

**ORIGINAL**Decision No. 50399

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

In the Matter of the Application of)  
 CHICHESTER TRANSPORTATION COMPANY, )  
 INC., a California corporation, for )  
 a certificate of public convenience ) Application No. 35197  
 and necessity as a highway common )  
 carrier between San Francisco and )  
 East Bay points. )

Frank Loughran, for applicant.  
Douglas Brookman, William Meinhold, Frederick E. Fuhrman, Edward M. Berol, Bertram S. Silver, Thomas P. Brown, Willard S. Johnson and William E. Shuholm, for various carriers, protestants.

Russell Bevans, for Draymen's Association of San Francisco; Maurice A. Owens, for Draymen's Association of Alameda County; Norman R. Moon, for Loretz & Co.; Marvin Handler, Daniel W. Baker, Arthur D. Nearon and Vaughan, Paul and Lyons by John G. Lyons, for various carriers, interested parties.

O P I N I O N

Applicant is one of the group of carriers whose problems precipitated the investigation designated by the Commission as Case No. 5535. Hearings were held on this application in connection with that case. Evidence of community growth and the resulting expansion of carrier operations, as developed in Case No. 5535, was found to apply to this applicant and to have materially influenced its activities. In addition, a hearing on this application alone was held before Examiner John Power in San Francisco on August 4, 1954. On that occasion applicant presented evidence covering the history, finances, equipment, facilities and personnel of its organization.

Applicant's witness was its president, Louis Dorick. In 1938 a Mr. Day commenced a drayage business with headquarters in Oakland known as Day & Company. The witness joined Day & Company in

1942 and became a partner. Chichester had been started in 1933 by other persons. Some time prior to 1947 Messrs. Day and Dorick acquired the stock of Chichester. In the latter year the two businesses were merged. In 1948 Mr. Day died and Dorick purchased his interest.

Financial evidence was introduced during the August 4<sup>th</sup> hearing. Results prior to 1954 were not all that could be desired. This seems to have been due to a number of complicated transactions entered into in connection with the merger of Day & Company into Chichester and the purchase of the Day stock by Dorick. It does appear both from applicant's evidence and a staff investigation (reported in Exhibit 5, Case No. 5535 at page 7) that there is now no financial difficulty. Operations have been profitable in 1954.

Chichester has a terminal in Richmond. It includes a five-acre truck yard; 2,400 square feet of dock space, adequate office facilities and a complete repair shop. The fleet of Chichester consists of 45 units with tractor trailer equipment predominating.

Dorick testified that same-day delivery is normally afforded on all shipments. An exhibit relating to transbay bridge crossings showed them to have been daily, often several times daily, during the month of June 1954.

Applicant's operating statement in evidence discloses that Chichester has carried a variety of commodities for many shippers and that weights of shipments have varied greatly. This testimony was confirmed by applicant's three traffic exhibits in evidence herein and by Exhibit No. 17 in Case No. 5535. The last-named exhibit shows that Chichester carried 721 shipments in 58 days for a daily average of 12 shipments between the points here involved.

Average weights in pounds were: per shipment, 2,149; per day, 26,718; per month, 561,078; per year, 6,732,936.

The evidence shows that applicant has the necessary financial ability, facilities, equipment, experience and personnel to undertake the proposed service. It further shows that the growth of the San Francisco-East Bay community has increased the over-all requirements for common carrier service and has resulted in increased demand for applicant's services. Public convenience and necessity require that the application be granted. This grant will be on the condition, however, that applicant serve the whole of the San Francisco-East Bay Cartage Zone as established in Case No. 5535. Acceptance of the certificate herein granted will be construed as consent to this condition.

Applicant is 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

Application having been filed and public hearings held thereon, and the Commission having considered the same and being of the opinion and finding that public convenience and necessity so require; therefore,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Chichester Transportation Company, Inc., authorizing the establishment and operation of a service as a high-way common carrier, as defined in Section 213 of the Public Utilities Code, for the transportation of general commodities except uncrated household goods, petroleum products in bulk in tank vehicles, dangerous explosives and livestock, between the points set forth in Appendix "A" attached hereto and by this reference made a part of this order.

(2) That in providing service pursuant to the authority herein granted, applicant may use any and all streets, roads, high-ways and bridges, and shall comply with the following service regulations:

- a. Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate herein granted.
- b. Within sixty days after the effective date hereof, and upon not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Order No. 80 by filing in triplicate, and concurrently making effective, tariffs satisfactory to the Commission.

The effective date of this order shall be February 1, 1955.

Dated at San Francisco, California, this 18<sup>th</sup>

day of JANUARY, 1955.

