

**ORIGINAL**

Decision No. 51544

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into )  
the rates, rules, regulations, charges, )  
allowances and practices of all common )  
carriers, highway carriers and city )  
carriers relating to the transportation )  
of general commodities (commodities for )  
which rates are provided in Minimum )  
Rate Tariff No. 2).

Case No. 5432  
Petitions for Modification  
Nos. 53, 55 and 56

SUPPLEMENTAL OPINION AND ORDER

Minimum Rate Tariff No. 2 names rates for the transportation of general commodities between all points in California except for local transportation within incorporated cities, within described areas adjacent to certain cities, and between said cities and the adjacent areas. Petitioners herein seek similar territorial exceptions for designated areas adjacent to Modesto and Crescent City.

The petition of the Modesto Chamber of Commerce refers to an area known as the East Modesto Industrial District. Eighteen industrial firms are listed as located in this district.

Harold Stephens Truck Lines, Inc., and Mitchell Bros. Truck Lines, by separate petitions, seek exemption of the area within three miles of Crescent City. The Stephens' petition is endorsed by twenty lumber mills and wood product manufacturing plants located in the fringe area.

Interested parties have been notified of the filing of the petitions. No objection to their being granted has been offered.

As shown by the verified petitions, a large number of shipping and receiving points are located in the areas adjacent to Modesto and Crescent City as well as within those cities. It appears that the transportation characteristics of the traffic are

the same whether handled within these cities, within the extended adjacent areas, or between the cities and the adjacent areas. All of such transportation should be accorded like treatment. Minimum Rate Tariff No. 2 will be amended accordingly. A public hearing is not deemed necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED:

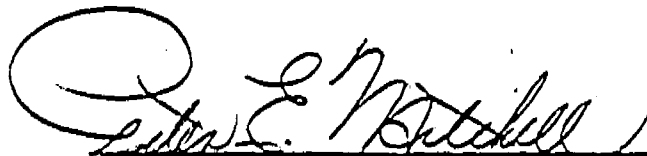

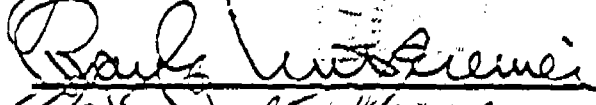
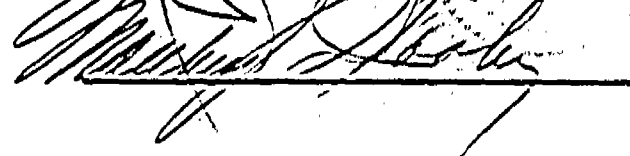
(1) That Minimum Rate Tariff No. 2 (Appendix "D" to Decision No. 31606 as amended) be and it is hereby further amended by incorporating therein, to become effective July 1, 1955, the revised and original pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Sixteenth Revised Page 13 Cancels Fifteenth Revised Page 13  
Original Page 13-A

(2) That in all other respects the aforesaid Decision No. 31606, as amended, shall remain in full force and effect.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 7<sup>th</sup> day of June, 1955.

  
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President  
  
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\_\_\_\_\_  
  
\_\_\_\_\_  
Commissioners

Item  
No.SECTION NO. 1 - RULES AND REGULATIONS OF  
GENERAL APPLICATION (Continued)

## APPLICATION OF TARIFF - TERRITORIAL

(Items Nos. 30 and 31)

Subject to Note 1 of Item No. 31 the rates in this tariff apply for transportation of shipments between all points within the State of California, except:

(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;

(c) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in City Carriers' Tariff No. 7-Highway Carriers' Tariff No. 9;

(d) Shipments having both point of origin and point of destination within the Los Angeles Drayage Area, as described in Minimum Rate Tariff No. 5;

(e) Shipments (1) between Sacramento and North Sacramento; (2) between Sacramento and West Sacramento; (3) between said cities on the one hand and the adjacent plants of the Lumbermen's Supply, Inc., Swanston & Son, Sacramento Wool Company, Sacramento Feed Company, Essex Lumber Company, Campbell Soup Company, McKesson & Robbins, Inc., and Howard Terminal Warehouse, on the other hand; (4) between said cities and plants on the one hand and the Sacramento Air Depot, the Sacramento Municipal Airport and the Sacramento Signal Depot on the other hand; and (5) between the Sacramento Air Depot, the Sacramento Municipal Airport and the Sacramento Signal Depot;

(f) Shipments between Marysville and Yuba City and between said cities on the one hand and the adjacent plant of the Harter Packing Company on the other hand;

(g) Shipments between the Sonora freight depot of the Sierra Railroad Company and Sonora;

(h) Shipments having both point of origin and point of destination within the metropolitan Fresno area embraced by the following boundaries (includes both sides of streets, boulevards, roads, avenues or highways named):

Beginning at the intersection of Hayes Avenue and Shaw Avenue, easterly along Shaw Avenue to U. S. Highway 99, northwesterly along U. S. Highway 99 to the San Joaquin River, easterly along the San Joaquin River to Friant Road, southerly along Friant Road to Alluvial Avenue, easterly along Alluvial Avenue to Fresno Avenue, southerly along Fresno Avenue to Herndon Avenue, easterly along Herndon Avenue to Chestnut Avenue, southerly along Chestnut Avenue to Shaw Avenue, easterly along Shaw Avenue to Fowler Avenue, southerly along Fowler Avenue to Jensen Avenue, westerly along Jensen Avenue to Willow Avenue, southerly along Willow Avenue to Central Avenue, westerly along Central Avenue to U. S. Highway 99, northwesterly along U. S. Highway 99 to North Avenue, westerly along North Avenue to Marks Avenue, northerly along Marks Avenue to Jensen Avenue, westerly along Jensen Avenue to Cornelia Avenue, northerly along Cornelia Avenue to Kearney Avenue, westerly along Kearney Avenue to Hayes Avenue, northerly along Hayes Avenue to point of beginning.

\*30-N  
Cancels  
30-M

(Continued in Item No. 31)

\* Change, Decision No. 51544

EFFECTIVE JULY 1, 1955

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

Correction No. 660

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
#31	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Concluded) (Items Nos. 30 and 31)</p> <p>#(i) Shipments having both point of origin and point of destination within the metropolitan Modesto area embraced by the following boundaries (includes both sides of streets, boulevards, roads, avenues or highways named):</p> <p style="padding-left: 40px;">All of the City of Modesto, also the territory bounded as follows:</p> <p style="padding-left: 40px;">Beginning at the point where the southerly city limits diverge from the Tuolumne River at Beard Brook; thence southerly and easterly along the Tuolumne River to its intersection with Riverside Drive; thence northerly along Riverside Drive to Yosemite Boulevard; thence westerly along Yosemite Boulevard to the city limits at El Vista Avenue.</p> <p>#(j) Shipments having both point of origin and point of destination within the metropolitan Crescent City area embraced by the following boundaries:</p> <p style="padding-left: 40px;">All of the City of Crescent City, also territory located within three miles of the city limits.</p> <p>NOTE 1.-The exceptions provided in Items 30 and 31 do not apply in connection with the transportation of split pickup or split delivery shipments having one or more points of origin or destination outside of the cities or areas designated in this item.</p>
# Addition, Decision No.	51544
	EFFECTIVE JULY 1, 1955
Issued by the Public Utilities Commission of the State of California, Correction No. 661	San Francisco, California.