

Decision No. 51312**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of)	
VICTOR ADELSON, an individual, d/b/a)	
VIC ADELSON DRAYAGE for a certificate)	
of public convenience and necessity)	Application No. 36774
authorizing the transportation of)	
property between all points and places)	
in the San Francisco-East Bay Cartage)	
Zone.)	

O P I N I O N

Applicant filed this application on March 5, 1955 in response to an invitation extended in the Commission's Decision No. 50872, Case No. 5535. In that decision the Commission stated that certificated carriers already serving in the San Francisco-East Bay Cartage Zone, whose operating authority was more limited than that being granted to the Case No. 5535 group of applicants, might apply to have their operating authority broadened to equal that of the new carriers.

Applicant has been in the drayage business in the San Francisco Bay area since about 1946. By Decision No. 47450 in Application No. 32628, dated July 8, 1952, applicant was granted a certificate to serve as a highway common carrier to, from and between most of the points in the cartage zone. The most important points omitted were Richmond, San Pablo, San Bruno, Burlingame and San Mateo. He seeks to have his authority expanded to cover the entire cartage zone.

Applicant attached to his application a financial exhibit showing his balance sheet as of November 30, 1954 and his statement of operations for January 1 to November 30, 1954. His balance sheet reveals current assets of \$9,937.42; total assets of

\$18,539.20; current liabilities (which are also total liabilities) of \$4,806.68; and total net worth of \$13,732.52. His operating statement shows a total revenue of \$64,732.69 and a net profit of \$10,733.24.

Applicant's fleet consists of 2 trucks, both of the van type, with one having a power tailgate; 5 tractors; 6 trailers; and 1 station wagon. The business requires 7 full-time and 2 part-time employees. Terminal facilities consist of a 1,000-square foot corrugated iron and frame building in Oakland, which includes office facilities, and a 4,000-square foot storage yard at another Oakland address. Outstanding financial obligations on applicant's operating property are small.

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.

In view of the fact that the authority granted to the Case No. 5535 group of applicants and to four of the established common carriers is already effective, it appears desirable to make the authority herein granted effective on the date of this order. Accordingly, the following order will so provide.

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, therefore,

IT IS ORDERED:

1. That a certificate of public convenience and necessity is hereby granted to Victor Adelson, an individual, doing business as Vic Adelson Drayage, 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 live animals, commodities in bulk, uncrated used household goods, and commodities requiring insulated equipment under mechanical refrigeration, 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, 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. That the operating authority heretofore granted to this applicant by Decision No. 47450, dated July 8, 1952, in Application No. 32628 is hereby revoked and canceled to the extent necessary to prevent duplication of the authority herein

granted. Said revocation and cancellation shall take effect simultaneously with the establishment of service under the authority herein granted.

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

Dated at San Francisco, California, this 12th day of April, 1955.

John E. Mitchell
 President

James J. Calahan

Paula Metzenauer

William J. Spohr

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 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
Erisbane	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

