

**ORIGINAL**Decision No. 71674

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 LUCIANO GIUDICE, CHARLOTTE  
 GIUDICE, CHARLES TRIANA and  
 JOHN TRIANA, a co-partnership,  
 doing business as AUTO FAST FREIGHT,  
 for an extension of their certificate  
 of public convenience and necessity  
 to operate as a highway common  
 carrier for the transportation or  
 property in intrastate and interstate  
 and foreign commerce.

Application No. 46314  
 (Filed March 24, 1964;  
 amended November 23, 1965)

Murchison & Stebbins, by Donald  
 Murchison and John P. Crawford,  
 for applicant.

Russell & Schureman, by Robert W.  
 Hancock, Carl H. Fritze, and  
 R. Y. Schureman, for Brake  
 Delivery Service, Burton Truck &  
 Transfer Co., City Transfer, Inc.,  
 G & H Transportation, Inc.,  
 Griley Security Freight Lines,  
 Quikway Trucking Co., S & M Freight  
 Lines, Swift Transportation Company,  
 and Robert C. Napier Trucking, Inc.;  
Arthur H. Glanz, for Boulevard  
 Transportation Company, California  
 Cartage Company, California Motor  
 Transport Co., Delta Lines, Inc.,  
 Desert Express, Di Salvo Trucking  
 Company, Walkup's Merchants Express,  
 Oregon-Nevada-California Fast Freight,  
 Pacific Intermountain Express Co.,  
 Pacific Motor Trucking Company,  
 Ringsby-Pacific, Ltd., Shippers Express,  
 Southern California Freight Lines, Inc.,  
 Sterling Transit Co., Inc., T.I.M.E.  
 Freight, Inc., Victorville-Barstow  
 Truck Line, and Willig Freight Lines;  
Karl K. Roos, for Scott Transportation  
 Co.; and Babe Talsky and Walter Talsky,  
 for Reliable Delivery Service, Inc.,  
 protestants.

O P I N I O N

A total of fourteen days of hearings on the above application were held before Examiner Rogers in Los Angeles, San Bernardino and Barstow. The first hearing was on August 31, 1965, and the last hearing was on June 30, 1966, on which date the matter was submitted. Copies of the application and notices of hearing were served in accordance with the Commission's procedural rules. A notice of the filing of the application and of the hearing was published in the Federal Register as required by Section 206(a)(6) of the Interstate Commerce Act, as amended.

Applicant, a California corporation,<sup>1</sup> is a highway common carrier presently transporting general commodities, with exceptions, in intrastate and interstate and foreign commerce, pursuant to authority granted by this Commission in Decision No. 63853, dated June 26, 1962, in Application No. 44464, and Decision No. 60008, dated April 26, 1960, in Application No. 41557. The authority is registered with the Interstate Commerce Commission and is as follows:

## BETWEEN:

1. Points and places in the Los Angeles area described as: That territory bounded on the south by the Pacific Ocean; on the west by Western Avenue, Sunset Boulevard and State Highway 7; on the north by San Fernando Road, State Highway 118, U.S. Highway 66 to

---

<sup>1</sup> When the hearings commenced, the applicant was a partnership doing business as a highway common carrier under the name of Auto Fast Freight. On July 27, 1965, the Commission authorized the partners to transfer the certificate of public convenience and necessity and assets to Auto Fast Freight, Inc., a corporation, and to issue stock (Decision No. 69430, dated July 27, 1965, in Application No. 47675).

State Highway 19; and on the east by State Highway 19, Lower Azusa Road, San Gabriel River and Lakewood Boulevard to the Pacific Ocean, on the one hand, and, on the other, Redlands, including intermediate points over and along, and points laterally within three miles of U.S. Highways 60, 70 and 99.

2. The said Los Angeles area and San Bernardino including intermediate points over and along:
  - (a) U.S. Highway 66.
  - (b) U.S. Highways 60, 70 and 99 between the said Los Angeles area and Pomona; U.S. Highway 60 between Pomona and Riverside, and U.S. Highway 91 between Riverside and San Bernardino.
3. The said Los Angeles area, on the one hand and, on the other, Whittier, Fullerton and Santa Ana. This authority does not include the right to render service to, from or between intermediate points.
4. The said Los Angeles area, on the one hand and, on the other, Crestline, Lake Arrowhead and Big Bear Lake and intermediate and off-route points within three miles laterally of the highways involved on routes as hereinafter described, subject to the following condition and restriction:

When operating over the alternate route via Victorville and Lucerne Valley applicant shall not render service to nor from any point intermediate of Lucerne Valley and their terminus in the City of San Bernardino.

