

ORIGINAL

Decision No. 61727

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
OREGON NEVADA CALIFORNIA FAST FREIGHT, INC.,
a corporation, for a certificate of public
convenience and necessity to extend an opera-
tion as a highway common carrier, and amend-
ment.

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) Application No. 41429
) (Amended)
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In the Matter of the Application of
SOUTHERN CALIFORNIA FREIGHT LINES,
a corporation, for a certificate of public
convenience and necessity to extend an
operation as a highway common carrier, and
amendment and second amendment.

)
)
) Application No. 41430
) (Amended)
)
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Brobeck, Phleger & Harrison by Robert N. Lowry,
for Oregon Nevada California Fast Freight,
Inc., and Southern California Freight Lines,
Applicants.

Handler & Baker by Daniel W. Baker and Berol &
Silver by Edward M. Berol, Bruce R. Geernaert,
and Marshall G. Berol, for Nielsen Freight
Lines and Antoni Truck Lines; and Mark A.
Bozaich for Sacramento Auto Truck Co., and
Berol & Silver, by Edward M. Berol, Bruce R.
Geernaert, and Marshall G. Berol for Callison
Truck Lines, Merchants Express of California,
Fortier Transportation and Bay Freight Lines,
Protestants.

E. H. Griffiths, for T & S Motor Lines, Interested
Party.

O P I N I O N

Southern California Freight Lines (So. Cal.) and Oregon
Nevada California Fast Freight, Inc., (O.N.C.) are highway common
carriers under the jurisdiction of this Commission. The companies are
affiliated and conduct integrated operations. So. Cal. and O.N.C.
filed contemporaneous applications seeking additional highway common
carrier operating rights. The Commission ordered the applications
consolidated for hearing because of the apparent interrelated subject
matter as well as the probability that the applicants and the pro-
testants would have witnesses who would testify with respect to both
applications.

A duly noticed public hearing was held in this matter before Examiner Donald B. Jarvis in Sacramento on January 20, 21, 1960; in Eureka on January 27, 1960; in Santa Rosa on March 3, 1960 and in San Francisco on January 12, 13, 14, 15 and March 9 and April 18, 19, 1960. The matter was submitted subject to the filing of briefs. Extensions of time in which to file briefs were granted to the applicants and various protestants. All of the briefs have been received and the matters are now ready for decision.

Southern California Freight Lines' Application No. 41430.

So. Cal. holds extensive highway common carrier operating rights in the State of California. These rights may be described, generally, as authorizing So. Cal. to transport general commodities, with certain restrictions between: points on U.S. Highway 99 from Sacramento to Calexico, points on U.S. Highway 101 from San Francisco to San Ysidro, points on U.S. Highway 80 from San Diego to Winterhaven, points on U.S. Highway 395 from Riverside to San Diego and divers points and routes in the Los Angeles area. So. Cal. is restricted from transporting shipments which have both origin and destination at points on U.S. Highway 99 between Sacramento and Stockton; shipments between the San Francisco territory and points on U.S. Highway 99 between Sacramento and Stockton; or shipments which have both origin and destination within Kern, Ventura or Santa Barbara Counties. So. Cal. has 10 mile lateral operating rights which parallel the routes it is authorized to serve but these lateral rights are restricted to shipments weighing not less than 2,000 pounds and include shipments carrying a charge for a shipment of not less than 2,000 pounds.

So. Cal. by this application, seeks the following:

1. Authority to operate between points on U.S. Highway 99 from Stockton to Sacramento.

2. Authority to operate between the San Francisco Territory on the one hand and on the other hand points on U. S. Highway 99 from Stockton to Sacramento.

3. Authority to operate between points on U.S. Highway 50 from Hayward to Stockton.

4. Authority to operate between points on State Highway 120 from the intersection of said state highway and U.S. Highway 50 east of the City of Tracy to Manteca.

