

**ORIGINAL**Decision No. 47469

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 CLIFF H. NORTHAM and BURNICE REID )  
 NORTHAM, doing business as COAST )  
 COUNTIES REFRIGERATED TRUCKS, for a )  
 certificate of public convenience ) Application No. 31681  
 and necessity to operate as a highway ) (Amended)  
 common carrier for the transportation )  
 of various commodities under refrigera- )  
 tion. )

Marquam C. George, for applicants.  
Willard S. Johnson, for J. Christenson Company and  
 Theo Peters doing business as Ted Peters, protestants.  
Orla St. Clair, for Common Carrier Conference of the  
 Truck Owners Association, protestant.  
Douglas Brookman, for California Motor Express and  
 Merchants Express Company, protestants.  
Warren V. Glass, for Southern California Freight Lines,  
 protestant.  
Donald Murchison, for Pacific Freight Lines and Pacific  
 Freight Lines Express, interested parties.  
Edward M. Berol, for Fortier Transportation Company,  
 interested party.

O P I N I O N

In this proceeding, Cliff H. Northam and Burnice Reid Northam, doing business as Coast Counties Refrigerated Trucks (hereinafter referred to as Coast Counties), seek authority to operate as a highway common carrier of perishable commodities requiring refrigeration. Under the proposed certificate, service would be rendered via certain designated routes, or any combination thereof, to, from and between San Francisco, South San Francisco, Richmond, El Cerrito, Albany, Oakland, Alameda, Emeryville, Berkeley, Piedmont, San Leandro, Hayward, Sacramento, Marysville, Yuba City, Stockton, Manteca, Tracy, Patterson, Los Angeles, San Bernardino, Redlands, Riverside, Pasadena, Santa Ana, Long Beach, Monterey, Watsonville, Santa Cruz and all intermediate points and places on, along and within five miles airline distance laterally of the designated routes.

The certificate requested would authorize the transportation of a limited number of commodities, viz:

- (a) Frozen foods and frozen beverages;
- (b) Eggs in the shell;
- (c) Meat;
- (d) Poultry, fresh dressed;
- (e) Dry ice;
- (f) Dairy products frozen (butter, milk, cream, buttermilk, Yogurt, curd, cheese, cottage cheese, ice cream, ice cream mix, ice milk, ice milk mix and ice water mix);
- (g) Prepared dough;
- (h) Yeast;
- (i) Animal food, fresh, containing meat;
- (j) Butter substitutes;
- (k) Empty containers, returning.

The application as originally filed proposed the transportation of dairy products in either a frozen or unfrozen state. By amended application this proposed authority would be limited to frozen dairy products. The original application proposed to limit the transportation of smoked, cooked, cured or preserved meat to those instances where they are transported simultaneously with shipments of fresh, or frozen poultry or meat from same consignor at same point of origin to same consignee at same point of destination. The amended application would prohibit the transportation of smoked, cooked, cured or preserved meat altogether. The amended application retains the proposed limitation that intercity transportation of all commodities other than empty containers shall be accomplished in insulated equipment under refrigeration.

Public hearings were held before Examiner Austin at San Francisco and the matter was submitted after oral argument on June 5, 1951. Applicants described the nature of their present and proposed

operation, calling upon a number of shipper witnesses for substantiation.

Several common carriers made appearances protesting the application. <sup>(1)</sup> Protestant J. Christenson Company offered testimony of its owner as to the character of its operations and protestant Common Carrier Conference of the Truck Owners Association called upon executives and operating officials of Clark Brothers Motor Transport, Inc., Coast Line Truck Service and Moser Freight Lines, all carriers specializing in the transportation of perishable commodities, to testify as to the operations of their respective organizations.

Applicant Cliff H. Northam described in some detail the equipment, facilities and operations of Coast Counties. Mr. Northam has been engaged in the transportation business since 1941 and since 1947 in the specialized field of refrigerated service. He has served as Coast Counties' operating manager and dispatcher since that carrier commenced operations in 1947.

