

ORIGINAL

Decision No. 59583

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 VALLEY MOTOR LINES, INC., a corpo-)
 ration, for a new highway common)
 carrier certificate incorporating)
 all of its existing highway common)
 carrier certificates and authorizing)
 service between all points located)
 within the service termini of its)
 existing certificated routes, except)
 no service to be rendered locally)
 within the San Francisco territory)
 or between points in Southern)
 California.)

Application No. 38221

Crossland, Crossland & Richardson by Robert S. Crossland,
 for applicant.

Robert W. Walker and Matthew H. Witteman by Matthew H. Witteman, for The Atchison, Topeka and Santa Fe Railway Company and Santa Fe Transportation Company; Frank Loughran and Mark A. Bozaich, for Sacramento Auto Truck Co.; Willard S. Johnson, for J. Christensen Co. and Karlson Bros. Truck Service; Berol & Silver by Bruce R. Geernaert, for Merchants Express Corporation; Fortier Transportation Company and Highway Transport Inc., protestants.

Robert C. Ellis, for California Motor Express, Ltd.,
 Interested party.

O P I N I O N

Application

Valley Motor Lines, Inc., a corporation, has filed an application for a new certificate of public convenience and necessity to operate as a highway common carrier in place of all of its existing certificates which it has acquired over the years either by direct grant from the Commission or by means of transfers from other highway common carriers. In addition to the granting of a so-called "in lieu" certificate, the applicant is requesting certain additional rights by way of removal of certain restrictions now contained in

various of its certificates and by way of adding certain territory not now authorized to be served by the applicant. This request for new rights will be discussed in more detail below.

Hearings

Public hearings were held in San Francisco before Examiner William L. Cole on May 7, 1959, June 25, 1959 and July 2, 1959. The matter was submitted on July 2, 1959 subject to the filing of a late-filed exhibit. This exhibit has now been filed and the matter is ready for decision.

"In Lieu" Certificate

In making its request for an in lieu certificate which would restate all of its certificated operating rights in one certificate, the applicant points out that its rights are presently made up of rights set out in at least 42 different decisions of this Commission. The evidence shows that it would be much more convenient to the applicant, its shippers, and the Commission if all of its operating rights were restated in one decision. The applicant has prepared in exhibit form, a restatement of its operative rights such that it can readily be adapted to the loose leaf appendix form favored by the Commission. It is the Commission's opinion and it so finds, that it will not be adverse to the public interest to issue a new certificate to the applicant restating all of its existing highway common carrier operating rights.

New Authority Requested

At the present time, the applicant has extensive certificated operating rights throughout the San Joaquin Valley, the Sacramento Valley, the Delta Area, the San Francisco Bay Area and in the Los Angeles Territory. In the course of accumulating these rights, various restrictions were placed upon certain of the rights as they were granted. Some of these restrictions appear at this

time to be of little or no economic importance while others appear to be more significant. The applicant is asking that these various restrictions be removed and it is also asking for authority to serve certain territory it is not now authorized to serve. In all the applicant is requesting about 11 modifications to its existing rights.

The first modification involves service along U. S. Highway 40 between Crockett and Sacramento. At the present time, the applicant is authorized to traverse this route but not serve any of the intermediate points. The applicant is requesting that this restriction against serving the intermediate points be removed.

At the present time, the applicant is authorized to traverse State Highway No. 4 between Pinole and Stockton with the right to serve some but not all of the intermediate points. The points that the applicant cannot serve along this route are those points between Pinole and the intersection of State Highway 4 with State Highway 24, Oakley, and those points between the intersection of State Highway 4 with an unnumbered county road just north of Byron and Stockton. The applicant is requesting authority to serve those intermediate points.

At the present time, the applicant is requesting authority to serve the points of Sacramento and Thornton. However, it cannot serve these points via an unnumbered highway through Franklin. The applicant is requesting authority to traverse this unnumbered highway with service to points located thereon.

The applicant does not now have the authority to serve Terminous which is located just west of Lodi and by this application is requesting such authority.