[Signature]  
 President

[Signature]  
 Commissioner

[Signature]  
 Commissioner

[Signature]  
 Commissioner

LIMITS OF SAN FRANCISCO-EAST BAY CARTAGE ZONE

San Francisco-East Bay Cartage Zone includes that area embraced by the following boundary:

Beginning at the point where the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to Lake Merced Boulevard; thence southerly along said Lake Merced Boulevard and Lynnwood Drive to So. Mayfair Avenue; thence westerly along said South Mayfair Avenue to Crestwood Drive; thence southerly along Crestwood Drive to Southgate Avenue; thence westerly along Southgate Avenue to Maddux Drive; thence southerly and easterly along Maddux Drive to a point one mile west of Highway U.S. 101; thence southeasterly along an imaginary line one mile west of and paralleling Highway U.S. 101 (El Camino Real) to its intersection with the southerly boundary line of the City of San Mateo; thence northeasterly, northwesterly, northerly and easterly along said southerly boundary to Bayshore Highway (U.S. 101 Bypass); thence leaving said boundary line and continuing easterly along the projection of last said course to its intersection with Belmont (or Angelo) Creek; thence northeasterly along Belmont (or Angelo) Creek to Seal Creek; thence westerly and northerly to a point one mile south of Toll Bridge Road; thence easterly along an imaginary line one mile southerly and paralleling Toll Bridge Road and San Mateo Bridge and Mt. Eden Road to its intersection with State Sign Route 17; thence continuing easterly and northeasterly along an imaginary line one mile south and southeasterly of and paralleling Mt. Eden Road and Jackson Road to its intersection with an imaginary line one mile easterly of and paralleling State Sign Route 9; thence northerly along said imaginary line one mile easterly of and paralleling State Sign Route 9 to its intersection with "B" Street, Hayward; thence easterly and northerly along "B" Street to Center Street; thence northerly along Center Street to Castro Valley Boulevard; thence westerly along Castro Valley Boulevard to Redwood Road; thence northerly along Redwood Road to William Street; thence westerly along William Street and 168th Avenue to Foothill Boulevard; northwesterly along Foothill Boulevard to the southerly boundary line of the City of Oakland; thence easterly and northerly along the Oakland Boundary Line to its intersection with the Alameda-Contra Costa County Boundary Line; thence northwesterly along last said line to its intersection with Arlington Avenue (Berkeley); thence northwesterly along Arlington Avenue to a point one mile north-easterly of San Pablo Avenue (Highway U.S. 40); thence northwesterly along an imaginary line one mile easterly of and paralleling San Pablo Avenue (Highway U.S. 40) to its intersection with County Road No. 20 (Contra Costa County); thence westerly along County Road No. 20 to Broadway Avenue (also known as Balboa Road); thence northerly along Broadway Avenue (also known as Balboa Road) to Highway U.S. 40; thence northerly along Highway U.S. 40 to Rivers Street; thence westerly along Rivers Street to 11th Street; thence northerly along 11th Street to Johns Avenue; thence westerly along Johns Avenue to Collins Avenue; thence northerly along Collins Avenue to Morton Avenue; thence westerly along Morton Avenue to the Southern Pacific Company right of way and continuing westerly along the prolongation of Morton Avenue to the shore line of San Pablo Bay; thence southerly and westerly along the shore line and waterfront of San Pablo Bay to Point San Pablo; thence southerly along an imaginary line from Point San Pablo to the San Francisco Waterfront at the foot of Market Street; thence westerly along said waterfront and shore line to the Pacific Ocean; thence southerly along the shore line of the Pacific Ocean to the point of beginning.

The foregoing description includes the following points or portions

thereof:

Alameda	Elkton	Oakland Pier	San Leandro
Alameda Pier	Elmhurst	Ocean View	San Lorenzo
Albany	Emeryville	Piedmont	San Mateo
Baden	Ferry Point	Point Castro	San Pablo
Bay Farm Island	Fruitvale	Point Fleming	South San Fran-
Bayshore	Government Island	Point Isabel	cisco
Berkeley	Hayward	Point Molate	Stege
Bernal	Lawndale	Point Orient	Tanforan
Brisbane	Lomita Park	Point Potrero	Treasure Island
Broadway	Melrose	Point Richmond	Union Park
Burlingame	Millbrae	Point San Pablo	Visitacion
Camp Knight	Mills Field	Richmond	Westlake
Castro Valley	Mt. Eden	Russell City	Winehaven
Colma	Oakland	San Bruno	Yerba Buena
Daly City	Oakland Municipal	San Francisco	Island
East Oakland	Airport	San Francisco Inter-	
El Cerrito		national Airport	

APPENDIX "A" (Continued)

MAP SHOWING  
LIMITS OF SAN FRANCISCO - EAST BAY CARTAGE ZONE

