

ORIGINAL

Decision No. 57570

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the)
rates, rules and regulations, charges,)
allowances and practices of all common)
carriers, highway carriers and city carriers)
relating to the transportation of any and)
all commodities between and within all)
points and places in the State of Cali-)
fornia (including, but not limited to,)
transportation for which rates are provided)
in Minimum Rate Tariff No. 2).)

Case No. 5432
(Petition for Modifica-
tion No. 127)

SUPPLEMENTAL OPINION AND ORDER

Minimum Rate Tariff No. 2 contains minimum rates and rules governing the transportation of general commodities between points in California. Certain rates in the tariff apply from and to "San Francisco Territory" as described in Item No. 270 of the tariff. By this petition, the Campbell Chamber of Commerce seeks (1) an extension of the San Francisco Territory to include the City of Campbell and certain described adjacent area, and (2) the addition of Campbell to Item No. 509 of the tariff which sets forth point-to-point rates applying between San Jose and Santa Clara, on the one hand, and San Francisco and Oakland, on the other hand.

The petition states that the San Francisco Territory, which was established in 1939, has as its southern limits the corporate boundaries of the City of San Jose. It further states that the City of San Jose has expanded to the boundaries of Santa Clara and Campbell and has annexed adjacent properties on all sides of Campbell. As a result, Campbell is almost completely encompassed by San Jose. It alleges that the character of the southern part of the San Francisco Territory has changed since the inception of the said territory in the tariff from an area consisting of many separate, independent and self-sufficient communities into a single integrated metropolitan area generally encircled by the boundary of San Jose.

The petition also alleges that Campbell is geographically within this metropolitan area but is not a part of it with respect to the application of the tariff items in question. It states that Campbell currently has more than 139 shippers and receivers of freight; that it has annexed 200 acres of additional industrial lands; that various firms have taken options on property within this area but because of the transportation rate situation are hesitant to exercise these options. Petitioner further alleges that, because point-to-point rates are applicable to adjacent areas, these lands are more attractive than property located in Campbell.

The petition asserts that the nature of the transportation service is the same throughout the entire area; and that pickup and delivery units of less truckload line-haul carriers operate in and through the territories adjacent to San Jose in the same manner in which they operate in that city. Petitioner states that the primary rates in Minimum Rate Tariff No.2 which will be affected by the proposed changes are those applicable to movements between the San Francisco Territory and the Los Angeles Territory; that since Campbell is located in the most southern portion of the San Francisco Territory, the operative costs for shipments between that city and the Los Angeles Territory would be less than those originating at or destined to more northern points; that since Campbell is almost completely encircled by San Jose, there is no logical reason why it should not be included in Item No. 509.

The petition shows that on or about September 30, 1958, a copy of the petition was served on interested carriers and shippers. No objection to its being granted has been received. California Trucking Associations, Inc., has informed the Commission in writing that it has no objection to the proposed inclusion in the tariff items of the City of Campbell and unincorporated area immediately adjacent thereto.

In the circumstances, it appears and the Commission finds that petitioner's proposals are justified. The petition will be granted. A public hearing is not necessary.

Therefore, good cause appearing,

IT IS ORDERED:


(1) That Minimum Rate Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended) is hereby further amended by incorporating therein, to become effective November 24, 1958, Fifth Revised Page 34 and Eighth Revised Page 43-A, which revised pages are attached hereto and by this reference made a part hereof.

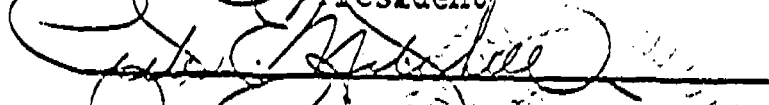
(2) That tariff publications authorized to be made by common carriers as a result of the order herein may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff changes herein involved.

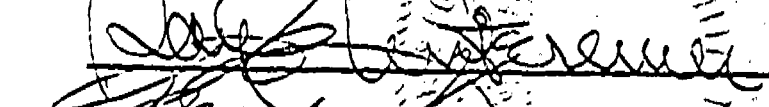
In all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

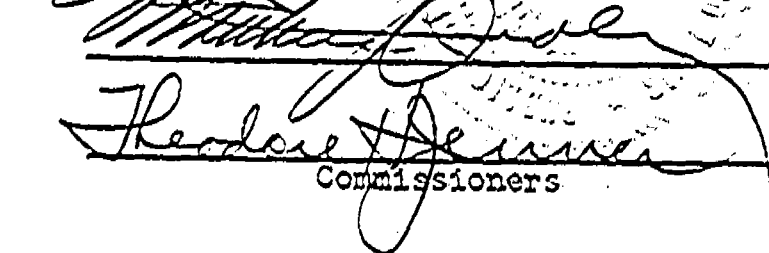
This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 3rd day of November, 1958.