Applicant is now authorized to serve the Los Angeles Territory as defined in the Commission's Minimum Rate Tariff No. 2

on April 14, 1952 and the Los Angeles Commercial zone and the Los Angeles Harbor Commercial zone as defined by the Interstate Commerce Commission. It is presently seeking authority to serve the entire Los Angeles Basin Territory as defined in Item 270 Series of Minimum Rate Tariff No. 2. Applicant is not requesting authority to serve locally in the Los Angeles Basin Territory.

At the present time the applicant cannot serve Woodland and is now seeking that authority. It cannot at the present time traverse or serve points on State Highway No. 20 between Yuba City and Williams and is requesting that authority.

At the present time, applicant can traverse from the intersection of U. S. Highway Alternate 40 with U. S. Highway 40 to Westwood via U. S. Highway Alternate 40, State Highway 89 and an unnumbered road from Canyon Dam (on the south shore of Lake Almanor) to Westwood. The only points it is allowed to serve on this route besides Westwood, however, are Yuba City and Marysville. It is seeking authority to serve all points along this route. Applicant is also requesting to serve new territory on State Highway 89 between its intersection with State Highway 36 south of Chester and Canyon Dam.

At the present time, the applicant is authorized to traverse along State Highway 32 between its intersection with State Highway 36 and Chico but cannot serve intermediate points along the route. It is requesting authority to serve such intermediate points.

The applicant can presently serve the cities of Stockton and Sonora from or to other points it is authorized to serve. However, the applicant is subject to the restriction that it shall not transport freight between these two points. It is seeking to remove this restriction.

In the exhibit setting forth its proposed in lieu certificate, the applicant has outlined a territory it refers to as the San Joaquin Valley Territory. It now, generally, serves this entire territory, except that the operative rights now held are defined as being over and along various highways and roads with some lateral rights. By this application, it seeks to serve the entire territory by any and all highways and roads suitable for truck transportation and this method of describing the territory would, to that extent, be an expansion of its presently certificated rights.

The applicant alleges that these restrictions are a handicap to a full and complete highway common carrier service and that public convenience and necessity require that it be authorized to operate as a highway common carrier between any and all points, without restriction, within the general area it has undertaken to operate as a highway common carrier, except locally between points in Southern California.

Evidence Relative to New Authority

The evidence indicates that the applicant has the financial ability to render the service relative to the new authority that is requested. As of March 31, 1959 the applicant had \$946,911.96 in its surplus account, and for the first three months in 1959 returned a net income of \$33,522.87. It operates numerous terminals throughout its service area and owns and operates 1,118 units of equipment.

Various public witnesses testified on behalf of applicant, some of whom represented large and diversified business establishments located in the areas the applicant is presently serving. These witnesses all testified as to the excellent service they were obtaining from the applicant and that they would use the applicant more extensively if additional authority was granted to it.

Many of the witnesses testified that they had limited dock space, that they presently gave the applicant a considerable volume of their shipping and that if the applicant was granted additional rights they would use applicant more and thereby eliminate some of the congestion around their docks. Some witnesses testified that the more extensive use of the applicant would be advantageous to them for bookkeeping reasons in that it would make bookkeeping simpler. Some witnesses testified that the granting to the applicant of additional authority would allow them to use it for more split delivery shipments thereby saving freight costs.

Many witnesses testified to the fact that the applicant had excellent claims records with them. Some testified that it was their experience that they had less claims and lost shipments with this applicant than with other carriers.

Several of the witnesses testified that they were shippers located in some of the smaller communities in the San Joaquin Valley and that this applicant was the only carrier which had dock facilities in their town or nearby towns. For this reason the applicant accorded these shippers considerably better pickup and delivery service than other carriers. They testified that the granting to the applicant of additional authority to points they ship, would be an advantage.

Quite apart from the shippers in these smaller Valley communities, many other shipper witnesses testified to the excellent pickup service accorded to them by the applicant. Some of these witnesses testified that the applicant would spot a truck at their place of business all afternoon and that this was a distinct advantage. Other witnesses testified that the applicant would make pickups later in the afternoon than other carriers and that this was an advantage to these shippers relative to late orders.

One witness testified that the applicant would return for late pickups at his place of business after having already been there that day.

