

59844

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
STERLING TRANSIT COMPANY, INC., a)	
corporation, for the extension of)	Application No. 41727
its certificates of public conven-)	
ience and necessity as a highway)	
common carrier of property.)	

O P I N I O N

Sterling Transit Company, Inc., requests authority to extend its highway common carrier service between the Los Angeles Territory and the San Francisco Territory, on the one hand, and Stockton, Sacramento and Lemoore Naval Air Station at or near Lemoore, on the other hand, over the following routes:

- (1) From Los Angeles over U.S. Highway No. 99 to Stockton and Sacramento.
- (2) From San Francisco over U.S. Highway No. 40 to Sacramento.
- (3) From San Francisco over California Highway No. 24 to Sacramento.
- (4) From San Francisco over U.S. Highway No. 50 to Stockton and Sacramento.
- (5) From San Francisco over California Highway No. 4 to Stockton.
- (6) From San Francisco over U.S. Highway No. 50 to Manteca, thence over U.S. Highway No. 99 to Fresno, thence over California Highway No. 41 to Lemoore, thence over county streets and roads to Lemoore Naval Air Station.
- (7) From Los Angeles over U.S. Highway No. 99 to the junction of said highway and California Highway No. 198, thence over California Highway No. 198 to a point near Lemoore, thence over county streets and roads to Lemoore Naval Air Station.

Applicant proposes to serve all intermediate points on said routes and all off-route points within 10 miles laterally of said routes. Applicant also proposes to serve all intermediate points and

all off-route points within 10 miles laterally of its presently certificated route between its San Francisco and Los Angeles Territories which is as follows:

From Los Angeles over U.S. Highway No. 99 to Manteca, thence over U.S. Highway No. 50 to San Francisco.

Applicant proposes a daily scheduled service. The rates to be charged would be the same as those prescribed in Minimum Rate Tariff No. 2. Applicant owns and operates approximately 275 pieces of equipment and maintains terminals at San Leandro, San Jose, Fresno, Bakersfield, Los Angeles, San Diego, and El Cerrito. Applicant has operated as a highway common carrier for many years between San Francisco, Fresno, Bakersfield, Los Angeles and San Diego. As of June 30, 1959, it indicated a net worth of \$458,537.86 and for the first six months of 1959 realized a net profit of \$78,856.69.

It is alleged that applicant serves a large number of shippers located in the San Francisco and Los Angeles areas; that in the past the greater percentage of shipments originated by these shippers moved to points authorized to be served by applicant; that in recent years the operations of many of such shippers have materially increased and they now have a substantial number of shipments moving to points which applicant is not authorized to serve; that as a result applicant's service to these shippers is not wholly adequate and applicant has received numerous requests to extend its service as proposed; that the authority, if granted, would result in faster transit time and would benefit applicant's customers by reducing dock congestion, freight handling, damage in transit and business records.

Copies of the application were served upon certificated carriers serving the proposed area. In addition, the Commission, by letter dated February 6, 1960, requested the same carriers to

indicate whether they intended to protest granting of the application. No protest has been received.

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 is not necessary. Applicant's operating authority will be restated in the form of a new certificate.

O R D E R

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

IT IS ORDERED:

1. That a certificate of public convenience and necessity is hereby granted to Sterling Transit Company, Inc., authorizing the transportation of property as a highway common carrier between the points and over the routes set forth in Appendices A, B, C and D attached hereto.

2. That in providing service pursuant to the authorization 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 file in triplicate and concurrently make effective, tariffs satisfactory to the Commission.

3. That concurrently with the inauguration of service authorized in paragraph 1 hereof the operating authority created by the following Decisions is hereby revoked:

<u>Decision No.</u>	<u>Date</u>	<u>Application No.</u>
43003	6/14/49	27302
46394	11/ 6/51	31871
51286	4/ 5/55	34259
58291	4/21/59	38874

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

Dated at San Francisco, California, this 29th day of March, 1960.

[Signature]
President

[Signature]

[Signature]

[Signature]

[Signature]
Commissioners

Sterling Transit Company, Inc., by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport general commodities, except the following:

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, 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.
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. Commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerator equipment.
5. 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.
6. Commodities when transported in bulk in dump trucks or in hopper-type trucks.
7. Commodities when transported in motor vehicles equipped for mechanical mixing in transit.

Area

- (1) Between the San Francisco Territory as described in Appendix B attached hereto, the Los Angeles Territory as described in Appendix C attached hereto, the San Diego Area as described in Appendix D attached hereto (such descriptions shall apply to all further reference to said territories and area) and

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Sacramento, via any and all highways including the right to serve all points and places on and along and within 10 miles laterally of the following routes:

- a. U.S. Highway No. 99 between Los Angeles and Sacramento.
 - b. U.S. Highways Nos. 40 and 50 and State Highways Nos. 24 and 4 between San Francisco and Sacramento.
 - c. State Highways Nos. 41 and 198 between the Lemoore Naval Air Station and the junction of said highways with U.S. Highway No. 99.
- (2) Between all points and places named in paragraph (1) hereof, on the one hand, and, on the other hand, all points and places on, along and within 3 miles laterally of the following routes:
- a. U.S. Highway No. 66 between Los Angeles and San Bernardino.
 - b. U.S. Highways Nos. 60, 70, and 99 between Los Angeles and Redlands.
 - c. U.S. Highway No. 60 between Los Angeles and Riverside.
 - d. U.S. Highways Nos. 101, and 101 By-Pass between Los Angeles and Santa Ana.
 - e. State Highway No. 18, U.S. Highways Nos. 91 and 395 between Los Angeles and Colton.
- (3) Between the Los Angeles Territory and the San Diego Area, on the one hand, and El Centro, and points within 25 miles of El Centro, on the other hand, via U.S. Highways Nos. 80 60 and 99.

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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, including industries served by the Southern Pacific Company spur line extending approximately 2 miles southwest from Simla to Permanente; 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; north-easterly along Tully Road to White Road; northwesterly along White Road to McKee Road; southwestery 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; southwestery 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.

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 northerly along 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 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.

ds

APPENDIX D TO DECISION NO.

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SAN DIEGO AREA

San Diego, National City, Chula Vista, La Mesa
and El Cajon.