

**ORIGINAL**

62412

Decision No. \_\_\_\_\_

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
G. I. TRUCKING COMPANY to consoli- )  
date and redefine its operating )  
authority by the issuance of an "In )  
Lieu" certificate and for an exten- )  
sion of its operating authority in )  
portions of Los Angeles, San Diego, )  
San Bernardino, San Luis Obispo and )  
Ventura Counties. )

Application No. 43232  
Filed March 14, 1961

O P I N I O N

Applicant is a highway common carrier presently transport-  
ing general commodities, with exceptions, generally, (a) between all  
points and places within an area similar to the Los Angeles Basin  
Area, (b) between said area, on the one hand, and San Diego and  
vicinity, on the other hand, via U. S. Highway No. 101, and  
(c) between said area, on the one hand, and Santa Maria, on the  
other hand, via U. S. Highways Nos. 101 and 101 Alternate. Appli-  
cant requests authority to extend such highway common carrier opera-  
tions to permit it to transport general commodities, with exceptions,  
between the authorized areas, on the one hand, and (1) Lompoc and  
certain included areas north of Los Angeles, and (2) points on U. S.  
Highway No. 395 between Riverside and San Diego.

Applicant proposes to establish rates, rules and regula-  
tions governing service in substantial conformity with the rates,

rules and regulations prescribed in Western Motor Tariff Bureau, Local, Joint and Proportional Freight Tariff 18-B, Cal. P.U.C. No. 17, of Agent William Knoell, supplements thereto and successive issues thereof to which applicant is presently a party.

The proposed service is to be on an on-call basis. It will make freight pickups on calls received during reasonable business hours on the same day which said calls are received, and will make delivery of freight so accepted at destination not later than the following business day.

At the commencement of the extended service applicant proposes to use approximately four additional units of equipment plus other equipment as needed. In rendering the entire service at present, applicant has approximately 47 trailers, 48 trucks, and 31 tractors. For the eight months ending August 31, 1960, applicant had operating revenues of \$796,516, expenses totaling \$780,568, for a net revenue from operations, before taxes, of \$15,948. As of August 31, 1960, its current assets totaled \$135,141, and its current liabilities totaled \$102,820.

Applicant alleges that it owns three terminals including an 8,200-square foot covered dock, a loading dock in San Diego, and a terminal at Montalvo, California.

In support of the application, applicant alleges that the proposed operation is required for public convenience and necessity in that during the past 15 years there has been a substantial development of commercial, industrial, and business establishments in most of the points lying within the existing and proposed service area; that a rapid, substantial and continuing

increase in population of the various communities served by applicant has increased the need for the proposed services; that the requested extension of applicant's authority consists mainly of rounding out the territory which applicant is presently authorized to serve in order to give its patrons as full and complete a service as they request and need; that the proposed routes are either minor extensions of applicant's present authority or provide alternate routes in order to provide convenience to the shipping public; that in order to adequately serve the needs of the shipping public, the applicant must have sufficient authority over the surrounding area to avoid unnecessary and unreasonable delays caused by numerous transfers, loadings and unloadings; and that if this application is granted, the applicant will be able to adequately serve the shipping public in the area presently served as well as the area requested.

Upon consideration of the allegations of the application, the Commission finds and concludes that applicant possesses the experience, equipment and financial resources to institute and maintain the proposed service, and that public convenience and necessity require that the application be granted as set forth in the ensuing order.

Copies of the application were served in accordance with the Commission's procedural rules. No protest was received. A public hearing is not necessary.

Applicant's present authority is contained in two decisions, Decision No. 58769, dated July 21, 1959, in Application No. 41234, and Decision No. 58952, dated September 1, 1959, in Application No. 39997. Said certificates will be revoked and a new certificate will be issued containing all of applicant's highway common carrier rights including those granted by the decision herein.

