sacramento, Sacramento, Stockton, Modesto, Merced, Madera, and Hanford, and all intermediate points, to Fresno and Bakersfield only; and also to transport said uncrated freight between any two points within The Los Angeles Territory not wholly within the limits of a single incorporated city.

(2) That in the operation of said automotive truck service, pursuant to the foregoing certificate, Sunrise Delivery, Inc., shall comply with, and observe, the following service regulations:

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days after the effective date hereof.

- (b) Applicant shall, within sixty (60) days after the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, establish the service herein authorized and comply with the provisions of General Order No. 80 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Sunrise Delivery, Inc., a corporation, shall conduct said highway common carrier service over and along the following described routes:

ROUTE 1: From The Los Angeles Territory, as herein described, to North Sacramento via any and all available public highways to San Fernando, California, thence northerly over and along U. S. Highway No. 99 to North Sacramento.

SUB-ROUTE 1-A: From the junction of U. S. Highway No. 99 with State Highway No. 65 at Formosa, northerly over and along State Highway No. 65 via Porterville, Lindsey, and Exeter, to the junction of said State Highway No. 65 with State Highway No. 198, thence over and along State Highway No. 198 via Visalia and Hanford to the junction of State Highway No. 198 with an unnumbered highway four miles northwesterly of Hanford, thence via unnumbered highway via Laton to the junction of said unnumbered highway with U. S. Highway No. 99 at Fowler.

SUB-ROUTE 1-B: From Visalia, thence northerly and westerly via Cutler, Orosi, Dinuba, Reedley, Parlier, and Sanger, to intersection of said unnumbered highway with State Highway No. 180, thence westerly over and along said State Highway No. 180 to the junction of said State Highway No. 180 with U. S. Highway No. 99 at Fresno.

SUB-ROUTE 1-C: From the junction of State Highway No. 65 and State Highway No. 190 at Porterville, California, thence westerly over and along State Highway No. 190 to the junction of said State Highway No. 190 with U. S. Highway No. 99 approximately one mile south of Tipton.

SUB-ROUTE 1-D: From the junction of U. S. Highway No. 99 with State Highway No. 166 four miles northerly of Wheeler Ridge, thence westerly over and along State Highway No. 166 to Maricopa, thence northwesterly, northerly, and easterly over and along U. S. Highway No. 399 via Taft, Old River, and Panama, to the junction of said U. S. Highway No. 399 with U. S. Highway No. 99 at Greenfield, California.

SUB-ROUTE 1-E: From the junction of U. S. Highway No. 99 with State Highway No. 126 at Castaic, thence westerly over and along State Highway No. 126 via Piru, Fillmore, and Santa Paula, to the junction of said State Highway No. 126 with U. S. Highway No. 101 at Ventura, California.

SUB-ROUTE 1-F: From the intersection of U. S. Highway No. 99 with U. S. Highway No. 50 at Manteca, California, thence westerly over and along U. S. Highway No. 50 to The San Francisco Territory as defined herein.

ROUTE 2: From The Los Angeles Territory, as defined herein, via U. S. Highway No. 101 via Girard, Camarillo, El Rio, Ventura, Santa Barbara, Santa Maria, San Luis Obispo, Paso Robles, King City, Salinas, and San Jose, to The San Francisco Territory described herein.

SUB-ROUTE 2-A: From The Los Angeles Territory, as described herein, via U. S. Highway No. 101 Alternate, via Oxnard, to the junction of said U. S. Highway No. 101 Alternate with U. S. Highway No. 101 at a point approximately one mile southeasterly of Montalvo.

SUB-ROUTE 2-B: From the intersection of U. S. Highway No. 101 with State Highway No. 1 at Las Cruces, thence northerly and westerly over and along said State Highway No. 1 via Lompoc, Harris, and Orcutt, to the junction of said State Highway No. 1 with U. S. Highway No. 101 at a point approximately two miles south of Santa Maria.

SUB-ROUTE 2-C: From the junction of U. S. Highway No. 101 with an unnumbered highway at Salinas, California, thence westerly over said unnumbered highway to Del Monte, Monterey, Pacific Grove, and Carmel, to the junction of said unnumbered highway with State Highway No. 1 at Carmel, thence northerly and easterly over and along said State Highway No. 1 via Castroville and Watsonville, to the junction of said State



Highway No. 1 with State Highway No. 17 at Santa Cruz, thence northeasterly via State Highway No. 17 via Holy City and Los Gatos to San Jose.

