

Decision No. 84369**ORIGINAL**

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
ANGELO BOLLA, an individual doing )  
business as BOLLA FREIGHT LINES, )  
for a certificate of public )  
convenience and necessity to restate )  
and extend highway common carrier )  
service for the transportation of )  
General Commodities. )

Application No. 54682  
(Filed February 25, 1974)

Marvin Giometti, Attorney at Law, and E. H. Griffiths,  
for applicant.

Marshall Berol and James G. Abrams, Attorneys at Law,  
for Delta Lines, Inc., Tesi Drayage Co., Ted Peters  
Trucking Co., and Pacific Motor Trucking Co.,  
protestants.

O P I N I O N

By his application, as amended, Angelo Bolla, doing business as Bolla Freight Lines, and presently providing service as a highway common carrier for the transportation of general commodities between points within the San Francisco-East Bay Cartage Zone and between San Mateo, Hayward, San Jose, and intermediate points, requests authority to extend service between points within an area from San Rafael and Sacramento on the north, to Carmel Valley, Salinas, Los Banos, and Merced, on the south. Applicant also requests corresponding authority to transport shipments moving in interstate and foreign commerce. Copies of the application were served upon carriers with which the proposed service might compete as well as upon the California Trucking Association, and appropriate notice was published in the Federal Register on March 13, 1974.

Public hearing was held before Examiner Daly at San Francisco with the matter being submitted on the receipt of concurrent briefs which were due February 24, 1975. Applicant's brief was filed on the due date, but no brief was filed on behalf of protestants, notwithstanding the fact that protestants' attorney requested, and was granted, an extension of time to March 3, 1975.

Applicant's Case

Applicant commenced in the transportation business in 1947 as an employee of Willig Freight Lines. For many years he was employed as foreman by a carrier specializing in heavy-duty hauling. Since 1972 he has been engaged as a sole proprietor in the transportation of general commodities between certain points within the San Francisco Bay area pursuant to permitted and certificated authority as well as interstate certificated authority.

Applicant's principal place of business is located at South San Francisco where he maintains a terminal consisting of 7,000 square feet of warehouse space, 900 square feet of office space, and 3,000 square feet of cemented yard space. He owns and operates 13 units of equipment and engages the services of 17 employees including drivers, mechanics, and office personnel. As of May 31, 1974, applicant indicated a net worth in the amount of \$37,261.

The proposed on-call service would be provided daily Monday through Friday, with a same day or overnight delivery service being provided depending upon the time of day requests for service are received. The proposed rates to be assessed are comparable to those set forth in Minimum Rate Tariff 2. Applicant does not operate refrigerated equipment and does not propose to transport commodities requiring refrigeration.

Applicant testified that he filed the instant application as the result of a Commission letter dated October 10, 1973, wherein the Commission staff, following an investigation of applicant's operations, expressed the opinion that applicant was operating as a highway common carrier beyond the scope of his certificated authority. He was advised that a follow-up survey would be conducted within 90 days, and if his operations between certain points had not been substantially reduced or an application filed requesting an extension of his certificated authority, the staff would recommend that the matter be set for further enforcement proceedings.

According to applicant many of his shippers have substantially expanded their businesses and are shipping regularly to points located outside the scope of his certificate, that other shippers have relocated their plants at points beyond his certificate, and that he has continued to serve these customers as a permitted carrier.

To demonstrate the extent of his permitted operation, applicant prepared a list of shipments covering five working days of each month for the period June 1973 to May 1974 inclusive (Exhibit 1). The exhibit included 2,360 shipments having a total weight of 1,913,343 pounds. These shipments predominantly originated at Half Moon Bay and San Francisco peninsula points and were transported to points of destination extensively throughout the proposed area. The weight of the shipments ranged from less than 100 pounds to 25,000 pounds, with the average weight per shipment less than 1,000 pounds.

Applicant introduced the testimony of 13 public witnesses, who appeared in support of the application.<sup>1/</sup> Their testimony is summarized as follows:

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<sup>1/</sup> Applicant was prepared to introduce the testimony of eight additional witnesses, but did not do so because it would have been cumulative.

1. Peter De Nola, President, Bertolli, West Coast Corporation, South San Francisco.

Importers and distributors of olive oil, wine, cheese, macaroni products, olives, and fruit products. Operates one proprietary truck. Has used applicant's services for 3 years, primarily on containerized shipments from the docks to a warehouse in South San Francisco. Also uses applicant on shipments from the warehouse to retailers in Sacramento, Santa Rosa, San Jose, Santa Cruz, Monterey, and Stockton. Shipments range from 500 to 5,000 pounds. Applicant provides an expedited and personalized service. Business has grown and the number of shipments handled by applicant has increased.