An exhibit was furnished which listed the equipment owned and operated by Coast Counties, viz: six tractor and semi-trailer units ranging from 30,000 to 40,000 pounds capacity, one 13,000 pound capacity van type truck and one three-quarter ton pick-up truck. All semi-trailers are completely insulated with fiberglass, their refrigeration system consisting of dry ice bunkers with fan arrangement for air circulation. A thermometer is installed on the exterior of the trailer indicating the temperature within and temperature control is achieved by the driver speeding up or slowing down the fan

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(1) J. Christenson Company, Theo Peters, California Motor Express, Merchants Express Corporation, Common Carrier Conference of the Truck Owners Association and Southern California Freight Lines protested the application. Pacific Freight Lines and Pacific Freight Lines Express originally appeared as protestants but changed the character of their appearance to that of interested parties in contemplation of the amendments to the application, discussed above, being accomplished.

which hastens or retards evaporation of the dry ice refrigerant. According to Mr. Northam, such a refrigeration system is less subject to breakdown and requires less maintenance than so-called mechanical refrigeration equipment; moreover, there is a considerable saving in weight. Mr. Northam stated that no problems have been encountered in holding temperatures to ten degrees below zero. In general, commodities hauled are received from processors or warehouses in a properly frozen state and a temperature which will maintain that state is adequate. Most frozen foods can be transported safely at a temperature of fifteen degrees although some items, such as ice cream mix, may require a temperature of from five to ten degrees below zero.

The 13,000 pound capacity van type truck apparently is insulated, but the three-quarter ton pick-up is not, refrigeration being achieved on short trips through the use of dry ice and tarpaulins. The proposed limitation in the application would have the result of restricting the use of the pick-up truck to intracity delivery. All other units would continue to be used in line-haul as well as pick-up and delivery operations.

Coast Counties maintains an office, a dock and parking lot in San Leandro which comprise its headquarters. In addition, a parking area with telephone facilities is maintained in Los Angeles. No cold storage facilities exist at the home office, refrigerated vans serving this purpose. Transfers from truck to truck are accomplished by moving vans side to side or end to end in order to avoid loss of refrigeration. This procedure was said to eliminate the need for extensive dock facilities at San Leandro.

It is not contemplated to expand the facilities in the event the certificate requested should be granted; however, additional tractor trailer units would be added if the need for them arises.

Operations of Coast Counties are conducted at present under radial highway common carrier and highway contract carrier permits, which permits would be retained if the certificate requested is granted. As described, the basic operation consists of the movement of frozen foods from processing plants to wholesale distributors, the latter taking delivery at proprietary warehousing facilities or directing that delivery be made to various public warehouses. There is also some movement from distributor to sub-distributor, from one processing plant to another, from distributor to processing plant for labeling, and from processing plants and distributors to various institutional consumers. Little, if any, hauling is performed between distributors' storage points and their retail outlets, this movement being accomplished by proprietary transport.

The authority sought embraces a wide territory. Paragraph III of the application lists a number of points and requests authority to serve the points specified together with all intermediate points along the routes designated. A number of additional points are indicated on a map attached as an exhibit to the application. In the event that the broad right to serve all intermediate points should not be granted it is presumed that applicants would wish the additional points listed on the map to be included among specific points authorized. Whether such points have been served in the past, and whether there is a need for such service must be determined from applicants' testimony and exhibits and from the testimony of shipper witnesses.

It is conceded that Coast Counties has been expanding territorially since commencement of its operations in 1947. The rate at which this expansion occurred is not brought out clearly in testimony or exhibits; for example, the points served in 1949 are not specified. However, considerable evidence, in the way of testimony

and exhibits, was offered indicating the scope of operations in 1950, and it may be presumed, since no issue was made of it, that such operations are fairly representative of operations conducted in 1949 and at present. An exhibit was introduced showing the locations of frozen food processors served by applicant during 1950.<sup>(2)</sup> Another exhibit indicated locations of frozen food distributors and brokers served by Coast Counties during that year.<sup>(3)</sup> From the nature of the operation it may be presumed that Coast Counties' trucks actually called at the locations of the frozen food processors. The same presumption does not apply as to the distributors and brokers as they may have ordered delivery elsewhere; however, it is probably the case that Coast Counties' trucks called at their locations also.