SUB-ROUTE 2-D: From the intersection of State Highway No. 17 with State Highway No. 5, approximately three miles southerly from Holy City, thence northwesterly over and along State Highway No. 5 to The San Francisco Territory, as defined herein.

SUB-ROUTE 2-E: From the intersection of U. S. Highway No. 101 with State Highway No. 152 at Gilroy, thence westerly over and along said State Highway No. 152 to the intersection of said State Highway No. 152 with State Highway No. 1 at Watsonville.

SUB-ROUTE 2-F: From the intersection of State Highway No. 17 with an unnumbered highway at Los Gatos, thence northerly over said unnumbered highway via Saratoga to the junction of said unnumbered highway with U. S. Highway No. 101 at Sunnyvale.

SUB-ROUTE 2-G: From the intersection of U. S. Highway No. 101 and State Highway No. 17 at San Jose, thence northerly over and along said State Highway No. 17 through Milpitas and Warm Springs to the junction of said State Highway No. 17 with an unnumbered highway just north of Warm Springs, thence northerly and easterly via said unnumbered highway via Mission San Jose, Sunol, Pleasanton, and Livermore, to the intersection of said unnumbered highway with U. S. Highway No. 50 about one mile north of Livermore.

SUB-ROUTE 2-H: From Mission San Jose, northwesterly over an unnumbered highway via Niles to The San Francisco Territory, as defined herein.

SUB-ROUTE 2-I: From San Francisco, northerly on U. S. Highway No. 101 via San Rafael and Petaluma to Santa Rosa.

SUB-ROUTE 2-J: From Oakland, northerly and easterly over and along U. S. Highway No. 40 via Berkeley and Richmond to the intersection of said U. S. Highway No. 40 with State Highway No. 12, thence westerly and northerly over and along said State Highway No. 12 to Napa, thence westerly via an unnumbered highway to Shellville, thence northerly via State Highway No. 37 to the junction of said State Highway No. 37 with an unnumbered highway at a point approximately four miles north of Sonoma, thence westerly over an unnumbered highway to Petaluma.

SUB-ROUTE 2-K: From Richmond, California, westerly over an unnumbered highway via San Rafael to San Anselmo.

SUB-ROUTE 2-L: From Sausalito northerly via an unnumbered highway to San Anselmo, serving Mill Valley off said route as a lateral point.

ROUTE 3: From The Los Angeles Territory, as defined herein, easterly via U. S. Highway No. 99, via El Monte, Pomona, Ontario, and Colton to Redlands.

SUB-ROUTE 3-A: From the point of separation of U. S. Highway No. 99 and U. S. Highway No. 60 at a point approximately two miles west of Pomona, south-easterly via U. S. Highway No. 60 to Riverside.

SUB-ROUTE 3-B: From Riverside, California, northerly via State Highway No. 95 via Colton to San Bernardino.

SUB-ROUTE 3-C: From Riverside, California, westerly via State Highway No. 18 via Corona to the junction of said State Highway No. 18 with State Highway No. 14, thence westerly over and along said State Highway No. 14 to Fullerton.

ROUTE 4: From The Los Angeles Territory, as defined herein, northerly and easterly via U. S. Highway No. 66, via Pasadena, Monrovia, Glendora, Claremont, Upland, and Rialto, to San Bernardino.

ROUTE 5: From The Los Angeles Territory, as defined herein, southerly via U. S. Highway No. 101, via Whittier, Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Serra or Dohony Park, San Clemente, Oceanside, and San Diego, to San Ysidro, California, on the United States-Mexico boundary line.

SUB-ROUTE 5-A: From San Diego, easterly via U. S. Highway No. 80, via East San Diego and La Mesa to El Cajon.

SUB-ROUTE 5-B: From Del Mar, easterly via an unnumbered highway, via Rancho Santa Fe to Escondido.

ROUTE 6: From The Los Angeles Territory, as defined herein, southerly via U. S. Highway No. 101 Alternate via Seal Beach, Huntington Beach, and Laguna Beach, to the junction of said U. S. Highway No. 101 Alternate with U. S. Highway No. 101 at Serra or Dohony Park.

ROUTE 7: Along any and all available highways, streets, and roads within The Los Angeles Territory, as defined herein.

ROUTE 8: Along any and all available highways, streets,  
and roads within The San Francisco Territory, as  
defined herein.

All routes and sub-routes to apply in either direction.

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

Dated at San Francisco, California, this 25<sup>th</sup>  
day of October, 1949.

R. Z. Zimmerman  
Justin F. Calmes  
Robert F. Luce  
Harold P. Kule  
Kenneth (Pattin)  
COMMISSIONERS