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ORIGINAL

Decision No. 81389

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
G. I. TRUCKING COMPANY, a California  
corporation, for an extension of its  
certificate of public convenience and  
necessity to operate as a highway  
common carrier for the transportation  
of property in intrastate and inter-  
state and foreign commerce, and for  
an in lieu certificate of public  
convenience and necessity therefor.

Application No. 53306  
(Filed April 28, 1972)

Donald Murchison, Attorney at Law, for applicant.  
Carl Fritze and Robert Schureman, Attorneys at  
Law, for City Transfer, Inc., Los Angeles City  
Express, Inc., Reliable Delivery Service, Inc.,  
and Victorville-Barstow Truck Line; and  
Ronald J. Kinsling, Attorney at Law, for  
Pacific Motor Trucking Company; protestants.

### O P I N I O N

G. I. Trucking Company, presently rendering service as a highway common carrier, requests authority to extend service north of Orcutt and Santa Maria on State Highway 1 and U. S. Highway 101 to Paso Robles and northeast of San Fernando on State Highway 14 to Mojave.

Applicant also requests the removal of a restriction in its present certificate against serving Saticoy and Castaic.

Applicant requests authority to provide service to the extended areas on shipments moving in intrastate, interstate, and foreign commerce. Copies of the application were served upon existing carriers with which the proposed service might compete and an appropriate notice was published in the Federal Register.

Public hearing was held before Examiner Daly in Los Angeles and the matter was submitted upon briefs. The closing briefs were filed on March 26, 1973. The application was protested by City Transfer, Inc. (City), Los Angeles City Express, Inc. (LA), Reliable Delivery Service, Inc. (Reliable), Victorville-Barstow Truck Line (Victorville), and Pacific Motor Trucking Company (PMT). Protest appearances were also made on behalf of Smith Transportation Company (Smith) and System 99 (System), but were withdrawn prior to submission.

Applicant's Presentation

Applicant commenced operations in 1946 as a permitted carrier. By Decision No. 62412 dated August 15, 1961 in Application No. 43232 it was authorized to transport general commodities, with certain exceptions, as a highway common carrier between points within a portion of the Los Angeles Basin Territory, and between those points in the Los Angeles Basin Territory, on the one hand, and, on the other hand, points and places on U. S. Highways 101 and 80 to and including Chula Vista and El Cajon; points and places on State Highway 1 and U. S. Highway 101 to and including Orcutt and Santa Maria; points and places on U. S. Highway 99 and State Highways 126 and 118 between Ventura and San Fernando; and points and places on U. S. Highway 395 between San Diego and Riverside. Applicant was restricted from serving Saticoy and Castaic. Applicant is also authorized to provide a corresponding service on shipments moving in interstate and foreign commerce.

If the authority requested is granted applicant would be able to extend service to the following points: Arroyo Grande, Atascadero, Avila Beach, Grover City, Morro Bay, Nipomo, Oceano, Paso Robles, Pismo Beach, San Luis Obispo, Santa Margarita, Shell Beach, Templeton, Acton, Edwards Air Force Base, Lancaster, Mojave, Palmdale, Rosamond, Castaic, and Saticoy.

Applicant proposes a daily overnight service five days a week with a Saturday service provided upon request. It owns and operates 501 units of equipment and maintains terminals in La Mirada, San Diego, Camarillo, and Santa Maria. A new terminal is planned for Santa Maria. Applicant employs 362 individuals in various classes including drivers, mechanics, platform workers, office personnel, supervisors, manager, and officers. As of December 31, 1971 applicant indicated a net worth in the amount of \$1,191,441.

Applicant's president testified that applicant has received numerous requests from its customers to extend service to the proposed areas; that many have split-delivery shipments where portions of the shipments are within applicant's presently certificated area and portions are within the extended areas; and that because of the Commission restriction against combining certificated and permitted authorities in applying the lower split-delivery rates, applicant's customers must either use another carrier or pay higher rates for the use of applicant's direct line service.