5. Authority to operate between points on State Highway 150 from Lompoc to Surf.

6. Authority to operate between points on U.S. Highway 40 and State Highway 4 from Oakland to Stockton.

7. Authority to serve all points within a twenty-mile radius of Sacramento.

8. Authority to serve all points between and within Kern, Ventura or Santa Barbara Counties.

9. Authority to serve all points located within twenty miles on either side of all the routes it is authorized to serve without restriction with respect to the weight of shipments transported.

10. Revision of the list of limited exceptions which restrict its general commodity authority.

The protestants did not produce any affirmative evidence with respect to the So. Cal. application and confined their participation with respect to this application to the vigorous cross-examination of witnesses produced by So. Cal.

The record discloses that So. Cal. together with its affiliate company, Coast Line Truck Service, Inc., have 1005 pieces of operating equipment. So. Cal. has 25 terminals throughout the state. Five of these terminals are operated jointly with O.N.C. So. Cal. has approximately 991 employees. Its operating revenues for the

first eleven months of 1959 were \$8,766,745. The Commission finds that So. Cal. has the ability, including financial ability, to conduct the operations for which authority is herein sought.

So. Cal. seeks authority to operate between the San Francisco Territory and points on U.S. Highway 99 from Stockton to Sacramento; points on U.S. Highway 50 from Hayward to Stockton; and points on State Highway 120 from the vicinity of Tracy to Manteca. Several witnesses representing firms in the Tracy area testified that their companies were experiencing delays in receiving inbound freight; that many of their shipments were damaged; that they experienced difficulties in processing claims for damaged freight; and that they were not satisfied with the highway common carrier service which they were receiving. A representative of the Modesto Firestone store testified that his firm has difficulty in obtaining highway common carrier service between Modesto and Tracy. Some witnesses testified that they frequently experienced delay with the transportation of freight between Sacramento and outlying points in the San Francisco Territory.

The Commission finds that public convenience and necessity require that So. Cal. be authorized to operate as a highway common carrier between the San Francisco Territory and points on U.S. Highway 99 from Stockton to Sacramento; points on U.S. Highway 50 from Hayward to Stockton; and points on State Highway 120 from the vicinity of Tracy to Manteca.

So. Cal. seeks authority to operate between points on State Highway 150 from Lompoc to Surf. The record discloses that Vandenburg Air Force Base is located in the Lompoc-Surf area. A representative of Johnson and Johnson testified that his concern had numerous shipments from Menlo Park to the hospital and medical supply facilities at Vandenburg Air Force Base; that these shipments were presently handled by So. Cal. and interlined with a local carrier in the Lompoc area; that shipments were often delayed by the interlining carrier;

and that it would be of benefit to the company if So. Cal. were authorized to serve Vandenburg Air Force Base directly. A representative of the Soapstone Duct Company of Oakland testified that his firm was presently shipping conduit to Vandenburg Air Force Base and surrounding points and that his company would like a carrier who can give direct jobsite delivery from Oakland to points in the area.

The Commission finds that public convenience and necessity require that So. Cal. be authorized to operate as a highway common carrier between points on State Highway 150 from Lompoc to Surf.

So. Cal. seeks authority to serve points on U.S. Highway 40 and State Highway 4 from Oakland to Stockton. There is no probative evidence of any substantial nature in the record which would support a finding that public convenience and necessity require the granting of this authority.

So. Cal. seeks authority to serve all points within a twenty-mile radius of Sacramento. Among the points located in this area is the Aerojet Corporation plant at Nimbus.

As indicated, So. Cal. presently has operating rights authorizing it to serve between the Los Angeles area and Sacramento. If the authority sought is granted, it proposes an overnight service between Los Angeles and the area under consideration. Several witnesses, representing shippers or receivers of freight from the area testified that they experienced delays under the existing highway common carrier service and indicated that they would like to have the proposed So. Cal. service made available to them.

The Commission finds that public convenience and necessity require that So. Cal. be authorized to render highway common carrier service to all points within a twenty-mile radius of Sacramento.

