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Decision No. 54207

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 NIELSEN FREIGHT LINES, a corporation,)
 for removal of certain restrictions)
 from its certificates of public con-)
 venience and necessity to operate as)
 a highway common carrier for the)
 transportation of property and for)
 issuance of an in lieu certificate)
 embracing all of its existing)
 authorities.)

Application No. 38486

O P I N I O N

Nielsen Freight Lines, presently rendering service as a highway common carrier between points in the Bay Area and points in Marin and Sonoma Counties, requests a restatement of its operative rights.

In the past few years applicant has been granted several extensions of operating authority. It is authorized to transport general commodities with certain exceptions. The exceptions, however, are not uniform and according to applicant have resulted in confusion and certificate violations.

After consideration the Commission is of the opinion and so finds that public convenience and necessity require the granting of the authority sought. A public hearing does not appear to be necessary.

O R D E R

Application having been filed and the Commission being informed in the premises;

IT IS ORDERED:

- (1) That in the place and stead of its existing operative rights a certificate of public convenience and necessity is hereby granted to Nielsen Freight Lines authorizing it to operate as a highway common carrier between the points and over the routes as

more particularly set forth in Appendix A, attached hereto, and made a part hereof.

(2) That the operating authority granted in the following decisions is hereby revoked:

<u>Decision No.</u>	<u>Date</u>	<u>Application No.</u>
43556	11-22-49	29105
45232	1- 9-51	31462
46679	1-22-52	32148
51749	1-26-55	36827
52664	2-21-56	37636
53272	6-26-56	37974

(3) That in providing service pursuant to the certificate granted, applicant shall comply with and observe the following service regulations:

- a. Within thirty days after the effective date hereof applicant shall file a written acceptance of the certificate herein granted.
- b. Within sixty days after the effective date hereof, and on not less than five days' notice to the public, applicant shall establish the service authorized and file in triplicate and concurrently make effective appropriate tariffs.

The effective date of this order shall be twenty days after the date hereof.

Dated at Los Angeles, California, this

11th day of DECEMBER, 1956.

[Signature]
President

[Signature]

[Signature]

[Signature]

[Signature]
Commissioners

Nielsen Freight Lines, by the certificate of public convenience and necessity granted in the above-numbered decision, is authorized to transport general commodities:

1. Between points and places in the San Francisco-East Bay Cartage Zone, as described in Appendix B attached hereto, via all highways, streets, roads, San Francisco-Oakland Bay Bridge and San Mateo Bay Bridge.

2. Between points and places located on or within three miles of the following routes:

- a. Between Novato and Willits via U. S. Highway 101 and the off-route points of West Windsor and Talmadge;
- b. Between Ignacio Junction and Santa Rosa via State Highways 12 and 37;
- c. Between Schellville and Sonoma-Napa County Line via State Highways 37 and 12;
- d. Between Schellville and Kenwood via unnumbered county highway through El Verano and Glen Ellen;
- e. Between Petaluma and Sonoma via unnumbered county highways;
- f. Between Sonoma and State Highway 37 via unnumbered county highways through Vineburg;
- g. Between Stege and Black Point Cutoff via Ridge Road.

3. Between points and places in the San Francisco-East Bay Cartage Zone, on the one hand, and points and places described in paragraph 2 hereof, on the other hand, via the following routes:

- a. U. S. Highway 101 between San Francisco-East Bay Cartage Zone and Novato;
- b. Between Richmond and San Rafael via San Rafael Bridge;

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- c. Between Richmond and junction State Highway 48 via U. S. Highway 40 or between Richmond and junction State Highway 29 via U. S. Highway 40, thence via State Highway 29 to its intersection with State Highway 48 thence via State Highway 48 between said junction and junction State Highway 37;
 - d. Via all routes described in paragraphs 1 and 2 hereof.
4. Applicant shall not transport any shipments of:
- a. Used household goods and personal effects not packed in accordance with the crated property requirements set forth in paragraph (d) of Item No. 10-c of the Minimum Rate Tariff No. 4-A;
 - b. Automobiles, trucks and buses, viz.: new and used, finished or unfinished passenger automobiles (including jeeps), ambulances, hearses and taxis; freight automobiles, automobile chassis, trucks, truck chassis, truck trailers, trucks and trailers combined, buses and bus chassis;
 - c. Livestock, viz.: bucks, bulls, calves, cattle, cows, dairy cattle, ewes, goats, hogs, horses, kids, lambs, oxen, pigs, sheep, sheep camp outfits, sows, steers, stags or swine;
 - d. Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles;
 - e. Commodities when transported in bulk in dump trucks or in hopper-type trucks;
 - f. Commodities when transported in motor vehicles equipped for mechanical mixing in transit.

End of Appendix A.

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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 (Berkoley); thence northwesterly along Arlington Avenue to a point one mile northeasterly 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 B (Continued)

MAP SHOWING

LIMITS OF SAN FRANCISCO - EAST BAY CARTAGE ZONE