Public Witness Testimony

Applicant introduced the testimony of 16 witnesses. A summarization follows:

1. Robert G. Cawein, St. Louis, Illinois.  
General Manager, Associated Shippers, Incorporated.  
A nonprofit freight cooperative of approximately 290 members. Arranges for the consolidation and distribution of shipments for its members. Shipments originate at eastern points, primarily St. Louis, and are distributed to west coast points. Shipments are loaded in trailers and transported by rail to Southern California from whence they are delivered. Has shipments moving on a weekly basis to points within the proposed area. Presently using applicant to points within its existing certificated area. Applicant takes the shipments destined to the proposed area, but turns them over to another carrier for delivery. Has received complaints about the service of the other carriers, i.e., System 99 and Kern Valley. Could not remember any specific complaints. Would use applicant to the proposed area because of service and lower costs.

2. James Richard Lewis, La Mirada.  
Western Division Traffic Mgr., Uarco, Incorporated. Manufacturer of paper printed forms, and computing machinery. Main plant is in Riverside. Has used applicant for 10 years. Desires a pickup after 4:30 p.m. and requires an overnight service. Has shipments averaging 800 pounds moving to San Luis Obispo, Oceano, and Lompoc approximately 3 times a week. Has shipments to Palmdale, Lancaster, and Mojave on a daily basis. Has interstate shipments to said points. Previously used System 99, CME/Delta, Reliable, and PMT to proposed points. Existing carriers missed pickups.
3. Hans Pollak, Vernon.  
Warehouse Manager, Progressive Wholesalers. Distributes variety store merchandise. Has shipments ranging from 100 to 500 pounds moving twice a month to such points as Morro Bay, Paso Robles, Pismo Beach, San Luis Obispo, Atascadero, Edwards Air Force Base, Mojave, and Palmdale. Presently using applicant within its certificated area. The service is excellent. Would use applicant to its proposed areas. Has limited dock space and would like to limit the number of carriers using dock facilities. Has used System 99 and CME/Delta to points north of Santa Maria. Service was spotty - sometimes fair and at times "rotten". Discontinued using System 99 because of a claim problem on a shipment to Atascadero. In June of 1972 CME/Delta took 12 days to deliver a shipment to Paso Robles. The shipment was refused and the merchandise was returned. Presently using Big Pine Trucking to Mojave and Lancaster. Previously used PMT to the desert, but PMT serves these points on a limited basis depending upon the traffic available. Traffic is held until a payload is accumulated.
4. Phillip G. Moore, Costa Mesa.  
General Manager, E. L. Moore Co. Manufactures chemical additives for the concrete industry. Ships about once a month to San Luis Obispo and Paso Robles. Shipments to Paso Robles average 250 pounds and shipments to San Luis Obispo average 2,000 pounds. Ships approximately 1,000 pounds a month to Lancaster. Expects to be shipping

4,000 pounds a month to Palmdale upon the completion of a new plant. Has been using applicant to San Diego for the past 10 years and to the proposed points since the first of the year. Previously used FMT and Reliable to Lancaster, but discontinued because they failed to pick up on time and FMT was too slow. Had used Delta to San Luis Obispo, but it picked up too late and some one had to stay until the pickup was made. Had also used Desert Express to Lancaster, but it was also too slow. Has never used the services of Victorville-Barstow or Los Angeles City Express.

5. Abdul J. Saadat, City of Commerce.  
Plant Superintendent, Borden Chemical Co.  
Manufactures package adhesives, glues, and emulsions. Has shipments ranging from 50 pounds to 1,000 pounds to such points as Paso Robles, Morro Bay, Lancaster, and Palmdale. Ships approximately four times a month to one or more of said points. Until a few months ago used the services of System 99, CME/Delta and Smith to San Luis Obispo and the services of City Express and Reliable to Lancaster and Palmdale. The service on larger shipments to the northern points was all right, but it was difficult getting pickups on small shipments. Would call at 9:00 a.m., but couldn't always get same-day pickup on the smaller shipments. The larger shipments were picked up the same day that the call was placed. LA City Express and Reliable did not consistently provide an overnight service. Presently using applicant to San Luis Obispo. Applicant makes a daily pickup around 4:30 p.m. Would like to use applicant to the proposed areas on split-delivery shipments.
6. John E. Streeter, Azusa.  
Traffic Manager, Rainbird Sprinkler Mfg. Co.  
Manufactures sprinklers both agricultural and turf. Ships to Paso Robles, San Luis Obispo, and Morro Bay approximately four times a week for six months of the year and approximately once a week during the last six months. Shipments average 400 pounds. Primarily uses FMT to these points. Also has shipments to Edwards Air Force Base, Lancaster, and Palmdale. For the past two months has been using applicant to the desert area. The service of applicant is excellent. FMT does not provide an overnight service in all cases. Except for the time in transit FMT has been satisfactory.

