

Decision No. 51216**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of EVELYN O. SIMMONDS, doing)
business as WEST BERKELEY EXPRESS)
AND DRAYING CO., for a certificate)
of public convenience and necessity)
to operate as a highway common)
carrier.)

Application No. 36668

O P I N I O N

This application was filed on January 22, 1955 for the purpose of broadening applicant's authority within the San Francisco-East Bay Cartage Zone. The application was made pursuant to the Commission's Decision No. 50872 in Case No. 5535. In that decision the Commission offered to bring the authority of the already-established carriers to the level granted to the carriers whose applications were heard in connection with Case No. 5535.

Applicant alleges that this business was commenced in 1904 by her father. In Cases Nos. 3642 and 3674 the Commission determined that West Berkeley had certain East Bay intercity and transbay rights. In October, 1936, applicant's predecessor was given authority to use the San Francisco-Oakland Bay Bridge. Applicant acquired sole ownership of the property in 1948 but appears to have been interested in it before that. On April 8, 1952, by Decision No. 46966, applicant's authority was broadened to extend from Antioch to San Jose. On the west side of the Bay however, applicant's authority does not appear to extend beyond San Francisco and South San Francisco, and thus she does not presently have rights covering the full Cartage Zone.

The financial exhibits annexed to this application included a balance sheet as of September 30, 1954, and results of operation from January 1, 1954, to September 30, 1954. The net income for the first nine months of that year was \$5,656.21; current assets amounted to \$25,933.23; total assets amounted to \$110,099.56; current liabilities to \$29,449.98; net worth to \$39,445.93.

Applicant's revenue equipment includes 17 trucks, 17 tractors, 23 semi-trailers, 1 full trailer, 4 road dollies, 2 fork-lifts and 1 crane truck.

The facilities were not specifically described but the balance sheet shows, among the assets, land, buildings and furniture. It appears that the applicant has the necessary financial resources, facilities, equipment, experience and personnel to undertake the enlargement of service which she here requests. The enlargement of authority requested is comparatively small. No public hearing is necessary. In the interest of clarity, the authority here sought can best be granted by amending the existing operating authority of applicant.

The certificates granted in the hearings in Case No. 5535 and related applications were all made effective as of February 1 of this year. Several of these applicants are already operating under their certificates. Therefore, the Commission is of the opinion that the order following should be made effective on its date:

O R D E R

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

IT IS ORDERED:

(1) That ordering paragraph 1 of Decision No. 46966 dated April 8, 1952, in Application No. 32113, as amended by Decision No. 48724, dated June 16, 1953, in Application No. 33974, is further amended to read as follows:

"That a certificate of public convenience and necessity is hereby granted to Evelyn O. Simmonds authorizing the establishment and operation of a service as a highway common carrier, as defined in Section 213 of the Public Utilities Code: (a) For the transportation of general commodities, except household goods, petroleum products in bulk, fresh fruits and vegetables, and commodities requiring refrigeration, between San Francisco, South San Francisco, Pittsburg, Hercules, Oleum, Crockett, Avon, Shell Point, Clyde, Port Chicago, Nichols, Antioch, Martinez, Stege, San Pablo, Richmond, El Cerrito, Albany, Berkeley, Emeryville, Oakland, Piedmont, Alameda, San Leandro, San Lorenzo, Castro Valley, Hayward, Newark, Alvarado, Decoto, Centerville, Irvington, Niles, Milpitas, Santa Clara and San Jose, and all intermediate points; provided, however, that no shipment shall be transported between San Francisco or South San Francisco, on the one hand, and Santa Clara or San Jose, on the other hand. (b) For the transportation of general commodities, except petroleum products in bulk in tank vehicles and uncrated used household goods, between all points and places in the 'San Francisco-East Bay Cartage Zone' as described and delineated in Appendix 'A' hereto attached and by this reference made a part hereof; via any and all streets, roads, highways and bridges located within said zone."

(2) That in providing service pursuant to the authority herein granted, applicant 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 the date hereof.

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

John E. Marshall
President
Arthur J. Calder
Raymond J. Starnes
William H. Foley
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 Lynnewood 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	Malrose	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