President






Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Continued)</p> <p style="text-align: center;">(Items Nos. 270 and 271)</p> <p>§ 3. SAN FRANCISCO TERRITORY includes all the City of San Jose and 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 101; southerly along an imaginary line 1 mile west of and paralleling U.S. Highway 101 to its intersection with Southern Pacific Company right of way at Arastradero Road; southeasterly along the Southern Pacific Company right of way to Pollard Road; easterly along Pollard Road to W. Parr Avenue; easterly along W. Parr Avenue to Capri Drive; southerly along Capri Drive to E. Parr Avenue; easterly along E. Parr Avenue to the Southern Pacific Company right of way; southerly along the Southern Pacific Company right of way to the Campbell-Los Gatos city limits; easterly along said limits and the prolongation thereof to the San Jose-Los Gatos Road; northeasterly along San Jose - Los Gatos Road to Foxworthy Avenue; easterly along Foxworthy Avenue to Almaden Road; southerly along Almaden Road to Hillsdale Avenue; easterly along Hillsdale Avenue to U.S. Highway 101; northwesterly along U.S. Highway 101 to Tully Road; northeasterly along Tully Road to White Road; northwesterly along White Road to McKee Road; southwestly along McKee Road to Capitol Avenue; northwesterly along Capitol Avenue to State Highway 17 (Oakland Road); northerly along State Highway 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 40 (San Pablo Avenue); northerly along U.S. Highway 40 to and including the City of Richmond; southwestly 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 waterfront and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.</p>

*270-3nB
Cancel
270-3-A

3½. SAN FRANCISCO BAY COUNTIES TERRITORY includes that area consisting of the City and County of San Francisco and the Counties of San Mateo, Santa Cruz, Santa Clara, San Benito, Monterey, Alameda, Contra Costa, Marin, Sonoma, Solano and Napa.

4. 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 south-easterly along State Highway No. 118 to and including the City of Pasadena; easterly along Foothill Boulevard from the intersection of Foothill Boulevard and Michillinda Avenue to Valencia Way; northerly on Valencia Way to Hillcrest Boulevard; easterly and northeasterly along Hillcrest Boulevard to Grand Avenue; easterly and southerly along Grand Avenue to Greystone Avenue; easterly on Greystone Avenue to Oak Park Lane; easterly on Oak Park Lane and the prolongation thereof to the west side of the Sawpit Wash; southerly along the Sawpit Wash to the north side of the Pacific Electric Railway right of way; easterly along the north side of the Pacific Electric Railway right of way to Buena Vista Street; south and southerly on Buena Vista Street to its intersection with Meridian Street; due south along an imaginary line to the west bank of 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 Telegraph Road; westerly on Telegraph Road 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.

(Continued)

* Change
o Reduction } Decision No. 57570

EFFECTIVE NOVEMBER 24, 1958

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

Correction No. 852

Item No.	SECTION NO. 2	CLASS RATES (Continued) In Cents per 100 Pounds														
Class Rates shown below are intermediate in application subject to Note 1.																
	BETWEEN	AND	Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds					
*509-E Cancel 509-D		San Francisco (See Item No. 260-7)	1	2	3	4	1	2	3	4	1	2	3	4		
		Oakland (See Item No. 260-5.5)	178	160	142	125	115	104	92	81	88	79	70	62		
		San Jose (See Item No. 260-7.5)	Minimum Weight 10,000 Pounds except as provided in Note 2				Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, sub- ject to Item No. 290					
		Santa Clara & Campbell	Minimum Weight 10,000 Pounds except as provided in Note 2				Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, sub- ject to Item No. 290					
		San Francisco (See Item No. 260-7)	1	2	3	4	1	2	3	4	5	A	B	C	D	E
		Oakland (See Item No. 260-5.5)	52	47	42	36	35	32	28	25	20	22	20	19	18	16
		50	45	40	35	33	30	26	23	20	21	19	18	17	15	
<p>NOTE 1.-If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8, 9 and 10 shown in Item No. 900 are lower than charges accruing under the Distance Class Rates in Items Nos. 500 and 505 on the same shipment via the same route such lower charges will apply.</p> <p>NOTE 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290.</p> <p>NOTE 3.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p>																
<p>* Change) o Reduction) Decision No. 57570</p>																
EFFECTIVE NOVEMBER 24, 1958																
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 853</p>																