So. Cal. seeks authority to serve points on U.S. Highway 99 between Stockton and Sacramento. This portion of the application needs to be considered in conjunction with the part of the O.N.C.

application wherein O.N.C. seeks authority to serve between Sacramento and points within a twenty-mile radius thereof, on the one hand, and, on the other hand, Red Bluff including all intermediate points over two routes.

There is not sufficient probative evidence in the record to justify a finding that public convenience and necessity require the granting of this request standing by itself. It appears, however, that if these two requests are granted, So. Cal. and O.N.C., being under common management, will establish through routes and joint rates in the area and this would enable shippers located on U.S. Highway 99 between Stockton and Sacramento to get a more expeditious and comprehensive common carrier service into the Marysville, Chico, and surrounding area.

There is precedent for granting two different highway common carriers operating rights comprising separate links in a through route. (Pacific Freight Lines, etc., 44 C.R.C. 137). However, in applying this doctrine, the Commission will carefully guard against fleeting accommodations between carriers solely for the purpose of securing rights they could not individually obtain. In the instant case the facts indicate a permanent utilization of the rights sought and So. Cal. will be authorized to serve the area so long as it remains under common management with O.N.C.

The Commission finds that public convenience and necessity require that So. Cal. be authorized to serve all points and places on U.S. Highway 99 between Stockton and Sacramento so long as So. Cal. and O.N.C. remain under common management and control and that if such common management and control be terminated said authority should automatically terminate.

So. Cal. seeks authority to serve all points between and within the counties of Kern, Ventura or Santa Barbara. There is no probative evidence of any substantial nature in the record which would support a finding that public convenience and necessity require the granting of this authority.

So. Cal. seeks twenty-mile laterals on all routes it is authorized to serve without restriction with respect to the weight of shipments transported. As indicated, So. Cal. presently has ten-mile laterals but these rights are restricted to shipments weighing not less than 2,000 pounds. No evidence, other than a statement of managements' desires, was presented on this issue. In so far as the removal of the 2,000-pound restriction will permit So. Cal. to render better service in the areas it is presently authorized to serve, the Commission finds that public convenience and necessity require the removal of said restriction. The requested twenty-mile lateral operating authority would be an extension and enlargement of So. Cal.'s present operating rights. There is no indication that So. Cal. proposes to serve all or even a substantial portion of the points in the area requested or that there is a need for such service. So. Cal. will not be permitted to preempt an area for which no need for service has been established and which it presently does not intend to serve.

So. Cal. seeks a revision of the list of limited exceptions which restrict its general commodity operating rights. The record discloses that So. Cal.'s operating rights are contained in various certificates of public convenience and necessity granted over the years. The commodity descriptions in these certificates vary. The variances are minor ones. The Commission finds that it would be of benefit to So. Cal., the shipping public and the Commission in the performance of its regulatory functions if the commodity descriptions in So. Cal.'s operating rights were standardized throughout its entire operating area.

Oregon Nevada California Fast Freight, Inc. - Application No. 41429

O.N.C. is a highway common carrier operating under certificates of public convenience and necessity issued by this Commission. Its present operating rights may be summarized by stating that it is authorized to transport general commodities, with limited exceptions between points in the San Francisco Territory, on the one hand, and, on the other hand, all points on U. S. Highways 99 and 97 from Red Bluff to the Oregon border and all points on U.S. Highway 99E from Chico to Red Bluff.

O.N.C. seeks, by this application, the following:

1. Authority to serve between the San Francisco Territory and Crescent City, California, with service to and from all intermediate points, via U.S. Highway 101; via the Richmond-San Rafael Bridge and appropriate access roads to their intersection with U.S. Highway 101, thence via U.S. Highway 101, and return over the same route; via U.S. Highway 40 to its intersection with State Highway 48, thence via State Highway 48 to its intersection with State Highway 37, thence via State Highway 37, to its intersection with U.S. Highway 101, thence via U.S. Highway 101, and return over the same route.