At the request of protestants an exhibit was prepared by applicants containing a record of shipments carried by Coast Counties during one week, selected at random, in each quarter of 1950, the result being a sample month which all parties agreed would reveal a fairly representative cross section of the operations. This exhibit included record of shipments of general commodities not within the scope of the requested certificate; accordingly, these shipments have been disregarded in evaluating the exhibit. The exhibit records shipments to many but not all points listed in footnotes (3) and (4), and to some points not referred to in said footnotes, viz.: Bakersfield, Salinas, San Jose, King City and Redwood City.

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(2) Watsonville, Gilroy, San Luis Obispo, Los Angeles, Modesto, Stockton, Patterson, La Habra, San Francisco, Brea, Mt. View, Santa Barbara, Lodi, Santa Clara, Merced, San Martin, Sanger and Oxnard.

(3) Watsonville, Los Angeles, Gilroy, Tracy, Oakland, San Francisco, Stockton, Hollywood, San Luis Obispo, Sacramento, Walnut Creek, Glendale, Beverly Hills and Long Beach.

The exhibits referred to thus furnish a record of service by Coast Counties to or from a good many of the points specified in the application. In his testimony Mr. Northam referred to shipments having been made to many of the same points and to certain additional points not referred to in the exhibits, viz.: Yuba City, Turlock, Santa Cruz, Monterey, Paso Robles, Fresno and Ventura. However, the nature and frequency of such shipments were not brought out clearly. Although Mr. Northam did testify that Coast Counties had transported produce to or from 95 per cent of the points listed in the map referred to previously, he did not specify which points were included in the 95 per cent. There was no support in applicants' testimony or exhibits for service to points intermediate to the points listed in the application.

Analysis of the sample month exhibit reveals that the major movements of frozen foods have been between San Francisco, Oakland, Los Angeles, Watsonville, Stockton, Sacramento, Modesto and Patterson, with the heaviest flow of traffic being into San Francisco and Oakland from the other points.

At present Coast Counties maintains no schedule, service being rendered on call, and any route or combination of routes resulting in the greatest saving of time and mileage is utilized. Truckload and less-than-truckload shipments are transported, some of the latter consisting of a single sample case. Where possible, small lots are combined by truck to truck transfers at any convenient meeting place in a manner which will realize the greatest saving of time, mileage and equipment. The service described above would be continued if the requested authority should be granted, applicants being of the opinion that a scheduled operation would hinder rather than aid the frozen food shipper. Due to the seasonal nature of the frozen food industry a processing plant may require several trucks a day at

periods of peak activity and none at other times. Unhampered by schedules, applicants are able to concentrate equipment to take care of this situation.

Applicants have been charging and would continue to charge as a certificated carrier, rates set forth in Highway Carriers' Tariff No. 2, with a five per cent additional charge for refrigeration.

Despite the limited amount of equipment in relation to the number of shippers served and the extensive territory involved, applicants contend they have been able to satisfy shippers' demands satisfactorily. Mr. Northam stated he had been unable to furnish transportation when requested on an average of only once a month. Mr. Northam stated that by keeping in close touch with shippers he was usually able to receive notice of transportation requirements a day or two in advance, but that, on the other hand, he had, on short notice and at odd hours of the night and on holidays, provided for his shippers' needs.

Equipment has been and will continue to be stationed at and dispatched from San Leandro. Although no trucks are stationed at Los Angeles, Mr. Northam stated that from one to three trucks are normally in the Los Angeles area daily and that loads destined for northern points can be transported promptly. Occasionally, however, it has been necessary to dispatch a truck empty or nearly so to Los Angeles to pick up a northbound load.