- (a) San Bernardino-Lake Arrowhead:

Between San Bernardino and Lake Arrowhead, in the County of San Bernardino, State of California, over State Highway 18. Intermediate points served include Arrowhead Springs Hotel, Old Waterman Canyon Road, Crestline, Cedar Pines Park, Camp Seeley, Lake Gregory, Club San Moritz, Arrowhead Highlands, Pinecrest, Twin Peaks, Alpine, Alpine Club, Blue Jay, Lake Arrowhead Village, Cedar Glenn, Lake Brook Park, Arrowhead Manor, Los Angeles Boy Scout Camp, and North Shore Lake Arrowhead.

- (b) San Bernardino-Big Bear Lake via Waterman Canyon:

San Bernardino to Big Bear Lake over State Highway 18 (Rim of the World Drive). Intermediate points served include Sky Forest, Running Springs, Arrowbear Lake, Green Valley, Los Angeles Y.M.C.A. Camp, Snow Valley, Big Bear Dam, Fawnskin, Fawnskin Public Camp, Big Bear City, Big Bear Park, Moonridge and Big Bear Lake.

- (c) San Bernardino-Big Bear Lake via City Creek Road:

San Bernardino to Big Bear Lake via City Creek Highway and Rim of the World Drive. Intermediate points served include City Creek Bridge, Dutch John's, Barrel Springs, and Smiley Park.

- (d) San Bernardino-Big Bear Lake via Victorville:

Alternate route from San Bernardino to Big Bear Lake via Cajon Pass, Victorville, Lucerne Valley, and Box S. Ranch. This route to be used only during such times as State Highway 18, the Rim of the World Drive, is impassable.

5. San Bernardino and Riverside, California, on the one hand, and Santa Ana, California, on the other hand, via U.S. Highways 395 and 91, State Highways 18 and 55 and the Santa Ana Canyon Road; serving all intermediate points and the off-route point of Costa Mesa and points laterally within three miles of said highways and road.

Applicant also holds Radial Highway Common Carrier, Highway Contract Carrier, and City Carrier permits issued by this Commission.

By the application herein, applicant seeks authority to transport general commodities with the usual exceptions in interstate and intrastate commerce:

- (1) Between all points and places in the Los Angeles Basin Territory as described in Item No. 270 of Minimum Rate Tariff No. 2.

(2) Between the Los Angeles Basin Territory and Crestline, Lake Arrowhead and Big Bear Lake, and points and places along State Highways 18 and 30 and U. S. Highway 66 and all points within five miles laterally of said highways.

(3) Between the Los Angeles Basin Territory and Yermo, via U. S. Highways 66, 466 and 91, including the off-route points of United States Marine Corps Depot near Daggett, and Daggett, inclusive, and all points within five miles laterally of said highways.

Applicant will use all available public highways between the points it seeks authority to serve, and within the cities proposed to be served, and applicant proposes to use such streets and highways as may be necessary to serve consignors and consignees located within said cities.

Applicant will provide the service on a daily basis Monday through Saturday, Sundays and holidays excepted. It intends to give overnight service to all points with most deliveries before noon of the delivery day.

Applicant is presently a party to Western Motor Tariff Bureau, Inc., Agent, Local and Joint Proportional Freight and Express Tariff No. 111, Cal. P.U.C. No. 15, in the publication of its rates and charges with respect to the commodities which it presently transports intrastate between those points which it now serves as a highway common carrier and is a party to Western Motor Tariff Bureau, Inc., Agent, Local, Joint and Proportional Freight Tariff No. 107, MF-ICC No. 16, with respect to its present interstate operations.

Applicant proposes to establish rates substantially in conformity with the rates published in those tariffs.

Applicant has terminals in San Bernardino and Los Angeles. If it receives authority to serve to the Barstow area, it will establish a terminal in either Barstow or Victorville, if the traffic warrants.

Applicant has approximately 28 pieces of equipment of all types. If it secures the authority it requests, it will add approximately 10 pickup trucks. It has approximately 17 employees, including the officers and 14 truck drivers. For the seven months' period ending July 31, 1965, it made a net profit from its operations of \$9,180. Its gross revenues from operations for the same period were \$174,785.

