

**ORIGINAL**

66064

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

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application  
of CONSOLIDATED FREIGHTWAYS  
CORPORATION OF DELAWARE, for an  
in lieu certificate of public  
convenience and necessity.

Application No. 45544

O P I N I O N

Consolidated Freightways Corporation of Delaware,  
presently rendering service as a highway common carrier of property  
between various points within the State, requests that its operating  
authority be restated in the form of a new certificate.

Applicant does not seek to extend its service, routes, or  
territories. Its present authority is stated in numerous certifi-  
cates. According to applicant a single certificate would greatly  
benefit the public, the Commission and applicant by facilitating  
quick and efficient determination of applicant's operating authority.

After consideration the Commission finds that public  
convenience and necessity require the granting of the authority  
sought. The Commission concludes that the application should be  
granted. A public hearing is not necessary.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is  
hereby granted to Consolidated Freightways Corporation of Delaware,

authorizing it to operate as a highway common carrier, as defined in Section 213 of the Public Utilities Code, between the points as set forth in Appendices A, B, C, D and E, attached hereto and made a part hereof.

2. In providing service pursuant to the certificate 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 requirements 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, applicant shall establish the service herein authorized and file tariffs, in triplicate, in the Commission's office.
- (c) The tariff filings shall be made effective not earlier than thirty days after the effective date of this order on not less than thirty days' notice to the Commission and the public, and the effective date of the tariff filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs set forth in the Commission's General Order No. 80-A.

3. 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. 43733, 51515, 56740, 60023, 50864, 55393 and 59100, which certificates are hereby revoked, said revocation to become effective concurrently with the effective date of the tariff filings required by paragraph 2(b) hereof.

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

Dated at San Francisco, California, this 24th day of September, 1963.

William A. Burch  
President

James H. [unclear]

Charles W. [unclear]

George T. Trover

Frederick B. Halbach  
Commissioners

Consolidated Freightways Corporation of Delaware, 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 the San Francisco Territory, as described in Appendix B attached hereto, and the Los Angeles Territory as described in Appendix C attached hereto, via any and all routes but does not include the right to serve from, to or between intermediate points.
2. Between Crescent City and the California-Oregon State Line via U.S. Highway 101 serving as intermediate points Fort Dick, Smith River, Chateau Lodge, Mathews Service Station and White Rock Auto Park.
- 3.(a) Between Orange and Los Angeles and intermediate points, including Culver City:

Via Chapman Avenue to junction U.S. Highway 101, thence via U.S. Highway 101 to Los Angeles; and also via Chapman Avenue to junction U.S. Highway 101, thence U.S. Highway 101 to junction with Los Angeles Street, thence Los Angeles Street to junction Harbor Blvd., thence Harbor Blvd. to junction Whittier Blvd., thence Whittier Blvd. to Los Angeles.

- (b) Between Orange and San Bernardino, and intermediate points:

Via Chapman Avenue and State Highway 55 to junction with U.S. Highway 91, thence via U.S. Highway 91 to San Bernardino.

- (c) Between Orange and Pomona, and intermediate points:

Via Chapman Avenue to U.S. Highway 101, thence U.S. Highway 101 to Los Angeles Street, thence Los Angeles Street to Harbor Blvd., thence Harbor Blvd. to Brea Blvd., thence Brea Blvd., Pomona Blvd., and Brea Canyon Road to junction with U.S. Highway 60, thence U.S. Highway 60 to Pomona.

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- (d) The authority granted in subparagraphs (a), (b) and (c) hereof includes the right to serve points within a 5-mile radius of the highways named therein.
4. (a) Between Orange, Tustin and San Diego and all points within an 8-mile radius of San Diego.
- (b) Between Orange, Santa Ana and Long Beach.
- (c) The authority granted in subparagraphs (a) and (b) hereof does not include the right to render service from, to or between intermediate points.
5. Between all points and places in the Los Angeles Territory as described in Appendix D attached hereto.
6. Between all points and places in the San Francisco-East Bay Cartage Zone as described in Appendix E attached hereto.
7. (a) Between Chester and the California-Nevada State Line near Peavine, including all intermediate points via State Sign Route 36 and U.S. Highway 395.
- (b) Between Bird Flat Schoolhouse (junction U.S. Highway 395 and unnumbered highway) and Herlong (Sierra Ordnance Depot).
8. (a) Between Chester and Hallelujah Junction, and intermediate points (including, among others, Greenville, Crescent Mills, Quincy, Portola and Vinton), via State Sign Route 36 from Chester to junction with State Sign Route 89, thence State Sign Route 89 to junction with U.S. Highway 40 Alternate, thence U.S. Highway 40 Alternate to Hallelujah Junction.
- (b) Between Westwood and junction point of Plumas County Sign Route A21 and State Sign Route 89 situated east of Lake Almanor, via Lassen and Plumas County Sign Route A21 along east side of Lake Almanor to junction with State Sign Route 89, situated near Big Meadows Dam.