2. Authority to serve between Sacramento and points within a twenty-mile radius thereof, on the one hand, and Red Bluff on the other hand, with service to and from all intermediate points via U.S. Highways 40 and 99E from Sacramento to Roseville, thence via U.S. Highway 99E to Red Bluff, and return over the same route; via State Highways 16 and 24 from Sacramento to Woodland, thence via U.S. Highway 99W to Red Bluff, and return over the same route.

3. Between the San Francisco Territory, on the one hand, and Sacramento and points within a twenty-mile radius thereof, on the other, via U.S. Highway 40, with service to and from all intermediate points.

4. Authority to conduct operations between all points authorized to be served via any and all convenient routes, for operating convenience only.

5. Authority to serve all points located within twenty miles on either side of all the routes it is authorized to serve.

This application was vigorously contested. Various protestants produced a considerable amount of affirmative evidence to support their position as well as operating testimony and extensive cross-examination of witnesses produced by O.N.C.

The record discloses that O.N.C. has 458 pieces of operating equipment and operates nine terminals throughout the state, five of which are jointly operated with So. Cal. Its operating revenues for the first eleven months of 1959 were \$5,233,814. The Commission finds that O.N.C. has the ability, including financial ability, to conduct the operations for which authority is herein sought.

O.N.C. seeks authority to serve between the San Francisco Territory, on the one hand, and, on the other hand, Sacramento and points within a twenty-mile radius thereof via U.S. Highway 40 with service to and from all intermediate points. The evidence heretofore cited in discussing the So. Cal. application with respect to the request for rights between the San Francisco Territory and Sacramento is here pertinent. The Commission finds that public convenience and necessity require that O.N.C. be authorized to operate between the San Francisco Territory on the one hand, and, on the other hand, Sacramento and points within a twenty-mile radius thereof.

There is, however, no evidence in the record which would indicate that O.N.C. should be authorized to serve intermediate points on U.S. Highway 40 between the San Francisco Territory and Sacramento. However, O.N.C. should be authorized to use U.S. Highway 40, for operating convenience only, in its operations between the San Francisco Territory and Sacramento.

O.N.C. seeks authority to serve between Sacramento and points within a twenty-mile radius thereof, on the one hand, and, on the other hand, Red Bluff including all intermediate points over two routes.

Some of the evidence dealing with this request was discussed in connection with the So. Cal. request to serve points on Highway 99 between Stockton and Sacramento. In addition the record shows that various shippers located in the southern portion of the San Francisco Territory would receive better and quicker service to the area if the requested authority were granted.

The Commission finds that public convenience and necessity require that O.N.C. be authorized to serve between Sacramento and points within a twenty-mile radius thereof, on the one hand, and, Red Bluff on the other, with service to and from all intermediate points, via U.S. Highways 40 and 99E from Sacramento to Roseville, thence via U.S. Highway 99E to Red Bluff, and return over the same route; via State Highways 16 and 24 from Sacramento to Woodland, thence via U.S. Highway 99W to Red Bluff, and return over the same route.

O.N.C. seeks authority to serve all points on U.S. Highway 101 between the San Francisco Territory and Crescent City, including certain feeder routes in the San Francisco Bay Area. This was the most hotly contested portion of the application.

Various witnesses testified in behalf of O.N.C. on this issue. The substance of some of this testimony was that the particular witness "supported" the application without giving any specific reason as to what benefit would accrue to his company if the application were granted or what detriment his company would suffer if it were not. Three witnesses testified that, for varying reasons, their

companies desired to limit the number of carriers serving them; that their companies were presently using O.N.C. and that if the authority herein requested were granted they would use O.N.C. to points on U.S. Highway 101 thereby eliminating the use of a carrier presently serving them. One witness testified that he was receiving satisfactory service to Highway 101 points from the carriers presently authorized to serve them but that his company preferred a later pickup time than afforded by these carriers, and that O.N.C. had promised the company a later pickup time if the authority herein sought were granted. A few witnesses testified that if O.N.C. were awarded the rights here under consideration they would be able to make use of split-deliveries in the area with the rate advantages which accrue therefrom; however, one of these witnesses was under the erroneous impression that if the sought authority were granted his company could combine for rate purposes interstate and intrastate shipments. Two witnesses testified that their companies were not satisfied with the service they were presently receiving to Highway 101 points and that they believed that O.N.C. would give them better service if the authority herein sought were granted.