In addition to transportation of frozen foods applicants seek authority to transport commodities which require refrigeration all or a part of the year, viz: eggs in the shell, meat, dressed poultry, prepared dough, yeast, animal food containing meat and butter substitutes. It is also proposed to transport dry ice and empty containers returning. Mr. Northam testified that Coast Counties



has in the past hauled fresh eggs from Los Angeles to San Francisco, although it is not doing so at present; also yeast and prepared dough from San Francisco to San Luis Obispo, Sacramento and Stockton. Such items must be refrigerated but must not be allowed to freeze. According to Mr. Northam these items have been carried successfully in the same truck with frozen goods, temperature control being accomplished by covering the frozen food with dry ice and tarpaulins and maintaining a temperature in the remainder of the van suitable for unfrozen commodities. He also testified that occasionally fresh meat, animal food containing meat, and oleomargarine have been transported under refrigeration. According to applicants' testimony dry ice is hauled occasionally from Los Angeles to Fresno and Bakersfield. The exhibits furnished by applicant provide little or no support for authority to transport such items.

Having described the scope and nature of present and proposed operations applicants called several shipper witnesses to testify in support of their application.

The president of a wholesale frozen food distributor located in Oakland testified that his company buys mainly from frozen food processors in the Los Angeles area, particularly at Pasadena, but also from processors in Modesto, Gilroy, Santa Barbara and Sacramento, and that such products are brought by for-hire carriers into Bay Area warehouses from which point they are distributed within a 50-mile radius by proprietary transport. He stated that for the past two years this for-hire movement has been handled primarily by Coast Counties which company has rendered prompt and efficient service with no loss or damage. He stated his firm had used other carriers offering refrigerated service and found them satisfactory but had received the best service from applicant.

The owner of a frozen food distributing business in San Francisco testified that he purchased frozen food primarily from processors in Modesto, Salinas and Lodi, but also from processors in Sacramento, Patterson, Watsonville, Ventura, Los Angeles, Fresno and Stockton, and that such produce was brought into San Francisco by for-hire carriers and distributed throughout the Bay Area in his own trucks. Although he uses two or three other for-hire carriers the bulk is given to Coast Counties because of its prompt and efficient service.

The manager of the frozen food division of a San Francisco food broker testified that his firm acted as sales agents for frozen food processors in Los Angeles, Lodi and Modesto, in the majority of cases specifying the carrier to be utilized, and that for the past three years most of such transportation had been given to Coast Counties because of the excellence of its service. He stated that the points of origin in the Los Angeles area included not only Los Angeles proper but nearby points such as Pasadena, Pomona and Santa Ana. He stated that although other carriers offered a refrigerated overnight service from Los Angeles, Coast Counties was able to effect delivery earlier on the following day.

The traffic manager of a frozen food distributor in San Francisco stated his firm purchased all types of frozen foods from processors at Sacramento, Lodi, Modesto and Brea, that such food was transported to warehouses in San Francisco, Stockton, Modesto and Fresno by for-hire carriers. Applicant is used primarily, other carriers secondarily. From the standpoint of availability and efficiency the witness was entirely satisfied with Coast Counties service.

An employee in the frozen food division of a large food distributing company with headquarters in San Francisco testified

that his concern purchased all varieties of frozen foods from processors at Patterson, Santa Clara, Watsonville, Oxnard, Modesto, Lodi, San Luis Obispo, Sacramento, Fresno, Merced and San Jose, the largest movement being from Patterson. These foods are moved to distribution points located throughout a wide area, including Richmond, Berkeley, San Leandro and Hayward by for-hire carriers. He testified Coast Counties had been tried when it commenced operations in 1947 and in view of its highly efficient service had since received the bulk of such business, although service rendered by other carriers had been satisfactory. He stated that applicants' service to San Luis Obispo had been particularly helpful.

An official of a frozen food processing plant in Watsonville testified his company ships a considerable volume of frozen fruits and vegetables to the Bay Area and to Los Angeles and central valley points. He stated applicants have handled about one-half of this movement and have done so in a very satisfactory manner. Night and week-end service provided by Coast Counties was particularly helpful to this firm.

The general manager of a frozen food distributor in San Francisco specializing in sales to institutional consumers testified his concern purchased frozen food from processors at Gilroy, Santa Clara, Modesto, Patterson, Watsonville, Fresno, Stockton, Lodi, Sacramento and Yuba City, most of which food is transported to public warehouses in San Francisco and Oakland. He stated that 95 per cent of this traffic is carried by Coast Counties, it being preferred over other carriers although the latter rendered a satisfactory service.

