

ORIGINAL

Decision No. 57539

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of SACRAMENTO FREIGHT LINES, INC., a corporation, for an order amending its certificate of public convenience and necessity to exclude transporta- tion of certain commodities.)))))	Application No. 40382
---	-----------------------	-----------------------

AMENDATORY ORDER

A verified petition for modification having been filed by applicant therefor, the Commission being of the opinion and finding that public convenience and necessity no longer require some of the services sought to be abandoned, that applicant's operating authority should be restated in current form, and good cause appearing,

IT IS ORDERED:

(1) That Decision No. 52461, dated January 9, 1956, as amended by Decision No. 52596 dated February 7, 1956, both in Application No. 37497 be and it is further amended as follows:

- (a) Pages 1 through 6 of Appendix A to said Decision No. 52596, shall be revised as to form only and not as to substance and shall be designated as Original Pages 1 through 6 of said Appendix.
- (b) First Revised Page 7, hereto attached, shall be substituted in place and stead of Page 7 of Appendix A to Decision No. 52596.

(2) That said Decision No. 52461 as amended by said Decision No. 52596, and as further amended herein, shall continue in full force and effect.

(3) That applicant's Petition for Modificiation filed August 26, 1958 except in so far as it is herein granted be, and it is, denied without prejudice.

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

Dated at San Francisco, California, this 28th day of October, 1958.

[Signature]
President
[Signature]
[Signature]
[Signature]
Commissioners

Sacramento Freight Lines, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport general commodities between:

- (A) (1) Sacramento and Portola and intermediate points. Between the junction of State Highways Nos. 24 and 89 and Crescent Mills, Greenville, Taylorville and intermediate points and points within two miles laterally of the highways traversed. Said authority is subject to the restriction that no shipment shall be transported between Sacramento, on the one hand, and points and places between Lincoln and Oroville, inclusive, on the other hand, nor locally between Lincoln and Oroville.
- Service shall be provided over the following route:
- From Sacramento to Marysville, via U.S. Highway No. 99E; from Marysville to Portola, via State Highway No. 24; from the junction of State Highways Nos. 24 and 89 (approximately two miles west of Keddie) via State Highway No. 89 to Greenville and via unnumbered highways diverging from State Highway No. 89 at Greenville and at or near Crescent Mills to Taylorville, this being in the nature of a loop operation; returning over the same routes in the reverse direction.
- (2) Between Sacramento, on the one hand, and Loyalton and intermediate points between Portola and Herlong, inclusive, on the other hand, via U.S. Highways 40, 40 Alternate and 395, thence via unnumbered state or county road to Herlong. Also, for operating convenience only, which does not authorize service to, from or between intermediate points, with the exception of Loyalton, applicant may operate over the following alternate route, commencing at the junction of U.S. Highways 99 and 40, just north of Sacramento, thence via U.S. Highway 40 via Truckee, State Highway 89 via Sierraville, unnumbered highway via Loyalton to Vinton, on U.S. Highway 40 Alternate.
- (3) Between San Francisco, Richmond, Hayward, and points intermediate between Richmond and Hayward, on the one hand, and Quincy and Herlong, on the other hand via U.S. Highway 40, 40 Alternate, 395 and unnumbered state or county road to Herlong.

Issued by California Public Utilities Commission.

Decision No. 57539, Application No. 40382.

- (4) Between Los Angeles Territory*, (and a five-mile radius of Sacramento), and intermediate points, via U. S. Highway 99.
- (5) Between San Francisco Territory*, on the one hand, and Los Angeles Territory*, on the other hand. The right to render service to, from, or between intermediate points is not included hereunder.
- (6) Sacramento and Los Angeles and intermediate points on U.S. Highway 99, San Jose and Santa Barbara, on the one hand, and San Bernardino, on the other hand.
- (7) Military installations as follows:

- Alameda Naval Air Station
- Benicia Arsenal
- Camp Beale
- Camp Cook
- Camp Irwin
- Camp McQuaid
- Camp Pendleton
- Camp Roberts
- Camp San Luis Obispo
- Castle Air Force Base
- Shelly Air Force Base
- Edwards Air Force Base
- Fort Ord
- Naval Test Station - El Centro
- Hamilton Air Force Base
- Naval Installation at Long Beach,
San Pedro and Wilmington
- March Air Force Base
- Mare Island
- Mather Air Force Base
- McClellan Air Force Base
- Marine Corps Base and Naval Installation -
San Diego
- Naval Supply Annex - Stockton
- Naval Supply Depot - Oakland
- **Norton Air Force Base

*San Francisco Territory and Los Angeles Territory mean the areas so described on Appendix B hereto attached.

**By Decision No. 53629 dated August 28, 1956, applicant was authorized to serve Lemoore Naval Station.
Issued by California Public Utilities Commission.

Decision No. 57539, Application No. 40382.

Oakland Army Base
Parks Air Force Base
Port Chicago Naval Ammunition Dump
Presidio-San Francisco
Sacramento Signal Depot
Sharp General Depot-Lathrop
Sharp General Depot Annex - Lyoth
Sierra Ordnance Depot
Camp Stoneman
Travis Air Force Base
U. S. Marine Transit and Storage
Depot near Barstow
George Air Force Base
Naval Test Station - Inyokern
Air Force Station at Oxnard and Santa Rosa
Cheli Air Force Base
Naval Supply Depot - National City
Mira Loma Quartermaster Department

(8) Between Los Angeles Territory as defined in Appendix B attached hereto, on the one hand, and points intermediate between Sacramento and Redding (excluding Sacramento) on the other hand, via U.S.Highways 99, 99E, 99W, 40 and 40-A and State Highways 20, 24 and 32. The right to render local service, to, from, or between points, intermediate between Sacramento and Redding, is not included hereunder. As an alternate route for the transportation of explosives, applicant may operate from Manteca over State Highway 120, U.S. Highway 50, unnumbered county road, known as Banta Cut-off, U.S. Highway 50, unnumbered county road via Byron, State Highway 4 and unnumbered county road to Port Chicago.

(9) Between Nimbus and Sacramento via U.S. Highway 40.

Issued by California Public Utilities Commission.

Decision No. 57539, Application No. 40382.

(10) Applicant shall not (1) transport any shipments between San Francisco Territory and Sacramento, (2) provide local service between points within San Francisco Territory, (3) provide local service between points within Los Angeles Territory.

(11) Applicant shall not transport any shipments of:

- (a) Used household goods and personal effects.
- (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, 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) Commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerated equipment, except between points and places authorized to be served in paragraphs (A)(1), (A)(2), (A)(3) and (A)(4) of this order.
- (e) Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles.

Issued by California Public Utilities Commission.

Decision No. 57539, Application No. 40382.

- (f) Commodities when transported in bulk in dump trucks, or in hopper-type trucks.
- (g) Commodities when transported in motor vehicles equipped for mechanical mixing in transit.
- (h) Commodities in bulk, except between points and places authorized to be served in paragraphs (A)(1) and (A)(2) of this order, and articles of unusual value.

(B) Fresh Fruit and Vegetables

Between points and places along the following routes:

- (1) U.S. Highway 70 between Redlands and Los Angeles and 10 miles laterally of said highway.
- (2) State Highway 71 between Elsinore and Pomona and within 25 miles laterally of said highway.
- (3) U.S. Highway 101 or 101-A between San Clemente and Los Angeles and within 10 miles laterally of said highway.
- (4) U.S. Highway 101 or 101-A between Goleta and Los Angeles and within 10 miles laterally of said highway.
- (5) U.S. Highway 101 and State Highway 150 between Goleta and Santa Paula and State Highway 126 between Santa Paula and Castaic Junction, via State Highway 126, and within 10 miles laterally of said highways.
- (6) Between points and places in the Los Angeles Territory as defined in Appendix B attached hereto, on the one hand;

Issued by California Public Utilities Commission.

