

ORIGINAL

Decision No. 44124

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
into the rates, rules, regulations, )  
charges, allowances and practices )  
of all common carriers, highway )  
carriers and city carriers relating )  
to the transportation of property. )

Case No. 4808

SUPPLEMENTAL OPINION AND ORDER

Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) contains state-wide minimum rates for the transportation of general commodities by common, radial highway common and highway contract carriers. These rates include pickup and delivery service within defined areas set forth therein.

The pickup and delivery zone for Lodi was established by Decision No. 35063 of February 24, 1942, in Case No. 4246, pursuant to a petition filed by Central California Traction Company, Pacific Motor Trucking Company and Southern Pacific Company. It having been brought to the Commission's attention that in the southwest section of that zone the boundaries do not join and that this results in an incomplete description, the matter was referred to petitioners for their further recommendations. They now propose a revised zoning arrangement.

Petitioners point out that the recommended redefinition of the zone will definitely exclude certain territory. They represent, however, that it is an agricultural area from and to which pickup and delivery service is not required. Under the proposal a complete description of the zone in question will be provided.

It appears that this is a matter in which a public hearing is not necessary and that the proposed revision should be made.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be and it is hereby further amended by incorporating therein to become effective June 1, 1950, Fourth Revised Page 29-A cancels Third Revised Page 29-A attached hereto and by this reference made a part hereof; and that any tariff publications of common carrier respondents filed pursuant to this order may be made effective not earlier than June 1, 1950, and on not less than five (5) days' notice to the Commission and to the public if made effective on that date.

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

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

Dated at San Francisco, California, this 27th day of May, 1950.

R. E. Anderson

Justus F. Craemer

Harold P. Hills

Kenneth Pottier  
Commissioners

Commissioner.....Justus F. Craemer, being necessarily absent, did not participate in the disposition of this proceeding.

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">PICKUP AND DELIVERY ZONES (Continued)</p> <p><b>HOLLISTER:</b> (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><b>KING CITY:</b> (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><b>LERDO:</b> (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>◇ <b>LODI:</b> (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 corporate limits and Cherokee Lane, thence northerly along Cherokee Lane to the south bank of the Mokelumne River, thence westerly along the south bank of the Mokelumne River to the northern corporate limits, thence southerly and easterly along northern corporate limits to point of beginning.</p> <p>Beginning at the intersection of northern corporate limits (prolongation of North California Street) and south bank of Mokelumne River, thence westerly along south bank of Mokelumne River to the western corporate limits (just east of Lodi Municipal Lake) thence southerly, easterly and northerly along the northern corporate limits to point of beginning.</p> <p>Beginning at the intersection of northwestern corporate limits and Loma Drive, thence southerly along Loma Drive to Lockeford Avenue, thence easterly along Lockeford Avenue to Ham Lane, thence southerly along Ham Lane to the western corporate limits, thence easterly, northerly, westerly and southerly along corporate limits to point of beginning.</p> <p>Beginning at the intersection of West Lodi Avenue and Ham Lane, thence southerly along the prolongation of Ham Lane to Kettleman Lane, thence easterly along Kettleman Lane to southwestern corporate limits, thence northerly, westerly, easterly and southerly along western corporate limits to point of beginning.</p>

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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.

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 ) Decision No. 44124  
& Reduction )

EFFECTIVE JUNE 1, 1950

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 397