The purport of much of the testimony of these witnesses was that the applicant was giving these shippers consistently better service than other carriers were and that they would use this applicant to the new areas it was requesting.

Davis-Woodland Points

During the course of the hearings, the applicant entered into stipulations with Sacramento Auto Truck Company, a protestant in this matter, relative to the latter's service from Sacramento to Woodland and Davis. By means of these stipulations it is established that joint rates have been published between the applicant and Sacramento Auto Truck Company covering transportation between all points applicant is authorized to serve and all points the Sacramento Auto Truck Company is authorized to serve and that throughout the years there has been, and now is, a constant interchange of freight between these two carriers. The evidence shows that this interchange arrangement has proven to be satisfactory between the carriers.

The evidence further shows that 26 per cent of the 1958 gross revenue of the Sacramento Auto Truck Company was derived from traffic interchanged with the applicant and that during 1958, the Sacramento Auto Truck Company sustained a net operating loss of \$820.39.

The evidence shows that freight picked up by the Sacramento Auto Truck Company from the applicant at Sacramento as late as 1:00 o'clock p.m. gets same day delivery to Woodland or Davis.

It is further shown that reduction of Sacramento Auto Truck Company revenue by 26 per cent represented by the interchange with the applicant would have a very adverse effect on the financial situation of that carrier and would force it to eliminate schedules which presently afford both interline service to beyond carriers and local service for people residing in the smaller communities clustering around Sacramento.

Findings and Conclusions

It is the Commission's opinion that the record shows and it so finds and concludes that public convenience and necessity require the granting of a certificate of public convenience and necessity to the applicant, restating all of its existing rights.

It is also the Commission's opinion that the record shows that public convenience and necessity require the granting of a certificate of public convenience and necessity to the applicant for a portion, but not all, of the additional authority requested in the application. The Commission finds and concludes that public convenience and necessity require the granting of a certificate to operate as a highway common carrier to all of the additional points requested except the following: Davis and Woodland; those points located on U. S. Highway 40 between its intersection with U. S. Highway Alternate 40 and Sacramento; those points located on U. S. Highway Alternate 40 between its intersection with U. S. Highway 40 and Woodland; and those points located on State Highway 24 between Woodland and Sacramento.

It is the Commission's further opinion that the new rights granted the applicant by this decision should be consolidated with its existing rights for convenience. For this reason, such existing rights and new rights are consolidated in Appendix A attached

hereto and made a part hereof.

Motions

During the course of the hearings various motions were made to strike certain evidence from the record. The motions were taken under submission at that time. All such motions are hereby denied.

O R D E R

An application having been filed, a public hearing having been held and the Commission being informed in the premises,

IT IS ORDERED:

1. That a certificate of public convenience and necessity is hereby granted to Valley Motor Lines, Inc., authorizing the transportation of property as a highway common carrier between the points and over the routes as set forth in Appendix A attached hereto.

2. That in providing service pursuant to the certificate herein 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. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 99. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 99, may result in a cancellation of the operating authority granted by this decision.
- b. Within sixty days after the effective date hereof, and on not less than ten days' notice to the Commission and to the public, applicant shall establish the service herein authorized and

shall file in triplicate, and concurrently make effective, tariffs satisfactory to the Commission.

3. That all of the certificates of public convenience and necessity and all other highway common carrier operating authority presently held by Valley Motor Lines, Inc. shall be revoked concurrently with the effective date of the tariff filings required by paragraph 2(b) hereof.

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

Dated at San Francisco, California, this 1st day of February, 1960.

Frederick W. Page
President
W. L. Miller
W. L. Miller
E. J. Fox
Theodore J. J. J. J.
Commissioners

OPERATIONS, ROUTES TO BE TRAVERSED,
AND TERRITORIES TO BE SERVED BY
VALLEY MOTOR LINES, INC., AS A
HIGHWAY COMMON CARRIER OF PROPERTY,
TOGETHER WITH CONDITIONS APPLICABLE
THERE TO.

Issued by California Public Utilities Commission.

Decision No. 59583, Application No. 38221.