7. Michael L. Strauss, Santa Fe Springs.  
President, Serigraphics Displays.  
Distributes store advertising displays. Has 250-pound shipments to Lancaster two to six times a month. Presently using Desert Express, Reliable, and PMT. The service is too slow. Has waited as long as two days for a pickup. Uses own equipment on emergency shipments. Would like to use the service of applicant and discontinue use of own equipment.
8. Gerald M. Keyes, La Mirada.  
Traffic Supervisor, Bristol-Myers.  
Has shipments of toilet preparations ranging from 100 to 300 pounds moving daily to such points as Arroyo Grande, Atascadero, Grover City, Morro Bay, Paso Robles, and San Luis Obispo. Has used applicant and Smith Transportation. Prefers to use applicant. Has limited dock facilities and more extensive use of applicant would eliminate the use of another carrier and thereby relieve dock congestion.
9. Roderick Bruce Moore, Camarillo.  
Plant Controller, W. R. Grayson Company.  
Manufactures and distributes plastic food packaging and film. Has 300-pound shipments twice a month to San Luis Obispo. Discontinued using Smith Transportation in March because of a claim problem. Presently using applicant to San Luis Obispo as well as to other points that it serves.
10. Kent Smith, City of Commerce.  
Warehouse & Office Manager, Signode Corp.  
Packaging material. Ships to San Luis Obispo and Paso Robles two or three times a week. Shipments average 2,500 pounds. Has daily shipments ranging from 1,000 pounds to 2,000 pounds to such points as Lancaster, Edwards Air Force Base, Mojave, Palmdale, Rosamond, Castaic, and Saticoy. Presently using Coast, Smith, CME/Delta, and System 99 to northern points. No complaints with Smith, but CME/Delta takes two to four days to deliver. Uses Smith at customer's request, but prefers to use applicant. Applicant provides a late afternoon pickup and can pick up all of the shipments at once. Has used System 99, Desert Express, and Victorville-Barstow to the desert area and applicant on emergencies. Victorville-Barstow is erratic. It is slow and occasionally misses pickups.

11. Dennis William Christopher, City of Commerce.  
Manager, Pitney-Bowes, Incorporated.  
Handles office equipment and specializes in mailing machines, postage meters, and copy machines. Has shipments ranging from 300 to 500 pounds moving three times a week to such points as Arroyo Grande, Paso Robles, Pismo Beach, San Luis Obispo, Palmdale, and Lancaster. Presently uses applicant because it provides a daily pickup with a single line direct service. Previously used CME/Delta to the northern area and PMT, Desert Express, and Reliable to the desert area. PMT takes two days and Reliable occasionally missed pickups. Reliable would pick up when called, but the service was not overnight.
12. Conroy F. Jones, Los Angeles.  
Vice-President, Thunderbird Freight Lines.  
Common carrier of general commodities operating between points in California, on the one hand, and points in Arizona and New Mexico, on the other hand. Once a week interlines at L.A. terminal, shipments that are destined for the Lancaster and Palmdale area. Presently interlining with Victorville-Barstow. No difficulty with the arrangement, but Victorville-Barstow is "married" to his competitor and his company receives no interline on shipments originating within the area. Has worked with applicant over the years. Applicant can serve strike-bound plants. Has a personal preference to interline with applicant, because applicant would interline the outbound traffic.
13. Walter Oswald Alvarado, Alhambra.  
Trucking Supervisor, Southern California Edison Company.  
Has truckload shipments of electrical equipment moving once or twice a month to Lancaster and Palmdale. Requires open type, rack trailers with fork lift unloading at job site. Victorville-Barstow, PMT, and Desert Express could not provide the necessary equipment. Presently using own equipment on 30 percent of its shipments. Uses applicant to other points. Applicant provides a good service with same-day pickup and delivery. Would like to use applicant more extensively.