Approximately 46 shippers or consignees testified in support of applicant's request for an extension of authority as a highway common carrier. Twenty-five of these witnesses wanted truck transportation services originating in the Los Angeles Area presently served by applicant as a highway common carrier. The majority of such witnesses expressed a desire for applicant's proposed highway common carrier services to and from the Victorville-Barstow area and stated they were using and had been using applicant's services as a permitted carrier for periods ranging from two months to two years and with a frequency ranging from daily to monthly to and from said area. Approximately six of such witnesses had been using applicant's services as a permitted carrier between the Los Angeles Area and points along

State Highway 18 between Victorville and Big Bear, including Apple Valley and Lucerne Valley, for similar periods of time and with comparable frequency and desire that such service be continued. Approximately 20 of such witnesses have been using applicant's services as a permitted carrier between the Los Angeles Area and points in the Los Angeles Basin Territory it does not have authority to serve as a highway common carrier for periods ranging from a few months to as many as 20 years and with similar frequency. All of said witnesses use and will continue to use applicant's services. They receive from applicant pickup services varying between 8:30 A.M. and 6:00 P.M. according to their needs. Many of them need Saturday delivery at destinations, particularly in the Barstow area, and receive such service from applicant at present. Collectively, these witnesses were not particularly concerned with whether or not applicant's services were rendered as a permitted carrier or a certificated carrier except that in approximately three instances the shippers want either split pickups or split deliveries, with some of the points being in the applicant's presently certificated area and some of the points being in the presently permitted area. The witnesses who use applicant's services to and from points in the Los Angeles Basin Territory in some instances use applicant for all transportation in the territory and in some instances use other carriers together with applicant. None of the intrabasin witnesses were familiar with or had tried the services of more than a small portion of the many highway common carriers authorized by this Commission to serve the Los Angeles Basin Territory.

Several of the witnesses who appeared for applicant in the Los Angeles Area hearings expressed a need for interstate service.

Approximately 13 shippers or consignees, having places of business in Colton, Redlands, San Bernardino, Riverside or Rubidoux, testified that they use applicant's services to the Victorville-Barstow area and/or the Apple Valley-Lucerne Valley-Hesperia area, and that they use or would use applicant's services into the Los Angeles Basin Territory points it does not have authority to serve as a highway common carrier.

Eight shippers or receivers, having places of business in Barstow, Lenwood, Apple Valley and/or Daggett, testified that they use and desire the services of applicant to and from the Los Angeles Basin Territory, including Riverside and San Bernardino. One of the Barstow consignees testified at length that Victorville-Barstow Truck Line was not giving the consignee the service it needs and wants and that only the applicant has provided it with adequate service. The witness for the consignee complained specifically of 11 shipments (Exhibit 34) handled by said truck line in 1965. During this period of time, the truck line carried approximately 110 other shipments for this consignee (Exhibit 35) to this consignee's satisfaction.

The majority of the applicant's witnesses from all areas desire a Saturday service to and from the Victorville-Barstow area. Many of these witnesses were not familiar with the fact, shown by the record, that the Victorville-Barstow Truck Line and Desert Express provide Saturday delivery service in the Victorville-Barstow area.



Protesting Carriers

Three of the protesting carriers, namely Victorville-Barstow Truck Line, Desert Express, and Scott Transportation Co., are authorized to provide highway common carrier service between either the entire Los Angeles Basin Territory or a major portion thereof, on the one hand, and the desert territory herein referred to between Victorville and Barstow, on the other hand, and each has corresponding interstate rights. Victorville-Barstow Truck Line and Desert Express provide Saturday delivery service in the Barstow area. Reliable Delivery Service, Inc., covers the area south and west of Victorville, including Victorville, as a highway common carrier and also has corresponding interstate authority.

Victorville-Barstow Truck Line also serves between points in the entire Los Angeles Basin Territory as a highway common carrier and has corresponding interstate authority. Desert Express serves the entire area proposed to be served by the applicant between Victorville and Barstow and Yermo as a highway common carrier and has corresponding interstate rights. It does not serve the area between Victorville and San Bernardino, excluding said cities.