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COMMODITY DESCRIPTIONS

Valley Motor Lines, Inc., is authorized to transport between the points and over the routes hereinafter set out, general commodities, with the following exception:

- (a) Used household goods and personal effects not packed in accordance with the packing requirements set forth in paragraph (d) of Item No. 10-C of 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, 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 semiplastic 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) Logs.
- (g) Commodities when transported in motor vehicles equipped for mechanical mixing in transit.

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ALTERNATE ROUTES

Except as otherwise provided, service over alternate routes does not include the right to serve points located thereon.

CONNECTING ROUTES

Except as otherwise provided, service over connecting routes includes the right to serve all places located over such described routes.

CONSOLIDATION

Except as otherwise provided, each of the rights and routes hereinafter set forth, are hereby consolidated so that the same shall constitute a single unified operation.

DIRECTION OF ROUTE DESCRIPTION

Route descriptions apply equally to operations in both directions unless otherwise specifically limited.

HIGHWAY DESIGNATIONS

When a route is described herein by U. S. Highway number, the route intended is the one bearing such number as of the date of authorization, and includes the Business Route. When a route is described herein by California Highway number, the number refers to that established by the State of California, Department of Public Works, Division of Highways, sometimes referred to as "State Highway Sign Number," and the route intended is the one bearing such number as of the date of authorization.

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LATERAL OPERATIONS

Except as otherwise stated in connection with a specific route description, all service authorized in a lateral territory or zone in conjunction with a regular route includes the right to render service to, from, or between, all points and places within the prescribed area.

SERVICE

Except as otherwise provided, authority to serve over and along described routes includes the right to serve all points and places located over and along such routes.

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DELTA TERRITORY

1. Between Oakland and Sacramento over and along U. S. Highway No. 40, including the adjacent points of Fairfield, Vacaville, and Dixon; provided, however, that there shall be no service to points along U. S. Highway No. 40 from its intersection with U. S. Highway Alternate 40 to but not including Sacramento.
2. Between Oakland and Sacramento over and along California State Highway No. 24, including the adjacent points of Clarksburg, Vorden, Locke, and Rio Vista.
3. Between Oakland and Tracy over and along U. S. Highway No. 50.
4. Between Pinole and Stockton over and along California State Highway No. 4.
5. Between Dublin and Martinez over and along California State Highway No. 21.
6. Between Crockett and Antioch over and along an unnumbered highway via Martinez, Port Chicago, and Pittsburg.
7. Between the junction of Byron Avenue and California State Highway No. 4, situated approximately $1\frac{1}{2}$ miles north of Byron, and Tracy over and along an unnumbered highway via Byron and Bethany, including Banta over and along Grant Line Road.
8. Between Stockton and Sacramento over and along U. S. Highways Nos. 50 and 99, including the adjacent points of Elk Grove, Florin, Polk, Victor, and Youngstown.
9. Between Sacramento and Thornton over and along an unnumbered highway via Franklin.
10. Between Walnut Grove and Galt over and along an unnumbered highway via Thornton.
11. Between Thornton and Lodi over and along Thornton Road and California State Highway No. 12, including the adjacent point of Terminous.
12. Between Galt and Lodi over and along Sacramento Road and California State Highway No. 12 via Woodbridge, including the adjacent point of Acampo.

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LOS ANGELES BASIN TERRITORY

All communities situated in and on the boundaries of the Los Angeles Basin Territory as hereinbelow described:

Los Angeles Basin Territory includes that area embraced by the following boundary: Beginning at the point the Ventura County-Los Angeles County boundary line intersects the Pacific Ocean; thence northeasterly along said county line to the point it intersects State Highway No. 118, approximately 2 miles west of Chatsworth; easterly along State Highway No. 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the City of San Fernando; westerly and northerly along said corporate boundary to McClay Avenue; northeasterly along McClay Avenue and its prolongation to the Angeles National Forest Boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 3.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U. S. Highway No. 99; northwesterly along U. S. Highway No. 99 to the corporate boundary of the City of Redlands; westerly and northerly along said corporate boundary to Brookside Avenue; Westerly along Brookside Avenue to Barton Avenue; westerly along Barton Avenue and its prolongation to Palm Avenue; westerly along Palm Avenue to La Cadena Drive; southwesterly along La Cadena Drive to Iowa; southerly along Iowa Avenue to U. S. Highway No. 60; southwesterly along U. S. Highways Nos. 60 and 395 to the county road approximately one mile north of Perris; easterly along said county road via Nuevo and Lakeview to the corporate boundary of the City of San Jacinto; easterly, southerly and westerly along said corporate boundary to San Jacinto Avenue; southerly along San Jacinto Avenue to State Highway No. 74; westerly along State Highway No. 74 to the corporate boundary of the City of Hemet;