Some of the protestants produced as witnesses numerous shippers and receivers of freight in the area here under consideration who testified that they were presently receiving good highway common carrier service and had no need for an additional highway common carrier. This evidence is not too probative because "It does not follow from the fact that a good many shippers are now receiving satisfactory service and need nothing additional in that respect, that all shippers are in the same position." (San Diego Fast Freight, Inc., 51 Cal P.U.C. 327, 330).

Protestant Callison Truck Lines, which holds operating rights in most of the area here involved, introduced evidence to show that there was an imbalance of shipments in the area and that 75.7 percent of the shipments handled by Callison were northbound, 14.4 percent were southbound and 9.9 percent were local shipments within Callison's northern service area. A vice-president of Callison testified that approximately 34 percent of Callison's revenue was derived from interline traffic and that if Callison were to lose the interline traffic presently received from So. Cal. and O.N.C. it would lose about \$14,000 in revenues annually. Callison's vice-president expressed the fear that if the application were granted, Callison would lose not only the interline business but other business as well.

A vice-president of Merchants Express testified on behalf of that protestant. His testimony was primarily directed to the area here under consideration. He testified that during 1959 Merchants hauled between the Eureka-Crescent City area and all other points on its system 6,432 tons of freight southbound and 16,796 tons northbound. He further testified about the imbalance of traffic in the area, and that approximately 20 percent of the traffic by Merchants in and out of the area was interline traffic and that he believed that the granting of the rights here under consideration would hurt Merchants' operations.

The president and general manager of Nielsen Freight Lines, the certified public accountant for Antoni Truck Lines, the traffic manager of Willig Freight Lines and the owner of T & S Motor Express Lines, testified in behalf of these protestants. Each of these protestants holds highway common carrier operating authority between various points here under consideration. In general, these witnesses testified to the facilities and operations of their various companies

and they all stated that they believed that the granting of these operating rights would dilute their business, thereby injuring them.

Various protestants introduced evidence concerning population growth and trends in the area. It was stipulated by all the parties that a "Population and Economic Study of Route 101 in Sonoma and Mendocino Counties" prepared by a Stanford professor of business statistics, together with the direct testimony and cross-examination of the professor in a previous Commission proceeding, could be received in this proceeding. In general, this testimony may be summarized by stating that the northern portion of the area here under consideration is sparsely settled and the main industries therein are lumbering and agriculture. Except for the counties of Sonoma and Marin, the rest of the area has not experienced the same type of economic and population growth as has the state as a whole in recent years.

As indicated, O.N.C. does not presently transport shipments on Highway 101 between San Francisco and Crescent City. The primary carrier with which it interlines is protestant Callison Truck Lines. Protestants Callison, Willig and Antoni introduced evidence to show the total number of intrastate shipments interlined with So. Cal. and O.N.C. during the representative week of July 13 - 17, 1959. These shipments were as follows:

<u>Interline carrier with So. Cal - O.N.C.</u>	<u>Number of Shipments</u>	<u>Weight</u>	<u>Revenue to Interline Carrier</u>
Callison	60	15,482	\$267.53
Willig	112	57,605	477.19
Antoni	10	2,114	44.90
Totals	182	75,201	\$789.62

It is clear that the present intrastate shipments now interlined by So. Cal. and O.N.C. to and from Highway 101 points here involved would not be sufficient to support a highway common carrier operation in the area.

O.N.C. contends, however, that intrastate rights should be granted on Highway 101 because of its interstate authority to parts of the area.

