

ORIGINALDecision No. 59826

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 KARLSON BROS. TRUCKING SERVICE, a)
 corporation, for a certificate of)
 public convenience and necessity to)
 extend highway common carrier service.)

Application No. 41314

In the Matter of the Application of)
 TED PETERS TRUCKING COMPANY, INC., a)
 corporation, for a certificate of pub-)
 lic convenience and necessity to extend)
 highway common carrier service.)

Application No. 41570

Willard S. Johnson, for applicantsO P I N I O N

Karlson Bros. Trucking Service (hereinafter at times referred to as Karlson) and Ted Peters Trucking Company, (hereinafter at times referred to as Peters) presently render service as highway common carriers between various points within the State of California on an "on-call" basis. By their applications they seek authority to extend their services to extensive areas. They also request that their operative rights be restated in the form of new certificates. Because of the similarity of the areas they wish to serve and the similarity of the proposed services the applications were consolidated for the purpose of hearing and decision.

A public hearing was held before Examiner Thomas E. Daly at Stockton on February 3, 1960, and the matters were submitted upon the receipt of late-filed Exhibits Nos. 5 and 6, since filed and considered. No appearance was made in protest to the authority sought.

Applicants, with some variation, propose to serve an area from National City on the south to Chico and Oroville on the north, serving points and places along U. S. Highway 33. Karlson proposes to

serve all points and places within 25 miles laterally of the routes traversed and Peters proposes a lateral service of 20 miles.

Karlson, a solely-owned corporation, and its predecessor have been in operation since 1926. It maintains terminals at Manteca, Fresno, Marysville and Tracy. It owns and operates 121 pieces of equipment, and as of May 31, 1959, indicated a net worth of \$273,461.28. For the first five months of 1959 it realized a net profit of \$21,140.32.

Peters, a family corporation, and its predecessor commenced operating in 1920 in the City of Gustine. Terminals are maintained at Gustine and Los Angeles. It owns and operates 73 pieces of equipment, including units equipped with mechanical refrigeration. As of August 31, 1959, it indicated a net worth of \$96,657.95, and for the eight-month period ending August 31, 1959, it realized a net profit of \$14,438.12.

Both applicants propose a daily "on-call" service. Additional terminal facilities and operating equipment would be provided as required. The proposed rates would be the same as those presently applicable and would closely correspond with the rates set forth in Minimum Rate Tariff No. 2. Each applicant presently uses and proposes to use two-way radio systems for the purpose of dispatching equipment.

Applicants were prepared to introduce the testimony of numerous public witnesses. Hearings were scheduled for Gustine and Los Angeles. In the absence of protest, however, and as a matter of convenience to the prospective witnesses the matters were submitted upon the receipt of late-filed Exhibits Nos. 5 and 6, which set forth the names of the prospective witnesses, the companies they represent, the commodities handled and the points to which they ship.

It is the position of both applicants that they are well established and experienced in the field of transportation; that although they are primarily engaged in the transportation of truckload shipments, they also transport a substantial number of less-than-truckload shipments; that many of the shipping public have requested the extended services and that granting of the applications would enable each applicant to provide a more complete and rounded service to their customers.

After consideration, the Commission is of the opinion, and so finds, that public convenience and necessity require the granting of the authority sought.

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 their existing operative rights, certificates of public convenience and necessity are hereby granted to Karlson Bros. Trucking Service and Ted Peters Trucking Company authorizing the transportation of property between the points and over the routes as set forth in Appendices A, B, C & D, respectively, which are attached hereto and by reference made a part hereof.

(2) That, concurrently with the inauguration of services authorized in ordering paragraph (1) hereof the following operating authority is hereby revoked:

<u>Decision No.</u>	<u>Date</u>	<u>Application No.</u>
48780	June 30, 1953	34299
54740	March 26, 1957	34299
52895	April 17, 1956	36330
53996	October 30, 1956	36391
56945	July 8, 1958	40105

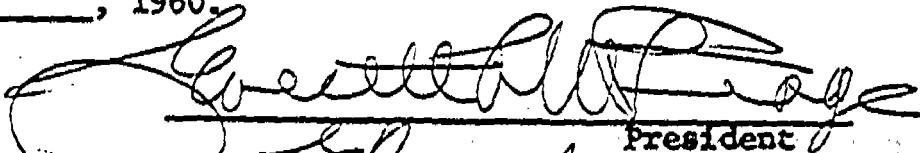
(3) That, in providing service pursuant to the authority herein granted, applicants are placed on notice that they will be required

to comply with and observe the following service regulations:

