

Decision No. 51211**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
J. CHRISTENSON CO., a corporation,)	
for a certificate of public con-)	
venience and necessity to operate)	Application No. 36676
as a highway common carrier between)	
points and places in the San Francisco-)	
East Bay Cartage Zone.)	

O P I N I O N

This application was filed on January 27, 1955. In it the applicant seeks to enlarge its authority within the San Francisco-East Bay Cartage Zone.

By Decision No. 46875, in Application No. 32838, applicant was granted a certificate of public convenience and necessity covering a wide area in northern California including all or virtually all of the points in the Cartage Zone. This certificate is subject to certain commodity limitations. The effect of applicant's request here therefore would be to remove the commodity restrictions in so far as the Cartage Zone is concerned.

Applicant filed with this Commission a balance sheet as of November 30, 1954, and an operating statement for the first 11 months of that year. The balance sheet reveals the following figures: current assets, \$159,358.54; total assets, \$616,664.03; current liabilities, \$91,944.83; total liabilities, \$459,192.80; capital, \$50,000.00; surplus \$107,471.23. Net income for the 11-month period shown was \$17,339.48, after provision for income taxes upon a total operating revenue of \$1,308,039.97.

Applicant also gave condensed operating results for five full years, 1949 through 1953, inclusive. Except for a small loss in 1953 each year's operations resulted in a profit.

The facilities of applicant include two terminals within the Cartage Zone; its headquarters terminal in Oakland has an area of 63,000 square feet and includes general offices, shops, docks, freezer-room, cooler-room, fuel storage, pumps and parking area. Applicant also has a terminal in Hayward which includes warehouse space and a spur track with a capacity for three cars. Applicant's revenue equipment includes 24 trucks, 49 tractors, 51 semitrailers, and 24 dollies. Personnel number 142, including 5 managerial and 10 supervisory personnel, and 77 drivers.

It is clear, and the Commission finds, that applicant has the necessary financial resources, facilities, equipment, experience and personnel, to operate the service for which authority is requested. In order to avoid problems of interpretation, a wholly new certificate will be granted for the Cartage Zone. The certificates granted in Case No. 5535 and related applications were all made effective as of February 1 of this year. Therefore, the Commission is of the opinion that the order following should be made effective on its date.

O R D E R

The 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 J. Christenson Co., authorizing the establishment and operation of a service as a highway common carrier, as defined in Section 213 of the Public Utilities Code, for the transportation of general commodities except petroleum products in bulk in tank

vehicles, used household goods and livestock between the points set forth in Appendix "A" annexed 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, highways 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.

3. The authority heretofore granted to this applicant by Decision No. 46875, in Application No. 32838, is hereby revoked and canceled to the extent necessary to prevent duplication between said authority and the authority herein granted; provided, however, that except to the extent necessary to prevent such duplication said Decision No. 46875 and the authority granted therein shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 15th day of March, 1955.

Paul E. Washburn
 President
Justin J. Calmes
Paul Lutz
William H. Cook

Commissioners

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 Lynewood 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