O.N.C. sought to elicit from various witnesses testimony which it is alleged would have indicated that if certain portions of the authority herein requested were granted various shippers believed that they would get better interstate service between points in California and Oregon. The question of the adequacy of interstate service between these points falls under the jurisdiction of the Interstate Commerce Commission and the examiner properly excluded this evidence, (49 U.S.C.A. Secs, 303, 306; Gulf Coast Motor Freight Lines v United States, 35 F. Supp. 136; Walker v Sams, 27 C.R.C.686).

O.N.C. holds operating rights granted by the Interstate Commerce Commission to transport property between points in Oregon and Eureka. The examiner permitted O.N.C. to show that it presently does not serve Eureka directly from Oregon by operating on U.S. Highway 101. Rather, O.N.C. takes these interstate shipments to the San Francisco Bay Area on U.S. Highway 99 where they are interlined and then transported north on U.S. Highway 101 to Eureka. O.N.C. was then permitted to show how it proposed to change its interstate operation and relate it to proposed intrastate operations if certain of the operating authority herein sought were granted. This evidence was received solely to permit O.N.C. to show its proposed physical intrastate operations in California, which were entwined with certain proposed interstate operations.

However, because O.N.C. has interstate rights on Highway 101, it does not follow that intrastate rights should also be granted.

"To allow any purely interstate carrier operating over a particular route, or through a territory where the interstate traffic is not too heavy, to obtain intrastate rights to serve the same area on the sole basis of its interstate authority is fallacious reasoning, since it would indirectly allow the Interstate Commerce

Commission to determine who would be entitled to intrastate rights - a function which should be exercised by the State Commission."

(Colorado) Re Comet Motor Express, PUR Digest, Vol. C.p. 261).

The Commission finds that O.N.C. has failed to establish that public convenience and necessity require that it be granted operating rights on U.S. Highway 101 between San Francisco and Crescent City, including ancillary points.

O.N.C. seeks twenty-mile laterals on all routes it is authorized to serve. There is no indication that it proposes to serve all or even a portion of the points encompassed by these laterals or that there is a need for such service. O.N.C. will not be permitted to preempt an area for which no need for service has been established and which it presently does not intend to serve.

The Commission finds that public convenience and necessity require that the applications should be granted to the extent hereinafter set forth and that in all other respects they be denied.

O R D E R

A public hearing having been held and based upon the evidence therein adduced,

IT IS ORDERED that:

1. A certificate of public convenience and necessity be and it is granted to Southern California Freight Lines, a corporation, authorizing it to operate as a highway common carrier, as defined in Section 213 of the Public Utilities Code, between the points and over the routes as more particularly set forth in Appendices A and C attached hereto and made a part hereof.

2. A certificate of public convenience and necessity be and it is granted to Oregon Nevada California Fast Freight, Inc., a corporation, authorizing it to operate as a highway common carrier, as defined in Section 213 of the Public Utilities Code, between the

points and over the routes as more particularly set forth in Appendices B and C attached hereto and made a part hereof.

3. In providing service pursuant to the certificate herein granted, applicants shall 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 and insurance requirements of the Commission's General Order No. 100-A. 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 Orders Nos. 99 and 100-A, may result in a cancellation of the operating authorities granted by this decision.
- (b) Within one hundred twenty days after the effective date hereof, and on not less than ten days' notice to the Commission and the public, applicants shall establish the service herein authorized and file in triplicate, and concurrently make effective, tariffs satisfactory to the Commission.

4. The certificates of public convenience and necessity granted to Southern California Freight Lines by Decision No. 48380 dated March 24, 1953, and Decision No. 51741 dated July 26, 1955, in Application No. 32246, as amended, are hereby further amended by substituting "within a radius of ten miles" in place and stead of "within a radius of five miles" where those words are used in Ordering Paragraphs A to those decisions and by deleting Ordering Paragraphs B to those decisions in their entirety.

5. Decision No. 51741 is hereby further amended by deleting in their entirety subparagraphs (2) and (3) of Ordering Paragraph C thereto.

