

ORIGINALDecision No. 51313

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 J. A. NEVIS TRUCKING, INC., a corpo-)
 ration, for a certificate of public)
 convenience and necessity to operate) Application No. 36786
 as a highway common carrier between)
 points and places in the San Francisco-)
 East Bay Cartage Zone.)

OPINION

Applicant filed this application on March 9, 1955 in response to a statement in the Commission's Decision No. 50872 in Case No. 5535. 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 and its predecessors have engaged in the trucking business in California for a considerable number of years. Applicant became a certificated highway common carrier by Decision No. 45752, dated May 22, 1951, in Application No. 31331. This authority was subsequently amended by Decisions Nos. 49481, dated December 21, 1953, and 49542, dated January 12, 1954, in Application No. 34268. The authority thus granted covers a greater area in the state than does the San Francisco-East Bay Cartage Zone. However, it includes all, or virtually all, of the cartage zone. It is subject to certain limitations as to weight and commodities. Applicant seeks to have its authority expanded to cover the entire cartage zone with these restrictions removed.

Applicant attached to its application its November 30, 1954 balance sheet and its profit and loss statement for eight months ended November 30, 1954. These exhibits reveal current assets of \$308,294.54; total assets of \$917,817.27; current liabilities of \$368,939.38; and capital and surplus of \$132,027.15, after provision for income taxes. The profit and loss statement reveals net profit, before income tax, of \$43,970.70 on a total operating revenue of \$1,585,841.28.

Applicant has 164 pieces of equipment including at least 57 motive power units. Applicant's facilities include 4 terminals located at Pittsburg, San Francisco, Tulare and Montebello, California. Only the San Francisco terminal is within the cartage zone, but the Pittsburg terminal, which is the headquarters of applicant, is nearby. There are 27 administrative personnel, including the officers of the corporation. Operating personnel number 122, including 88 drivers.

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 order following 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 J. A. Nevis Trucking, Inc., 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" 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 for highway common carrier service heretofore granted to applicant by Decision No. 45752, dated May 22, 1951, in Application No. 31331, as amended by Decisions Nos. 49481, dated December 21, 1953 and 49542, dated January 12, 1954, in Application No. 34268 is hereby revoked and cancelled to the extent necessary to prevent duplication between

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

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

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

Ed E. Bittell
President
Justus F. Collins
Paul J. Stevens
William H. Hoke
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 northwesterly 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