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- (c) Between Johnstonville and Alturas, and intermediate points (including, among others, Standish, Litchfield, Ravendale, Termo, Madeline and Likely), via U.S. Highway 395.
  - (d) To, from and between any and all points situated within a distance of one mile laterally of the routes traversed in providing the service hereinabove authorized in subparagraphs (a), (b) and (c) hereof.
9. (a) Through routes and rates may be established between any and all points described in paragraph 1 through 8 above.
- (b) Applicant may use any and all available streets and highways between the points described for operating convenience only.
  - (c) Lateral and radial miles referred to in this appendix are statute miles of 5,280 feet each, measured in a straight line without regard to terrain features.
  - (d) To the extent of any duplication of operative rights set forth in this appendix, such operative rights may not be separated to permit Consolidated Freightways Corporation of Delaware to sell or transfer one certificate authority and retain another certificate authority to perform the same service.
  - (e) 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 Item No. 5 of Minimum Rate Tariff No. 4-B.
    - (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.

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- (3) Livestock, viz.: bucks, bulls, calves, cattle, cows, dairy cattle, ewes, goats, hogs, horses, kids, lambs, live poultry, mules, oxen, pigs, sheep, sheep camp outfits, sows, steers, stags or swine.
- (4) Articles of extraordinary value as set forth in Rule 3 of Western Classification No. 78, J. P. Hackler, Tariff Publishing Officer, on the issue date thereof.
- (5) Commodities requiring special equipment and handling because of unusual size, weight or shape.
- (6) 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.
- (7) Commodities injurious or contaminating to other lading.
- (8) Class A explosives as described in and subject to the regulations of Motor Carriers' Explosives and Dangerous Articles Tariff 11, Cal.P.U.C. 6, American Trucking Associations, Inc., Agent, on the issue date thereof.
- (9) Commodities when transported in bulk in dump trucks or in hopper-type trucks.
- (10) Commodities when transported in motor vehicles equipped for mechanical mixing in transit.
- (11) Commodities in bulk.

End of Appendix A

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SAN FRANCISCO TERRITORY 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 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 the corporate boundary of the city of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with State Highway 17; northerly along State Highway 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Piles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; westerly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbor 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 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; southwesterly 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.



Appendix C to Decision No. 66064

LOS ANGELES TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U.S. Highway 101-Alternate, thence northeasterly along Sunset Boulevard to State Highway 7; northerly along State Highway 7 to State Highway 118; northeasterly along State Highway 118 through and including the City of San Fernando; continuing southeasterly along State Highway 118 to and including the city of Pasadena; easterly along U.S. Highway 66 to State Highway 19; southerly along State Highway 19 to its intersection with U.S. Highway 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 101-Alternate; thence northerly along an imaginary line 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 101-Alternate; thence northeasterly on Sunset Boulevard to State Highway 7; northerly along State Highway 7 to State Highway 118; northeasterly along State Highway 118 through and including the city of San Fernando; continuing northeasterly and southeasterly along State Highway 118 to and including the city of Pasadena; easterly along U.S. Highway 66 to its junction with State Highway 71; southerly on State Highway 71 through and including the city of Pomona; westerly on U.S. Highway 60 to State Highway 35; southerly on State Highway 35 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 19; southerly along State Highway 19 to its intersection with U.S. Highway 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 101-Alternate; thence northerly along an imaginary line to point of beginning.

The San Francisco-East Bay Cartage Zone includes the 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 Lynnwood Drive to So. Mayfair Avenue; thence westerly along said So. 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 northeasterly 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.