G. I. Trucking Company is hereby placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

An application having been filed, the Commission having considered all of the allegations thereof,

IT IS ORDERED:

1. That a certificate of public convenience and necessity be and it is granted to G. I. Trucking Company, 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 Appendix A and Appendix B attached hereto and made a part hereof.

2. That the certificate of public convenience and necessity granted in paragraph 1 of this order supersedes the certificates of public convenience and necessity granted by Decisions Nos. 58769 and 58952, which certificates are hereby revoked, said revocation to become effective concurrently with the effective date of the tariff filings required by paragraph 3(b) hereof.

3. That 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, 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 and insurance requirements of the Commission's General Order No. 100-B. 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-B, may result in a cancellation of the operating authority 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, applicant shall establish the service 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 15<sup>th</sup> day of August, 1961.

[Signature]  
President

[Signature]

[Signature]

[Signature]  
Commissioners

G. I. Trucking Company, by the certificate granted in the decision noted in the margin, is authorized to transport general commodities between:

- (1) All points within the territory more particularly delineated in Appendix B attached hereto.
- (2) Points in that territory, on the one hand, and
  - a. Oceanside and Chula Vista and intermediate points on U. S. Highway No. 101 between said territory and Chula Vista, and San Diego and El Cajon and intermediate points on U. S. Highway No. 80, on the other hand.
  - b. All points and places located on U. S. Highway No. 101 to Santa Maria, including Santa Maria, and including also points located laterally within 10 miles on either side of said U. S. Highway No. 101 to Santa Maria, on the other hand, provided that no service shall be rendered to or from Saticoy.
  - c. All points on State Highway No. 1 between Lompoc and Santa Maria, inclusive, including points laterally within 10 miles on either side of said State Highway No. 1 between Lompoc and Santa Maria, and including all points within a radius of 10 miles of Lompoc.
  - d. All points between Ventura and San Fernando, inclusive, via State Highway No. 126 and U. S. Highway No. 99, including points within 10 miles laterally on either side of State Highway No. 126 and U. S. Highway No. 99 between Ventura and San Fernando, provided that no service shall be rendered to or from Saticoy or Castaic.
  - e. All points between Ventura and San Fernando, inclusive, via State Highway No. 118, including points within 10 miles laterally of said State Highway No. 118 between Ventura and San Fernando, including all points within

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a 10 mile radius of San Fernando, provided that no service shall be rendered to or from Saticoy.

- f. All points between San Diego and Riverside, inclusive, via U. S. Highway No. 395, including points within 10 miles on either side of said highway between Riverside and San Diego.

The authority hereinabove set forth in paragraph (2) does not include the right to render service to, from or between intermediate points except those specifically authorized.

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. 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.
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 refrigerated equipment.
5. Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semi trailers or a combination of such highway vehicles.

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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.

End of Appendix A

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BEGINNING at the point where State Highway No. 118 intersects with State Highway No. 27; easterly and northeasterly along State Highway No. 118 to State Highway No. 7; northerly along State Highway No. 7 to Rinaldi Street; easterly on Rinaldi Street and Workman Street; westerly and northerly along the boundary of the City of San Fernando and its prolongation to the boundary of the Angeles National Forest; easterly and southerly along the boundary of the Angeles National Forest to U. S. Highway No. 395; southerly along U. S. Highway No. 395 to U. S. Highway No. 99; easterly along U. S. Highway No. 99 to and including the City of Redlands; southeasterly along an imaginary line to the intersection of U. S. Highways Nos. 60 and 395; southerly on U. S. Highway No. 395 to Cajalco Drive; westerly on Cajalco Drive to Mockingbird Canyon Road; northerly on Mockingbird Canyon Road and Van Buren Street to State Highway No. 18; southerly and westerly along State Highway No. 18 and U. S. Highway No. 91 to State Highway No. 55; southerly along State Highway No. 55 to and including Balboa; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of U. S. Highway No. 101 Alternate and State Highway No. 27; thence northerly along State Highway No. 27 to the point of beginning.

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