14. Charles A. Rogers, Northridge.  
Plant Manager, Frye Copy Systems.  
Has 1,000-pound shipments of carbon paper and carbon paper ink moving once a week to Paso Robles. Expects the volume to increase to 10,000 pounds a week. Presently using Delta/CME, and the service is not satisfactory because the transit time is occasionally two days and it does not always pick up the same day that a call is placed. Presently using applicant to other points and would like applicant to take the Paso Robles traffic also.
15. Lawrence A. Buchholz, city of Industry.  
Western Traffic Manager, General Tire & Rubber Co. Has warehouses in the city of Industry, Orange, Buena Park, and Anaheim. From the city of Industry has shipments averaging 1,000 pounds moving twice a week to San Luis Obispo and Paso Robles. Presently using Smith to these points. Also has daily shipments ranging between 20,000 pounds and 30,000 pounds moving to Castaic, Palmdale, Lancaster, and Edwards Air Force Base. Uses PMT and Desert Express on desert shipments. No great complaints with PMT and Desert Express; however, there have been some missed pickups. Uses applicant to Castaic and the service is good. Would use applicant to proposed points if certificated.
16. Raymond DeWoody, Artesia.  
Shipping & Receiving Clerk, Alco Chemical Co. Has shipments of insecticides averaging 800 pounds moving twice a month to San Luis Obispo and three times a month to Lancaster and Palmdale. Previously used Delta to San Luis Obispo and Reliable to desert area. They did not always pick up the same day that a call was placed. On several occasions Reliable took two days to make deliveries on shipments to Lancaster. Has been using applicant for the past month and a half. Applicant's service is very good.

It was stipulated that if called, 17 additional witnesses would have testified substantially the same on direct, cross, re-direct, and re-cross examination as those who testified.

Protestants' Presentation

Evidence in support of their protests was introduced by Victorville, Reliable, and FMT. The operating authority and equipment list of City was received in evidence by stipulation.

Victorville is authorized to provide service between points within the Los Angeles Basin Territory; between points in the Los Angeles Basin Territory, on the one hand, and Palmdale and Barstow, on the other hand, including intermediate points on U. S. Highways 66 and 91 (now Interstate Highway 15); and between points within the Mojave Desert area. It also holds corresponding interstate authority. Victorville maintains terminals at Los Angeles, Bloomington, Victorville, and Barstow. It owns and operates 99 units of equipment and employs 55 individuals.

Victorville contends that the granting of the application would result in a diversion of traffic in the desert area and that any diversion of traffic in this lightly populated area would seriously affect its ability to provide service. According to Exhibit 20 Victorville's operating ratio increased from 90.4 percent in 1962 to 98.9 percent in 1972. Notwithstanding several rate increases over the past few years Exhibit 21 indicates that Victorville's gross revenues showed a limited increase from \$1,298,461 in 1968 to \$1,463,883 in 1972.

Reliable is authorized to transport general commodities moving in both intrastate and interstate commerce between points in the Los Angeles Basin Territory and between said points, on the one hand, and all points and places on U. S. Highway 6 (now State Highway 14) between San Fernando and Mojave, all places on U. S. Highway 466 (now State Highway 58) between Keene and Kramer Junction and Castaic, Pearblossom, Inyokern, China Lake, Ridgecrest, Westend, Argus, Trona, Johannesburg, Randsburg, and Red Mountain, on the other hand. Terminals are maintained at Los Angeles, San Bernardino, and San Diego. Reliable owns and operates 166 units of equipment.

If the application were granted applicant would be competing with Reliable at the following points: Newhall, Saugus, Palmdale, Lancaster, Edwards Air Force Base, Rosamond, and Mojave.

According to the president of Reliable its operating ratio is slightly in excess of 100 percent and operations in the desert area have decreased over the past several years.

It was stipulated that City is authorized to transport general commodities moving in intrastate and interstate commerce between the Los Angeles International Airport and the Lockheed Air Terminal at Burbank, on the one hand, and Saugus, Newhall, Palmdale, Lancaster, Edwards, Boron, and the Edwards Air Force Base, on the other hand. The authority is restricted to shipments having a prior or subsequent movement by air or water. It owns and operates 227 units of equipment. It was also stipulated that Express is authorized to transport general commodities moving in intrastate and interstate commerce between the Los Angeles Basin Territory, on the one hand, and Solemint, on the other hand.

PMT is authorized to operate extensively throughout the state including the proposed areas. It owns and operates a wide variety of equipment and maintains a terminal at a number of points including Oxnard, San Bernardino, San Luis Obispo, Santa Barbara, Santa Maria, Wilmington, Lone Pine, Bakersfield, Los Angeles, Indio, and Lancaster. PMT assertedly can accommodate approximately 25 percent more traffic on its present equipment. PMT opposes the granting of the application because it would assertedly dilute traffic and thereby result in an increase in rates.