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southerly, westerly and northerly along said corporate boundary to the right of way of The Atchison, Topeka and Santa Fe Railway Company; southwesterly along said right of way to Washington Avenue; southerly along Washington Avenue, through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to the county road intersecting U. S. Highway No. 395, 2.1 miles north of the unincorporated community of Temecula; southerly along said county road to U. S. Highway No. 395; southeasterly along U. S. Highway No. 395 to the Riverside County-San Diego County boundary line; westerly along said boundary line to the Orange County San Diego County boundary line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to the point of beginning.

(No local service is authorized on shipments originating at and destined to communities situated in described Los Angeles Basin Territory.)

CONNECTING ROUTE

Between the Los Angeles Basin Territory and Bakersfield over and along U. S. Highway No. 99, without service to communities situated on U. S. Highway No. 99 between San Fernando and Bakersfield, not inclusive.

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SACRAMENTO VALLEY TERRITORY

1. Between Sacramento and Auburn over and along U. S. Highway No. 40, including the adjacent points of North Sacramento, Del Paso Heights, Ben Ali, McClellan Air Force Base, Citrus Heights, Penryn, and De Witt General Hospital.
2. Between Sacramento and Folsom over and along U. S. Highway No. 50, including the adjacent points of Mather Air Force Base, Carmichael, and Fair Oaks.
3. Between Citrus Heights and Folsom over and along an unnumbered highway via Orangevale.
4. Between Roseville and Red Bluff over and along U. S. Highway No. 99E, including the adjacent points of Olivehurst, Camp Beale Air Force Base, Gridley, Biggs, Richvale, Nelson, Durham, Chico Municipal Airport, Vina, and Tehama.
5. Between Sacramento and Redding over and along California State Highway No. 16 and over and along U. S. Highway No. 99W and 99, including the adjacent points of Willows Airport, Red Bluff Municipal Airport, Redding Municipal Airport, and Gerber; provided however, that there shall be no service to Woodland and points on California State Highway 16 between Woodland and Sacramento.
6. Between Redding, Kennett, Shasta Dam, and Coram and intermediate points over and along U. S. Highway No. 99, Kennett Road, and Coram Road.

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7. Between Redding and Keswick Dam, including the right to serve laterally within 3 miles on either side of the highways traversed.
8. Between Orland and Chico over and along California State Highway No. 32.
9. Between Yuba City and Williams over and along California State Highway No. 20.
10. Between the junction of U. S. Highway Alternate 40 and U. S. Highway No. 40, situated approximately 2 miles southwest of Davis and Chester, over and along U. S. Highway Alternate 40 and California State Highway No. 89; provided, however, that there shall be no service to points on U. S. Highway Alternate 40 between its junction with U. S. Highway No. 40 and Woodland, including Woodland.
11. Between Canyon Dam and Westwood over and along an unnumbered highway.
12. Between Chico and the junction of California State Highways Nos. 32 and 89, over and along California State Highway No. 32.

SUSANVILLE EXTENSION

Between Red Bluff and Susanville over and along California State Highway No. 36.

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SAN FRANCISCO BAY TERRITORY

1. Between San Francisco and San Jose over and along U. S. Highway No. 101 and 101 By-pass, including the adjacent points of Los Altos, Permanente, Monte Vista, Cupertino, Saratoga, Los Gatos, and Campbell.
2. Between San Francisco and Oakland over the San Francisco-Oakland Bay Bridge.
3. Between Oakland, Livermore and San Jose over and along all available roads and highways.