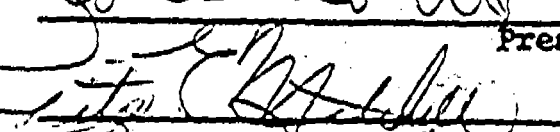
- (a) Within thirty days after the effective date hereof, applicants shall file a written acceptance of the certificates herein granted. By accepting the certificates of public convenience and necessity herein granted, applicants are placed on notice that they will be required, among other things, to file annual reports of their 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, applicants shall establish the services herein authorized and file in triplicate and concurrently make effective tariffs satisfactory to the Commission.

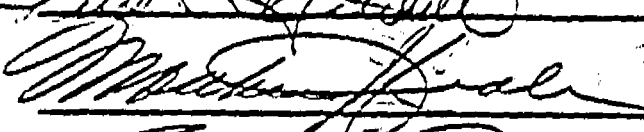
The effective date of this order shall be twenty days after the date hereof.

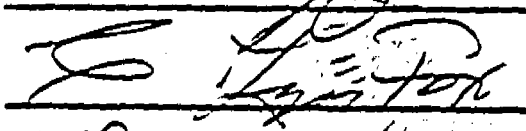
Dated at San Francisco, California, this 22nd day of March, 1960.

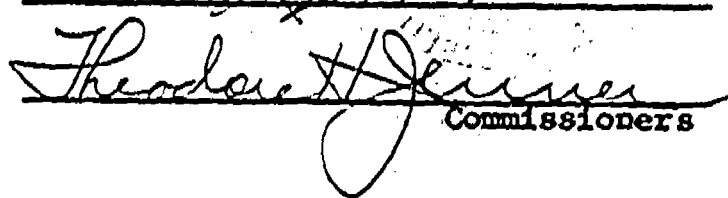


President









Commissioners

Karlson Bros. Trucking Service by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport commodities generally, except:

- (1) 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 Minimum Rate Tariff No. 4-A.
- (2) Automobiles, trucks and buses when transported on truck or trailer equipment specially designed for the transportation of vehicles.
- (3) 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.
- (4) 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.
- (5) Commodities when transported in conventional tilt dump trucks.
- (6) Commodities when transported in vehicles equipped for mechanical mixing in transit.
- (7) Fruits and vegetables having origin in fields of growth and consigned to cold storage, canneries, packing sheds, packing houses, or other processing facilities.
- (8) Cans, metal, tin plated or not tin plated, with or without ends.
- (9) Cotton, cotton linters and cotton motes.
- (10) Logs.

BETWEEN

- (a) All points and places on or within 25 miles of:
 - (1) U.S. Highway 40 between San Francisco and Roseville.
 - (2) U.S. Highway 99 between Sacramento and Redlands.

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- (3) U.S. Highway 50 between San Francisco and Placerville.
 - (4) State Highway 120 between its intersection with U.S. Highway 50 at Mossdale Wye and junction with State Highway 108 at Yosemite Junction.
 - (5) State Highway 108 between Yosemite Junction and Dardanelle.
 - (6) State Highway 12 between Suisun-Fairfield and Clements.
 - (7) State Highway 88 between Clements and Jackson.
 - (8) State Highway 4 between its intersection with U.S. Highway 40, near Pinole, and Stockton.
 - (9) State Highway 33 between its intersection with U.S. Highway 50, near Tracy, and Maricopa.
 - (10) U.S. Highways 101 and 101-A between Hopland and San Ysidro.
 - (11) U.S. Highway 99-E between Yuba City and Roseville.
 - (12) State Highway 48 between Ignacio and Vallejo.
 - (13) U.S. Highway 40 Alternate between Marysville and Oroville.
 - (14) U.S. Highway 395 between Riverside and San Diego.
 - (15) State Highway 152 between Gilroy and Califa.
 - (16) State Highway 17 between Oakland and San Jose.
- (b) between any and all points and places in Los Angeles Basin Territory, as described in Appendix C attached hereto, on the one hand, and, on the other hand, all points and places embraced in subparagraphs (a) (1) through (a)(16) set forth above.