Petition to Set Aside Submission

On February 23, 1973 Victorville, Reliable, City, and Express filed a petition to set aside submission for receipt of a verified statement of applicant's president made in an application filed by applicant with the Interstate Commerce Commission. The statement contained an admission that on occasion applicant's trucks have crossed the Mexican border because of operational problems involved in the transfer of shipments.

Protestants contend that this additional evidence is material, relevant, and critical to that portion of the application seeking a coextensive Certificate of Registration under Section 206(a)(6) of the Interstate Commerce Act.

The issue as to whether applicant is a single state carrier is an issue that should be developed in the application pending before the Interstate Commerce Commission and not in this proceeding. The petition to set aside submission will be denied.

On April 11, 1973 protestants filed a motion to strike Appendix 1 attached to applicant's reply brief on the ground that the appendix is unsupported and attempts to introduce evidence without a supporting witness. The appendix is a response letter to applicant's attorney from the Interstate Commerce Commission dated December 8, 1972 and relates to a matter of procedure. This also is a matter for the Interstate Commerce Commission and has no place in this proceeding. The letter is not in evidence and will not be considered. There is no need for a ruling on the motion to strike.

#### Discussion

Applicant is now providing service to many customers who not only have occasion to ship to points within applicant's presently certificated area but also to points north of Santa Maria as well as to points in the desert area.

The public witness testimony demonstrates that a number of applicant's customers wish to use applicant's proposed extended services for one or more of the following reasons: (1) The existing certificated carriers are unsatisfactory because of (a) missed or late pickups, (b) damage and loss in transit, and (c) delays in transit; (2) limited dock space and the desire to use a carrier with a wide territorial coverage; (3) split-delivery service with resulting lower rates; and (4) satisfaction with applicant because it provides a schedule pickup service with dependable next morning delivery.

Although the protestants contend that the granting of the application will divert traffic and have an adverse effect upon their operations the record discloses that in addition to the service being provided by the certificated carriers, there are many permitted carriers now serving the proposed areas including at least 15 permitted carriers serving the desert area. Such competition will continue regardless of how this matter is decided. Applicant has also been serving the proposed areas for the past year pursuant to its permits in response to requests from its customers. To this extent it is an established operation filling a present need and this record furnishes no reason to believe that upon certification applicant would be materially more competitive than it has been as a permitted carrier.

Findings

After consideration the Commission finds that:

1. Applicant is a highway common carrier operating in southern and central portions of the state.
2. Pursuant to its permitted authority and in response to customer requests it has been providing service to points north of Santa Maria to and including San Luis Obispo, as well as to points within the Mojave Desert. It seeks authority to extend its services as a certificated carrier to said points.
3. Applicant possesses the necessary equipment, facilities, experience, and financial ability to provide the proposed service.
4. A number of applicant's customers desire to use applicant's proposed service on shipments moving in intrastate and interstate commerce because they are dissatisfied with the services of the existing certificated carriers.
5. The dissatisfaction expressed by applicant's customers with the existing certificated carriers is based upon missed and late pickups, damages to shipments, and delays in transit.
6. The proposed extension of service will provide many of applicant's customers with the advantages of a split-delivery service. It will also be a convenience for them to use applicant to a wider area which will thereby help to reduce paper work, facilitate tracing, and for some customers will decrease dock congestion.

7. In addition to applicant, which has been serving the proposed areas for the past year pursuant to its permits, the areas are also being served by a number of other permitted carriers. The certification of applicant will not materially alter the competitive picture nor adversely affect the existing certificated carriers.

8. Public convenience and necessity require that applicant be authorized to engage in operations in intrastate commerce as proposed in the application and also require that applicant be authorized to engage in operations in interstate and foreign commerce within limits which do not exceed the scope of the intrastate operations authorized by the order herein.

9. The Commission finds with reasonable certainty that the project involved in this proceeding will not have a significant effect on the environment.

#### Conclusions

The Commission concludes that the application should be granted and that the petition to set aside submission should be denied.

Applicant's operating authority will be restated in the form of a new certificate. The territorial description of the authority granted reflects the names of redesignated highways and does not in any way exceed the geographical scope of the proposed operation as published in the Federal Register.