6. Within one hundred twenty days after the effective date hereof, and on not less than ten days' notice to the Commission and the public, Southern California Freight Lines shall amend its tariffs to reflect the authority granted in Ordering Paragraphs 4 and 5 hereof.

7. Within ninety days after the effective date of this order, applicants shall each file an application with this Commission seeking the consolidation of all of their operating rights in in-lieu certificates of public convenience and necessity.

8. Except as hereinabove provided, Applications Nos. 41429 and 41430, as amended, are denied.

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

Dated at San Francisco, California, this
28th day of MARCH, 1961.

Wesley R. Rago
President
W. E. Mitchell
E. L. Fox
George T. Trover
Fredrick B. Halachoff
Commissioners

Southern California Freight Lines, a corporation, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport general commodities as follows:

1. Between points in the San Francisco Territory as described in Appendix C attached hereto, on the one hand, and points on and within ten miles laterally of U. S. Highway 99 between Sacramento and Stockton, inclusive, on the other hand.
2. Between points in the following area and on and within ten miles laterally of the following highways as an extension of and to be consolidated with applicant's existing operating rights:
 - (a) All points within a radius of twenty miles of Sacramento.
 - (b) U. S. Highway 50 between Hayward and Stockton, inclusive.
 - (c) State Highway 120 between its junction with U. S. Highway 50 and Manteca, inclusive.
 - *(d) U. S. Highway 99 between Stockton and Sacramento, inclusive.
 - (e) State Highway 150 between Lompoc and Surf, inclusive.
3. Applicant may operate over any and all highways or roads between the areas described herein and in its other certificates for operating convenience only.

* Terminates in the event common management and control of Southern California Freight Lines and Oregon Nevada California Fast Freight, Inc., is terminated.

Issued by California Public Utilities Commission.

Decision No. 61727, Application No. 41430.

Applicant's current certificates granted or acquired by Decisions Nos. 43003, 45728, 47652, 47668, 48380 and 51741, as amended, are further amended, and the certificate granted in the decision noted in the margin is conditioned, by providing that applicant shall not transport any shipments of:

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. 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.
3. Articles of extraordinary value as set forth in Rule 3 of Western Classification No. 77, J. P. Hackler, Tariff Publishing Officer, on the issue date thereof.
4. Commodities likely to contaminate or damage other freight.

END OF APPENDIX A

Issued by California Public Utilities Commission.

Decision No. 61727, Application No. 41430.

Oregon Nevada California Fast Freight, Inc., a corporation, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport general commodities between the following points as an extension of and to be consolidated with applicant's existing operating rights:

1. Between all points located in the San Francisco Territory as described in Appendix C attached hereto, on the one hand, and Sacramento and all points located within a radius of twenty miles of Sacramento, on the other hand. Applicant may operate over U.S. Highway 40 but may not serve any intermediate points located on said Highway between San Francisco Territory and a point twenty miles west of Sacramento.
2. Between Sacramento and all points located within a radius of twenty miles of Sacramento, on the one hand, and Red Bluff and all intermediate points on the following named highways, on the other hand:
 - (a) U.S. Highway 99 E between Sacramento and Red Bluff, inclusive.
 - (b) State Highway 16 between Sacramento and Woodland, inclusive.
 - (c) U.S. Highway 99 W between Woodland and Red Bluff, inclusive.

Issued by California Public Utilities Commission.

Decision No. 61727, Application No. 41429.

Applicant shall not transport any shipments of:

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. 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.
3. Articles of extraordinary value as set forth in Rule 3 of Western Classification No. 77, J. P. Hackler, Tariff Publishing Officer, on the issue date thereof.
4. Commodities likely to contaminate or damage other freight.

End of Appendix B

Issued by California Public Utilities Commission.

Decision No. 61727, Application No. 41429.

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; northeasterly along Tully Road to White Road; northwesterly along White Road to McKee Road; southwestwardly 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; southwestwardly 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.