The sales manager of a San Francisco food broker testified that Coast Counties had been used since 1947 to fill 98 per cent of the firms transportation needs, hauling frozen foods from processors at Patterson, Fresno, Stockton, Lodi, Merced, Sacramento, Gilroy and

Yuba City. The willingness of the carrier to pick up at odd hours and to handle shipments of sample cases was stressed as was the absence of loss and damage.

Five other shipper witnesses testified that Coast Counties had been used to transport the bulk of their frozen food shipments for the past two or three years because of the efficient and prompt service rendered. Their testimony referred to shipments to or from the following points: Santa Clara, Watsonville, Sacramento, Ventura, San Luis Obispo, Oakland, San Francisco, Modesto, La Habra, Sanger, Los Angeles, Stockton, Fresno, San Jose, Patterson, Santa Barbara, and Mt. View. According to these witnesses the ability of applicants to render prompt service at odd hours was particularly desirable. All agreed that an on-call service better suited their need than a scheduled service.

Protestant Common Carrier Conference of the Truck Owners Association gave evidence as to the terminals, equipment and territory served by Moser Freight Lines, Clark Brothers Motor Transport and Coast Line Truck Service, all common carriers furnishing refrigerated service.

Generally, Moser Freight Lines serves points between Los Angeles and Sacramento, Sacramento and San Francisco, San Francisco and Gilroy and between Gilroy and Manteca. This line operates in excess of 20 line-haul trailers and about 20 pick-up and delivery trucks. Terminals are maintained at San Francisco, Manteca, Fresno, Tulare, Bakersfield and Los Angeles. Schedules are maintained in addition to on-call service, and a great variety of products requiring refrigeration are transported. Moser's general manager testified his company serves or has served all points within its territory at which processors served by applicants are located. He stated an on-call service from frozen food processing plants to distributing points was

provided as a scheduled operation would be impractical. He stated further that all types of commodities requiring refrigeration were transported and that 50 per cent of this class consisted of frozen foods.

Clark Brothers operates a general commodity service to all points between the San Francisco Bay Area, Watsonville and Salinas with the right to serve Monterey and Carmel as to farm produce and fish. As part of their general commodity service they carry all types of commodities requiring refrigeration. The carrier operates in excess of 30 line-haul trailers and 24 pick-up trucks. Only six of the trailers are refrigerated but additional refrigerated equipment is leased from Coast Line Truck Service when needed. The traffic manager for Clark Brothers testified that his line served most if not all of the points to and from which applicants propose to operate within the territory covered by the Clark Brothers certificate.

Coast Line Truck Service under its certificate offers refrigerated service to and from Santa Cruz, Watsonville, Monterey, Salinas and Los Angeles, the southernmost intermediate point served being Greenfield. In this service the carrier operates about 30 refrigerated trailers and nine semi-refrigerated delivery trucks.

The J. Christenson Company offered testimony as to its operations. A refrigerated service between all points and places from San Francisco south to Salinas on U. S. Highway 101, including service to Monterey, Watsonville and Santa Cruz, from San Francisco north to Chico and south from that point along U. S. Highway 99 to Tulare and Porterville, including service to Patterson, is maintained. Approximately 40 refrigerated trailers and about 12 refrigerated pick-up and delivery trucks are utilized. Definite schedules are maintained to all points and in addition an on-call service is provided. All types of products requiring refrigeration, including

frozen foods, are transported.

The major issue for decision is whether applicants are entitled to a certificate of public convenience and necessity. Should that issue be resolved in applicants' favor there remain subsidiary questions as to territory to be served, range of commodities to be carried and operating restrictions to be imposed.

In the application it is stated that in view of this Commission's Decision No. 42646, in Case No. 4823, there is a doubt presented as to the validity of present operations conducted under radial highway common carrier and highway contract carrier permits. By that decision contract and radial carriers were invited to apply for certificates if they believed their operations might be held to be in violation of the Public Utilities Act. It was decided that the Commission in acting upon such an application should be liberal in the granting of a certificate but strictly limit such certificate to the scope of operations which the applicant is able to show it is conducting and has conducted in the past. To justify certification of operation beyond the extent of present and past operations, however, an applicant would be under the same burden to fully establish public convenience and necessity as it would have been prior to the rendition of Decision No. 42646.