Scott Transportation Co. serves between Los Angeles, San Bernardino, Redlands, Colton, Highland, Rialto, and Fontana, on the one hand, and the points north and east of Victorville to Barstow and Yermo, including Victorville, on the other hand, as a highway common carrier. It has corresponding interstate rights.

Reliable Delivery Service, Inc., serves the Los Angeles Basin Territory and between the Los Angeles Basin Territory and Victorville as a highway common carrier, and has corresponding interstate authority.

Los Angeles Basin Territory

The following protesting carriers serve either the entire Los Angeles Basin Territory, or the major portion thereof, as highway common carriers, and their authority is registered with the Interstate Commerce Commission: Southern California Freight Lines, Inc., California Cartage Company, Robert C. Napier Trucking, Inc., Quikway Trucking Co., Burton Truck & Transfer Co., City Transfer, Inc., and G & H Transportation, Inc. In addition to these carriers, three others who have highway common carrier authority between points in the Los Angeles Area, only, appeared in protest of the application. These latter carriers also have their authority registered with the Interstate Commerce Commission.

The protesting carriers, collectively, have hundreds of pieces of equipment available in the Los Angeles Basin Territory for transportation between points in the Los Angeles Basin Territory in intrastate and interstate commerce and are ready, able and willing to handle additional traffic.

Approximately 44 consignees or consignors, having places of business in Daggett, Hinkley, Victorville, Barstow, Rialto, San Bernardino, Riverside, or Bloomington (30 of whom were from Barstow), were called as witnesses by the Victorville-Barstow Truck Line and the Desert Express. These witnesses testified that they collectively receive highway common carrier services between Los Angeles, San Bernardino and Riverside, on the one hand, and the

points applicant proposes to serve and is not now authorized to serve; that the services of the existing highway common carriers are adequate; that they receive Saturday delivery where requested; and that they have no need for any additional carriers to or from the proposed area north of the Los Angeles Basin Territory or in the Los Angeles Basin Territory.

It should be noted that several of the witnesses appearing on behalf of the protestant Reliable Delivery Service, Inc. appeared to be presently receiving daily service by the applicant and said protestant to the Barstow-Yermo area, which are points the latter two carriers are not authorized to serve as highway common carriers.

#### Findings

The Commission, having considered the evidence, including that relative to the proposed interstate and foreign operation, finds that:

1. Applicant is a California corporation and has permits issued by this Commission for all types of general commodity transportation. It also has a certificate of public convenience and necessity as a highway common carrier authorizing it to transport property, with the usual exceptions, between places in the Los Angeles Area, which generally extends from State Highway 7 on the west to State Highway 19 on the east, and from the Angeles National Forest on the north to the Pacific Ocean on the south, and between said Los Angeles Area, on the one hand, and (a) San Bernardino and intermediate points via U. S. Highways 60, 66, 70 and 99, including intermediate points; (b) Whittier, Fullerton and Santa Ana, serving no intermediate points; and (c) Crestline, Lake Arrowhead and Big Bear, via prescribed routes; and between San Bernardino and Riverside and Santa Ana via U. S. Highways 395 and 91 and State

Highways 18 and 55, and Santa Ana Canyon Road, serving intermediate points on said highways.

2. Applicant has interstate authority coextensive with its existing intrastate authority. Notice of the filing of the application for a certificate of public convenience and necessity as a highway common carrier operating in intrastate and interstate and foreign commerce was served on all interested parties and published in the Federal Register on April 10, 1964.

3. Applicant seeks authority to extend both its intrastate and interstate and foreign commerce services so that it can serve (a) between points in the Los Angeles Basin Territory, which extends from the Los Angeles County line on the west to Yucaipa, Riverside, San Jacinto, Hemet, and Temecula on the east, and from the Pacific Ocean to the San Diego County line on the south to the Angeles National Forest and the San Bernardino National Forest on the north; (b) between the said Los Angeles Basin Territory and Crestline, Lake Arrowhead and Big Bear Lake, and points and places along State Highways 18 and 30, and U.S. Highway 66, and all points within five miles laterally of said highways named; and (c) between the said Los Angeles Basin Territory and Yermo, via U.S. Highways 66, 466 and 91, including the off-route points

of the United States Marine Corps Depot at or near Daggett, and Daggett, inclusive, and all points within five miles laterally of the said highways named.