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SAN JOAQUIN VALLEY TERRITORY

Service to all points located on, or within the area prescribed by, the following routes:

1. Between Stockton and Oakdale over and along Mariposa Road and Lone Tree Road to Valley Home, thence over an unnumbered highway to Oakdale.
2. Between Oakdale and Riverbank over and along an unnumbered highway.
3. Between Riverbank and Empire over and along Claus Road.
4. Between Empire and Merced over and along Santa Fe Avenue and Santa Fe Drive.
5. Between Merced and Planada over and along California State Highway No. 140.
6. Between Planada and Le Grand over and along an unnumbered highway.
7. Between Le Grand and Minturn over and along an unnumbered highway.
8. Between Minturn and Herndon over and along U. S. Highway No. 99.
9. Between Herndon and Clovis over and along Herndon Avenue.
10. Between Clovis and the junction of Clovis Avenue and California State Highway No. 180 over and along Clovis Avenue.
11. Between said junction of Clovis Avenue and California State Highway No. 180 and Minkler, over and along California State Highway No. 180.
12. Between Minkler and Orange Cove over and along Reed Avenue south to its junction with Adams Avenue, thence over and along Adams Avenue to Orange Cove.

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13. Between Orange Cove and Elderwood over and along Palm Avenue and Dodge-Monson Avenue via Orosi and Yettem.
14. Between Elderwood and Lemon Cove over and along unnumbered highways via Woodlake.
15. Between Lemon Cove and Exeter over and along California State Highways Nos. 198 and 65.
16. Between Exeter and Ducor over and along California State Highway No. 65.
17. Between Ducor and Famoso over and along an unnumbered highway, via Richgrove.
18. Between Famoso and Bakersfield over and along U. S. Highway No. 99, including the adjacent point of Oildale.
19. Between Bakersfield and Wasco over and along California State Highway No. 178 easterly to its junction with an unnumbered highway, thence northerly over and along said unnumbered highway via Shafter.
20. Between Famoso and Wasco over and along U. S. Highway No. 466.
21. Between Famoso and Earlimart over and along U. S. Highway No. 99.
22. Between Earlimart and Kettleman City over and along an unnumbered highway via Alpaugh to its junction with Corcoran Road, thence northerly to Utica Avenue, thence westerly approximately 20 miles to the junction of Utica Avenue with an unnumbered highway, thence northerly to Kettleman City, together with the right to serve laterally 5 miles of said routes.

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23. Between Kettleman City and the Junction of California State Highways Nos. 41 and 33 over and along said Highway No. 41, together with the right to serve laterally 5 miles over said route.
24. Between said junction of California State Highways Nos. 41 and 33 and Coalinga over and along California State Highway No. 33, together with the right to serve laterally 5 miles of said route.
25. Between Coalinga and Tracy over and along California State Highway No. 33, including the adjacent points of Oil City (Fresno County), Dos Palos Municipal Airport, Carbona, and Lyoth.
26. Between Tracy and Stockton over and along U. S. Highway No. 50.

SONORA-STRAWBERRY EXTENSION

1. Between Oakdale and Yosemite Junction over and along California State Highway No. 120, including the adjacent point of Knights Ferry.
2. Between Yosemite Junction and Strawberry over and along California State Highway No. 108, including the adjacent points of Standard, Tuloumne, Soulsbyville, Pinecrest, Beardsley Dam, and Donnell's Dam.

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SAN JOSE-SALINAS TERRITORY

1. Between San Jose and Salinas over and along U. S. Highway No. 101, including the adjacent point of Spreckels.
2. Between Gilroy and Hollister over and along California State Highways No. 152 and No. 156 and Bolsa Road.
3. Between Hollister and U. S. Highway No. 99 over and along California State Highway No. 156 via San Juan Bautista.

CONNECTING ROUTE

Between Gilroy and Los Banos over and along California State Highway No. 152.

ALTERNATE ROUTE

Between the junction of California State Highway Nos. 41 and 33, approximately 9 miles southeast of Avenal, and San Jose over and along California State Highway No. 41 to Paso Robles, thence over and along U. S. Highway No. 101, without service to communities situated on said alternate route.

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