Applicants have clearly evidenced their reliance upon the said decision and have made a showing of present and past operations in accordance therewith. The extent of these operations must be drawn from the applicants' exhibits and operating testimony and the testimony of shipper witnesses. The evidence presented indicates that Coast Counties has rendered and is rendering a service to a majority of the points requested, consisting mainly of the hauling of frozen commodities from processing plants to warehouses owned or designated by distributors and brokers, from which points, with minor exceptions,

such frozen commodities are transported to retail outlets by proprietary transport. A minor portion of applicants' operations consists of hauling frozen food from processing plants and distributors' warehouses to subdistributors and institutional consumers.

In general the scope of such operations has extended from Yuba City in the north to the Los Angeles area on the south by both the valley and coast routes. This operation has been conducted over an extensive area with six refrigerated tractor-trailer combinations, and two smaller trucks. Despite limitations of equipment it is apparent from the evidence that Coast Counties has served a considerable number of processors and distributors to their complete satisfaction. Efficient management and dispatching, courteous and accommodating treatment of shippers are apparently responsible for this result.

The territory which applicants seek to serve as a certificated carrier is served in nearly all places by at least one and in many sectors by two or three existing common carriers offering refrigerated service. These carriers furnish scheduled as well as on-call service, but admit that an on-call service such as applicants propose to render is the only practicable way to serve frozen food shippers. These competing carriers have testified that they are not operating to capacity. Nevertheless, it is evident from the record, that the on-call service rendered by applicants, including as it does service at odd hours, better suits the needs of a considerable number of shippers than the service of existing carriers.

There has been insufficient and in some instances no showing to support a grant of authority to applicants to serve certain points based on past operations. These points are Marysville, Santa Cruz, Monterey, Califa, Famoso, Wheeler Ridge and, with some exceptions, towns in the Los Angeles Basin Area outside of Los Angeles Territory. With the exception of Wheeler Ridge, Famoso, Califa and

Marysville, these points lie off the routes normally travelled by Coast Counties and would involve side trips which said carrier with its limited equipment would have difficulty in handling properly. All of the above points at present receive service from other common carriers offering refrigerated service. Applicants have failed on this record to show that public convenience and necessity require their service to such points. This is true also of the requested authority to serve all intermediate points and an area five miles air-line laterally of proposed routes. By the nature of applicants' present and proposed operations the movement in the main is from processors to distribution points all of which are located in the larger towns and cities.

As to commodities, applicants request authority to transport a wide variety of products requiring refrigeration, some of which they admit they have not hauled in the past and have no need to haul, and others of which they have hauled only occasionally. For example, applicants concede that they have seldom carried frozen dairy products in the past and that there is no occasion to carry empty containers returning. With minor exceptions the testimony of shipper witnesses indicates Coast Counties has been used to transport frozen foods. The refrigeration system of applicants' trailers would not seem to be well adapted to the carrying of frozen and unfrozen perishables in mixed shipments as a regular practice.

In deciding whether to grant applicants authority to transport a wide range of perishables, the equipment, facilities and extensive territory requested must be borne in mind. To grant such a broad authority might be to prejudice service to the frozen food shippers who presently form the real basis of applicants' operations.



The on-call service proposed in the application is fully in accord with past operations, the needs of shippers and the general practice in the frozen foods field.

The rates proposed to be charged by applicants correspond with the level of charges assessed in the frozen foods field.

Applicants appear financially qualified to render the proposed service. The financial statement filed as an exhibit indicates assets of \$89,534 and a net worth of \$41,253 as of December, 1950.

After careful consideration of the facts presented the Commission finds that a certificate of public convenience and necessity should be issued to applicants authorizing establishment of a refrigerated transportation service as a highway common carrier for the transportation of the property described between the points set forth in the ensuing order.

Applicants are 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 to the number of rights which may be given.