4. The witnesses who appeared for the applicant desire that it be authorized to render the service it seeks authority to provide in intrastate commerce, and several of such witnesses requested that it be authorized to render service also in interstate and foreign commerce. Applicant has been transporting commodities to and from said areas on a daily basis, purportedly pursuant to its permits to and from those points and places not included in its certificated authority, and pursuant to its certificate where applicable. Many of the applicant's witnesses have been using its services in the Los Angeles Basin Territory, which services it performed either pursuant to its permits or to its highway common carrier certificate, for many years, and many of these witnesses have recently commenced using applicant's services to the Victorville-Barstow-Yermo area.

5. Some of applicant's witnesses had no complaints against the existing carriers; a few had specific complaints against some carriers with which they were familiar; many were not familiar with the majority of the carriers serving the Los Angeles Basin Territory; and some using the services of applicant to and from the Barstow-Yermo area had never used the services of any carrier other than applicant.

6. With three or four exceptions, the protesting highway common carriers serve all or major portions of the Los Angeles Basin Territory pursuant to certificates of public convenience

and necessity issued by this Commission, and each is authorized to transport traffic in interstate and foreign commerce in the territory it serves as a highway common carrier.

7. The applicant has authority to serve the major portion of the Los Angeles Basin Territory, including the major cities therein, and between a portion of the Los Angeles Basin Territory on the one hand, and Lake Arrowhead and Big Bear Lake and certain designated intermediate points on the other hand, both in intrastate and in interstate and foreign commerce, and has the experience, equipment and finances sufficient to enable it to serve the entire Los Angeles Basin Territory and between said Los Angeles Basin Territory on the one hand, and said Lake Arrowhead and Big Bear Lake and designated intermediate points on the other hand.

8. Public convenience and necessity require that applicant be authorized to extend its service as a highway common carrier for intrastate traffic and operate in interstate and foreign commerce coextensively with its intrastate operations to, from and between all points in the Los Angeles Basin Territory and between the Los Angeles Basin Territory on the one hand, and Lake Arrowhead and Big Bear Lake and certain designated intermediate points on the other hand as set forth in the order herein.

9. The territory, routes, points and cities other than within the Los Angeles Basin Territory and other than Lake Arrowhead and Big Bear Lake and points intermediate and between the Los Angeles Basin Territory and said lakes proposed to be served by applicant, are receiving adequate service by the highway common carriers authorized by this Commission to serve said territory, routes, points and cities, and public convenience and necessity do not require that applicant be granted authority to serve any territory, routes,

points or cities other than the Los Angeles Basin Territory and between said territory and Lake Arrowhead and Big Bear Lake and intermediate points as a highway common carrier. Certification of applicant to serve said other territory, routes, points or cities would dilute the traffic of already certificated carriers therein and render it difficult for them to serve the public as contemplated by their certificates.

Conclusion

The Commission concludes that applicant should be authorized to provide service as a highway common carrier of general commodities, with exceptions, to, from and between all points in the Los Angeles Basin Territory and between the Los Angeles Basin Territory on the one hand, and Lake Arrowhead and Big Bear Lake and designated intermediate points on the other hand as set forth in the order herein, and that applicant should be authorized to provide service in interstate and foreign commerce coextensive with its intrastate authority; and that in all other respects, the application should be denied.

Auto Fast Freight, Inc., 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

IT IS ORDERED that:

1.(a) A certificate of public convenience and necessity is granted to Auto 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 set forth in Appendices A and B attached hereto and made a part hereof.

(b) Auto Fast Freight, Inc. is authorized to register the intrastate authority herein described in paragraph 1. (a) hereof, with the Interstate Commerce Commission for operations in interstate and foreign commerce.

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. Applicant is placed on notice that, if it accepts the certificate of public convenience and necessity herein granted, it will be required, among other things, to comply with and observe the safety rules of the California Highway Patrol and the insurance requirements of the Commission's General Order No. 100-D. Failure to comply with and observe the safety rules, or the provisions of General Order No. 100-D, 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.
- (e) Applicant shall maintain its accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

3. The certificate of public convenience and necessity granted in paragraph 1 of this order is in lieu of and supercedes the certificates of public convenience and necessity granted or acquired by Auto Fast Freight, Inc., or its predecessors by Decisions Nos. 60008 and 63853, which certificates are hereby revoked, said revocation to be 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 6<sup>th</sup> day of DECEMBER, 1966.