Decision No. 57539, Application No. 40382.

And on the other hand, the following points and places and within 10 miles laterally of the highways traversed.

- (7) Fresno and Modesto;
- (8) U.S. Highway 50 between Sacramento and Placerville;
- (9) U.S. Highway 99-E between Marysville and Sacramento;
- (10) U.S. Highway 40 between Fairfield and Colfax;
- (11) State Highway 12 between Fairfield and Lodi;
- (12) State Highway 28 between Davis and Winters;
- (13) State Highway 24 between Sacramento and Walnut Grove;
- (14) State Highway 12 and unnumbered county highways between U.S. Highway 99 and Isleton;

Subject to the following restrictions:

- (a) The transportation of fresh fruits and vegetables originating or destined off the highways traversed and outside of incorporated communities shall be limited to shipments of not less than 10,000 pounds, or to shipments which shall carry a charge no lower than that applicable to shipments of not less than 10,000 pounds.
- (b) No shipment of fresh fruits or vegetables shall be transported which has both origin and destination along the routes or within the territory described in subparagraphs (1) to (6) inclusive of paragraph (B).

Issued by California Public Utilities Commission.

Decision No. 57539, Application No. 40382.

(C) Canned Goods

Between Sacramento and Lodi, on the one hand, and the points and places described in subparagraphs (1) to (6) inclusive, of paragraph (B), on the other hand.

(D) Explosives, Ammunitions and Component Parts

- (1) Between Sacramento and Nimbus, on the one hand, and Port Chicago, on the other hand, via U. S. Highway 50, and U.S. Highway 40, State Highway 4, and other appropriate substitute public highways.
- (2) Between Sacramento and Nimbus, on the one hand, and the Los Angeles Territory and Azusa, on the other hand.

"(E) The authority contained herein does not apply:

- (1) On fresh or green fruits, fresh or green vegetables or mushrooms when the point of destination of the shipment is a cannery, accumulation station, cold storage plant, pre-cooling plant, or winery, or
- (2) On fresh or green fruits, fresh or green vegetables or mushrooms when transported from the field or point of growth to a packing plant or a packing shed.

Exception: Except for the transportation of citrus fruits in field boxes or in bulk, or avocados, the provisions of paragraph (2) will not apply when the distance between point of origin and point of destination exceeds 50 constructive miles, or

- (3) On sugar beets when the point of destination of the shipment is a sugar beet factory or a railroad loading dump.

Issued by California Public Utilities Commission.

Decision No. 57539, Application No. 40382.

APPENDIX B TO DECISION NO. 57539

SAN FRANCISCO TERRITORY includes that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U.S. Highway No. 101; southerly along an imaginary line 1 mile west of and paralleling U.S. Highway No. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with State Highway No. 17; northerly along State Highway No. 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U.S. Highway No. 40 (San Pablo Avenue); northerly along U.S. Highway No. 40 to and including the City of Richmond; southwesterly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said water front and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.

LOS ANGELES TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northeasterly on Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to State Highway No. 118; northeasterly along State Highway No. 118 through and including the City of San Fernando; continuing northeasterly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U.S. Highway No. 66 to State Highway No. 19; southerly along State Highway No. 19 to Lower Azusa Road; easterly on Lower Azusa Road to its intersection with the San Gabriel River; southerly along the west bank of the San Gabriel River to Beverly Boulevard; southeasterly on Beverly Boulevard to Painter Avenue in the City of Whittier; southerly on Painter Avenue to State Highway No. 26; westerly along State Highway No. 26 to the west bank of the San Gabriel River; southerly along the west bank of the San Gabriel River to Imperial Highway; westerly on Imperial Highway to State Highway No. 19; southerly along State Highway No. 19 to its intersection with U.S. Highway No. 101, Alternate, at Ximeno Street; southerly along Ximeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northerly along an imaginary line to point of beginning.