

Decision No. 61537

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of)	
HULSMAN TRANSPORTATION CO., a)	
corporation, for a certificate of)	Application No. 36343
public convenience and necessity)	
to operate as a highway common carrier.)	

SUPPLEMENTAL OPINION AND ORDER

By the decisions hereinafter identified, Hulsman Transportation Co., a corporation, was granted a certificate which is described in part by reference to a territorial description contained in a minimum rate tariff. As the certificate is worded, some question may arise whether any amendment to the territorial description of the minimum rate tariff would be incorporated automatically into this certificate.

It is apparent that any changes made by the Commission in the territorial descriptions set forth in the minimum rate tariffs are predicated on minimum rate considerations and not public convenience and necessity. On the other hand, any changes in a highway common carrier's certificate of public convenience and necessity must be based solely on public convenience and necessity. It is the Commission's conclusion that the territory referred to in the certificate is the corresponding territory as described in the minimum rate tariff at the time the certificate was issued. Any other interpretation would result in a certificate that could be expanded or contracted without any consideration of public convenience and necessity.

The following order will clarify the certificate by stating the territorial description specifically by metes and bounds.

Therefore, good cause appearing,


IT IS ORDERED:

(1) That the certificate of public convenience and necessity granted to Hulsman Transportation Co. by Decision No. 52262, dated November 22, 1955, as amended by Decision No. 57561, dated November 3, 1958, in Application No. 36343, is hereby further amended by substituting First Revised Page 2 in place and stead of Page 2 of Appendix A to Decision No. 52262, and by adding thereto a new appendix designated as Appendix B, attached hereto.

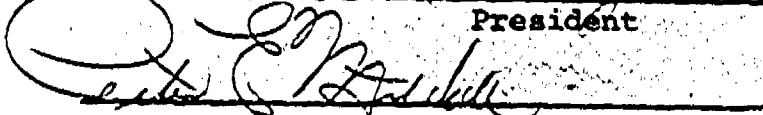
(2) That within one hundred twenty days after the effective date hereof, and on not less than five days' notice to the Commission and to the public, Hulsman Transportation Co. shall amend its tariffs on file with the Commission to reflect the clarification of the certificate here involved.

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

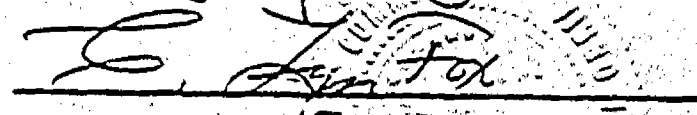
Dated at San Francisco, California, this 21st day of February, 1961.



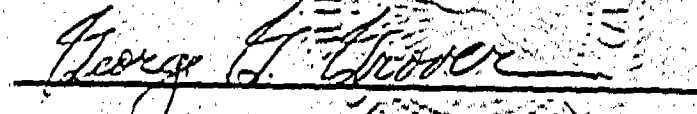
President



E. J. [unclear]



George J. [unclear]



Frederick B. Holoboff
Commissioners

between:

- (1) San Francisco Territory, as described in Appendix B, attached hereto, and Ukiah and intermediate points, via U.S. Highways 101 and 40, State Highways 17 and 9, and the off-route points of Forestville, Sebastopol and Lakeport. Such authority does not include the right to render service between points both of which are within the said San Francisco Territory.
- (2) Asti and Richmond, on the one hand, and Vallejo, Cordelia and Napa, on the other hand.
- (3) Richmond and Livermore.

The authority granted in Paragraphs Nos. (2) and (3) hereof does not include the right to render service from, to or between intermediate points.

End of Appendix A

Issued by the California Public Utilities Commission.

Decision No. 61537, Application No. 36343.

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; south-westerly 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.

END OF APPENDIX B.