O R D E R

Application as above-entitled having been filed, a public hearing having been held thereon, the matter having been duly submitted, the Commission being fully advised and having found that

public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be and it hereby is granted to Cliff H. Northam and Burnice Reid Northam, husband and wife, doing business as Coast Counties Refrigerated Trucks, authorizing the establishment and operation of a service as a highway common carrier, as defined by Section 213 of the Public Utilities Code, for the transportation of:

- (a) Frozen foodstuffs and beverages;
- (b) Any food product requiring refrigeration all or part of the year when transported with a simultaneous shipment of frozen foodstuffs in category (a) above, from the same consignor at same point of origin to the same consignee at same destination;
- (c) Dry ice;

between:

San Francisco, South San Francisco, Richmond, El Cerrito, Albany, Oakland, Alameda, Emeryville, Berkeley, Piedmont, San Leandro, Hayward (hereinafter called San Francisco Bay cities), Yuba City, Sacramento, Lodi, Stockton, Tracy, Manteca, Patterson, Modesto, Turlock, Merced, Fresno, Sanger, Bakersfield, points and places in Los Angeles Territory (as defined in Appendix "A" attached hereto), Brea, La Habra, Pomona, El Monte, Santa Ana, Oxnard, Ventura, Santa Barbara, San Luis Obispo, Paso Robles, King City, Salinas, Watsonville, Gilroy, San Martin, Santa Clara, San Jose, Sunnyvale, Mt. View and Redwood City.

(2) That the certificate herein granted is subject to the following limitations:

- (a) The line-haul (intercity) transportation of all authorized commodities shall be performed in insulated equipment under refrigeration.
- (b) No transportation is authorized of smoked, cooked, cured or preserved meat.

(3) That in providing service pursuant to the certificate herein granted applicants shall comply with and observe the following service regulations:

- (a) Within 30 days after the effective date hereof, applicants shall file a written acceptance of the certificate herein granted.
- (b) Within 60 days after the effective date hereof, and on not less than five days' notice to the Commission and the public, applicants shall establish the service herein authorized and file in triplicate, and concurrently make effective, appropriate tariffs and timetables.
- (c) Subject to the authority of this Commission to change or modify them by further order, applicants shall conduct operations pursuant to this certificate herein granted over and along the following routes, or any convenient combination thereof:
  - (1) All streets and highways between San Francisco Bay cities;
  - (2) U. S. Highway 40 between Oakland and Roseville;
  - (3) U. S. Highway 99E between Roseville and Marysville;
  - (4) State Highway 20 between Marysville and Yuba City;
  - (5) State Highway 24 between Yuba City and Woodland;
  - (6) U. S. Highway 99-W between Woodland and its junction with U. S. Highway 40;
  - (7) U. S. Highway 50 between Oakland and Stockton;
  - (8) State Highway 120 between its junction with U. S. Highway 50 and Manteca;
  - (9) State Highway 33 between Tracy and its junction with State Highway 152;

- (10) State Highway 132 between Vernalis and Modesto;
- (11) Unnumbered county road between Patterson and Turlock;
- (12) State Highway 140 between Gustine and Merced;
- (13) State Highway 152 between Watsonville and Califa;
- (14) Unnumbered county road between Watsonville and its junction with U. S. Highway 101, 3 miles south of Sargent;
- (15) U. S. Highway 99 between Sacramento and Los Angeles Territory;
- (16) State Highway 17 between Oakland and San Jose;
- (17) U. S. Highway 101, 101 By-Pass and 101 Alternate between San Francisco and Los Angeles Territory;
- (18) All streets and highways between points and places in Los Angeles Territory;
- (19) Any direct route or routes between points in Los Angeles Territory, on the one hand, and, on the other hand, Brea, La Habra, Pomona, El Monte and Santa Ana;
- (20) State Highway 180 and unnumbered county roads to and from Sanger.

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

Dated at San Francisco, California, this 15<sup>th</sup> day of July, 1952.

[Signature]  
President

[Signature]

[Signature]

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

Commissioner Fater E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioners

APPENDIX "A"

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 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.