G. I. Trucking Company is 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. 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 certificate of public convenience and necessity 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 set forth in Appendix A 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. Failure so to do may result in a cancellation of the operating authority granted by this decision.

- (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-Series.
- (b) Within one hundred twenty days after the effective date hereof, applicant shall establish the service and amend its tariffs on file with the Commission to reflect the authority granted herein.
- (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-Series.

- (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.
- (f) Applicant shall comply with the requirements of the Commission's General Order No. 84-Series for the transportation of collect on delivery shipments. If applicant elects not to transport collect on delivery shipments, it shall make the appropriate tariff filings as required by the General Order.

3. The certificate of public convenience and necessity granted in paragraph 1 of this order shall supersede the certificate of public convenience and necessity granted by Decision No. 62412, which certificate is revoked effective concurrently with the effective date of the tariff filings required by paragraph 2(b) hereof.

4. The petition to set aside submission for the purpose of receiving additional evidence is denied.

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

Dated at San Francisco, California, this 15th day of MAY, 1973.

William L. Symons, Jr.  
President  
J. P. Sullivan  
Robert M. [illegible]  
Samuel [illegible]  
Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

G. I. Trucking Company, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to conduct operations as a highway common carrier as defined in Section 213 of the Public Utilities Code for the transportation of general commodities between:

1. All points within that portion of the Los Angeles Basin Territory described in Note A.
2. Points in the territory defined in paragraph 1, on the one hand, and:
  - a. Chula Vista and intermediate points on Interstate Highway 5 between said territory and Chula Vista, and San Diego and El Cajon and intermediate points on Interstate Highway 8, on the other hand.
  - b. All points and places located on U.S. Highway 101 between said territory and Paso Robles, inclusive, on the other hand.
  - c. All points on State Highway 1 between Las Cruces and Pismo Beach, inclusive, on the other hand.
  - d. All points between Ventura and San Fernando, inclusive, via State Highway 126 and Interstate Highway 5, on the other hand.
  - e. All points between Ventura and San Fernando, inclusive, via State Highway 118, on the other hand.
  - f. All points between the territory defined in paragraph 1 and San Diego, inclusive, via Interstate Highway 15 (U.S. Highway 395, where applicable), on the other hand.
  - g. All points between the junction of Interstate Highway 5 and State Highway 14 and Mojave, inclusive, via State Highway 14, on the other hand.
  - h. All points within 15 miles laterally of the routes designated in subparagraphs a through g.

Issued by California Public Utilities Commission.

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Except that pursuant to the authority herein granted, carrier shall not transport any shipments of:

1. Used household goods, personal effects and office, store and institution furniture, fixtures and equipment not packed in accordance with the crated property requirements set forth in Item 5 of Minimum Rate Tariff 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.
3. Livestock, viz.: barrows, boars, bulls, butcher hogs, calves, cattle, cows, dairy cattle, ewes, feeder pigs, gilts, goats, heifers, hogs, kids, lambs, oxen, pigs, rams (bucks), sheep, sheep camp outfits, sows, steers, stags, swine or wethers.
4. 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.
5. Commodities when transported in bulk in dump trucks or in hopper-type trucks.
6. Commodities when transported in motor vehicles equipped for mechanical mixing in transit.
7. Trailer coaches and campers, including integral parts and contents when the contents are within the trailer coach or camper.
8. Commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerator equipment.

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## NOTE A

TERRITORIAL DESCRIPTION  
(being a portion of the Los Angeles Basin Territory)

BEGINNING at the point where State Highway 118 intersects with State Highway 27 at Chatsworth; easterly along State Highway 118 to Interstate Highway 405; northerly along Interstate Highway 405 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 and San Bernardino National Forest to Interstate Highway 15; southerly along Interstate Highway 15 to Interstate Highway 10; easterly long Interstate Highway 10 to and including the City of Redlands; southeasterly along an imaginary line to the intersection of State Highway 60 and Interstate 15; southerly on Interstate Highway 15 to Cajalco Road; westerly on Cajalco Road to Mockingbird Canyon Road; northerly on Mockingbird Canyon Road and Van Buren Boulevard to State Highway 91; southerly and westerly along State Highway 91 to State Highway 55; southerly along State Highway 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 State Highway 1 and State Highway 27; thence northerly along State Highway 27 to the point of beginning.

(END OF APPENDIX A)

Issued by California Public Utilities Commission.

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