President

George H. Hoover

Fredrick B. Halbach

Augustin

Commissioners

Auto Fast Freight, Inc., by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport general commodities:

1. Between all points and places within the Los Angeles Basin Territory as described in Appendix B attached hereto.
2. Between said Los Angeles Basin Territory on the one hand, and, on the other, Crestline, Lake Arrowhead and Big Bear Lake and intermediate and off-route points within three miles laterally of the highways involved on routes as hereinafter described, subject to the following condition and restriction:

When operating over the alternate route via Victorville and Lucerne Valley applicant shall not render service to nor from any point intermediate of Lucerne Valley and their terminus in the City of San Bernardino.

(a) San Bernardino-Lake Arrowhead:

Between San Bernardino and Lake Arrowhead, in the County of San Bernardino, State of California, over State Highway 18. Intermediate points served include Arrowhead Springs Hotel, Old Waterman Canyon Road, Crestline, Cedar Pines Park, Camp Seeley, Lake Gregory, Club San Moritz, Arrowhead Highlands, Pinecrest, Twin Peaks, Alpine, Alpine Club, Blue Jay, Lake Arrowhead Village, Cedar Glenn, Lake Brook Park, Arrowhead Manor, Los Angeles Boy Scout Camp, and North Shore Lake Arrowhead.

(b) San Bernardino-Big Bear Lake via Waterman Canyon:

San Bernardino to Big Bear Lake over State Highway 18 (Rim of the World Drive). Intermediate points served include Sky Forest, Running Springs, Arrowbear Lake, Green Valley, Los Angeles Y.M.C.A. Camp, Snow Valley, Big Bear Dam, Fawnskin, Fawnskin Public Camp, Big Bear City, Big Bear Park, Moonridge and Big Bear Lake.

Issued by California Public Utilities Commission.

Decision No. 71674, Application No. 46314.

(c) San Bernardino-Big Bear Lake via City Creek Road:

San Bernardino to Big Bear Lake via City Creek Highway and Rim of the World Drive. Intermediate points served include City Creek Bridge, Dutch John's, Barrel Springs, and Smiley Park.

(d) San Bernardino-Big Bear Lake via Victorville:

Alternate route from San Bernardino to Big Bear Lake via Cahon Pass, Victorville, Lucerne Valley, and Box S. Ranch. This route to be used only during such times as State Highway 18, the Rim of the World Drive, is impassable.

End of Appendix A

Issued by California Public Utilities Commission.

Decision No. 71674, Application No. 46314.

APPENDIX B TO DECISION NO. 71674

LOS ANGELES BASIN TERRITORY includes that area embraced by the following boundary: Beginning at the point the Ventura County-Los Angeles County boundary line intersects the Pacific Ocean; thence northeasterly along said county line to the point it intersects State Highway No. 118, approximately two miles west of Chatsworth; easterly along State Highway No. 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the City of San Fernando; westerly and northerly along said corporate boundary to McClay Avenue; northeasterly along McClay Avenue and its prolongation to the Angeles National Forest boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 3.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U. S. Highway No. 99; northwesterly along U. S. Highway No. 99 to the corporate boundary of the City of Redlands; westerly and northerly along said corporate boundary to Brookside Avenue; westerly along Brookside Avenue to Barton Avenue; westerly along Barton Avenue and its prolongation to Palm Avenue; westerly along Palm Avenue to La Cadena Drive; southwestly along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to U. S. Highway No. 60; southwestly along U. S. Highways Nos. 60 and 395 to the county road approximately one mile north of Perris; easterly along said county road via Nuevo and Lakeview to the corporate boundary of the City of San Jacinto; easterly, southerly and westerly along said corporate boundary to San Jacinto Avenue; southerly along San Jacinto Avenue to State Highway No. 74; westerly along State Highway No. 74 to the corporate boundary of the City of Hemet; southerly, westerly and northerly along said corporate boundary to the right of way of The Atchison, Topeka & Santa Fe Railway Company; southwestly along said right of way to Washington Avenue; southerly along Washington Avenue, through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to the county road intersecting U. S. Highway No. 395, 2.1 miles north of the unincorporated community of Temecula; southerly along said county road to U. S. Highway No. 395; southeasterly along U. S. Highway No. 395 to the Riverside County-San Diego County boundary line; westerly along said boundary line to the Orange County-San Diego County boundary line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shoreline of the Pacific Ocean to point of beginning.