EXCEPTIONS: No service shall be rendered locally between points or places in Los Angeles Basin Territory as described in Appendix C attached hereto.

No local service shall be rendered between points and places in San Francisco-East Bay Cartage Zone, as described in Appendix D attached hereto, on the one hand, and points and places in Marin, Sonoma, or Napa Counties north of San Rafael, on the other hand.

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Ted Peters Trucking Company, Inc., by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport commodities generally, except:

- (1) 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 Minimum Rate Tariff No. 4-A.
- (2) Automobiles, trucks and buses when transported on truck or trailer equipment specially designed for the transportation of vehicles.
- (3) 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.
- (4) 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.
- (5) Commodities when transported in conventional tilt dump trucks.
- (6) Commodities when transported in vehicles equipped for mechanical mixing in transit.
- (7) Fruits and vegetables having origin in fields of growth and consigned to cold storage, canneries, packing sheds, packing houses, or other processing facilities.
- (8) Cans, metal, tin plated or not tin plated, with or without ends.
- (9) Cotton, Cotton Linters and cotton notes.
- (10) Liquid dairy products, in bulk in tank trucks or tank trailers.
- (11) Fruit pies, frozen, as described in Item No. 40580, meat pies, frozen, as described in Item No. 40570, Dough, frozen, as described in Item No. 39780, and cream pies, cakes, cookie rolls, frozen, as described in Item No. 39990 of Western Classification No. 77, J. P. Hackler, Tariff Publishing Officer, in straight or mixed shipments, on the effective date thereof.

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(12) Fresh frozen fruit and Fresh frozen berries.

(13) Logs

FROM, TO AND BETWEEN:

(a) All points and places on or within 20 miles of:

(1) U.S. Highway 40 between San Francisco and Roseville.

(2) U.S. Highway 99 between Sacramento and Redlands.

(3) U.S. Highway 50 between San Francisco and Stockton.

(4) State Highway 4 between its intersection with U.S. Highway 40, near Pinole, and Stockton,

(5) State Highway 33 between its intersection with U.S. Highway 50, near Tracy, and Maricopa.

(6) U.S. Highways 101 and 101-A between Santa Rosa and San Ysidro.

(7) U.S. Highway 99-E between Chico and Roseville.

(8) State Highway 48 between Ignacio and Vallejo.

(9) U.S. Highway 395 between Riverside and San Diego.

(10) State Highway 152 between Gilroy and Califa.

(11) State Highway 17 between Oakland and San Jose.

(b) All points and places in Los Angeles Basin Territory, as described in Appendix C attached hereto, locally and between all such points, on the one hand, and points and places on routes (a)(1) through (a)(11) above, on the other hand.

EXCEPTIONS: No local service shall be rendered between points and places in San Francisco-East Bay Cartage Zone, as described in Appendix D attached hereto, on the one hand, and points and places in Marin, Sonoma, or Napa Counties north of San Rafael, on the other hand.

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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 two 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; southwestly along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to U. S. Highway No. 60; southwestly 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; southerly, westerly and northerly along said corporate boundary to the right of way of The Atchison, Topeka & Santa Fe Railway Company; southwestly 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; northwestly along the shore line of the Pacific Ocean to point of beginning.

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 (Berkeley); thence northwesterly along Arlington Avenue to a point one mile north-easterly 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 Francisco
Bayshore	Government Island	Point Isabel	Stege
Berkeley	Hayward	Point Molate	Tanforan
Bernal	Lawndale	Point Orient	Treasure Island
Brisbane	Lomita Park	Point Potrero	Union Park
Broadway	Melrose	Point Richmond	Visitacion
Burlingame	Millbrae	Point San Pablo	Westlake
Camp Knight	Mills Field	Richmond	Winehaven
Castro Valley	Mt. Eden	Russell City	Yerba Buena Island
Colma	Oakland	San Bruno	
Daly City	Oakland Municipal	San Francisco	
East Oakland	Airport	San Francisco Inter-	
El Cerrito		national Airport	

MAP SHOWING

LIMITS OF SAN FRANCISCO - EAST BAY CARTAGE ZONE