2. George Weir, Salesman, Nurserymen's Exchange, Half Moon Bay.

Operates from 3 locations. One in San Francisco and 2 in Half Moon Bay. Distributes nursery stock, pots, and root grass. Shipments range from 200 pounds to 10,000 pounds. Shipments must be handled with care and delivered punctually. Has used applicant for 2-1/2 years. Applicant provides a daily pickup in San Francisco and Half Moon Bay. Ships to Santa Rosa, Sacramento, Vallejo, Fairfield, Gilroy, Martinez, and Bay Area points. Ships at least 2 or 3 times a week to points in the proposed area. Also uses Tesi Drayage, Shippers Imperial, and on special occasions he uses Delta Lines. Delta will pick up truckload shipments during the holiday periods at the Half Moon Bay locations, but will not provide a daily pickup in truckload shipments. Uses applicant who interchanges with Delta at San Francisco. Also uses Navajo, Nielsen, ONC, Hills Transportation, and Donofrio Drayage Company. Out of Half Moon Bay, Tesi Drayage gets 20 percent of his freight; Shippers Imperial gets about 10 percent; and applicant gets the rest. Out of the San Francisco location applicant gets 80 percent of the Bay Area freight. Applicant's service is excellent. He provides a same day service on shipments moving to the Lucky store in San Leandro and to the Safeway store in Richmond. Tesi Drayage provided this service for some time and then said

they could no longer provide the service. Business has expanded. Recently enlarged the green house. Grew 220,000 Easter lilies in 1974. Time in transit is very important because of the seasonal period and perishable nature of the plants.

3. Richard Phillips, Vice President and Treasurer, Phillips and Ober Electric Supply, San Francisco.

Ships electrical supplies daily to points in the Sacramento, Stockton, Concord, Walnut Creek, and Vallejo areas. Shipments range from 100 to 40,000 pounds. Has used applicant for the past 2 years, but only occasionally to the proposed area. Applicant's service is punctual and reliable. When special equipment is required applicant makes it available. Many shipments are to job sites and deliveries must be made in accordance with strict time schedules. Used Bates Drayage and occasionally Nielson and Delta prior to using applicant. Prefers to use one carrier. It is advantageous to have a single carrier pick up all shipments because it makes coordinating and tracing shipments easier. Business has been expanding.

4. Michael J. Cottonero, Production Manager, H. B. Fuller Co., South San Francisco.

Manufactures and distributes adhesive products, i.e., synthetic glue. Ships to Rohnert Park, Vallejo, Yuba City, Antioch, Auburn, Benecia, Concord, Lathrop, Livermore, Lodi, Manteca, Merced, Modesto, Sacramento, Salinas, Santa Cruz, Stockton, Tracy, Turlock, Vacaville, Walnut Creek, Watsonville, Winters, and Woodland. Shipments average 5,000 pounds. Approximately 90 percent of his shipments are on an emergency basis. Has used applicant for the past 2 years and the service is very satisfactory. Occasionally uses Moore Truck Lines, Delta Lines, and Nielsen. Attempted to get emergency from the other carriers, but was unable to do so. Shipments increased 50 percent this year over the year before, because customers are not carrying large inventories and are ordering as their needs require. Although the volume remains about the same, the shipments are smaller but the number has increased.

5. Larry Barnblatt, Vice President, California Tire Co., South San Francisco.

Ships tires and tubes to Antioch, Benecia, Carmichael, Concord, Davis, Diablo, Elk Grove, Fairfield, Livermore, Lodi, Merced, Modesto, Napa, Newman, North Sacramento, Novato, Pleasanton, Riverbank, Roseville, Sacramento, Sonoma, Stockton, Tracy, Vacaville, Vallejo, Watsonville, Winters, and Woodland. Ships Daily. Shipments range from 50 to 25,000 pounds. Occasionally requires an emergency service. Approximately 40 percent of the tires would be for truck or farm equipment. Uses applicant within a radius of 100 miles of the Bay Area. Applicant will make regular pickup stops 3 or 4 times a day. Has used applicant for the past 2 years and his service is fantastic, because it is so flexible. Because of applicant's expeditious service the company's tire business has increased approximately 25 percent. Uses Delta north of Sacramento; Nielsen north of San Francisco on U.S. 101; System 99 north of Sacramento and to Fresno; and PMT and Peters to northern California points.

6. Steve A. Sanchez, Shipping Clerk, Kern Manufacturing Company, South San Francisco.

Makes shipments of soaps and detergents to Antioch, Auburn, Boulder Creek, Byron, Carmel, Castle Air Force Base, Concord, Danville, Davenport, Dixon, Eldridge, Elmira, Fairfax, Fairfield, Fort Ord, Half Moon Bay, Hollister, Ignacio, Kentfield, Larkspur, Livermore, Los Banos, Marin City, Martinez, Mather Air Force Base, McClellan Air Force Base, Merced, Mill Valley, Modesto, Monterey, Napa, North Sacramento, Novato, Pittsburg, Rancho Cordova, Rapin, Roseville, Sacramento, Salinas, Santa Cruz, Stockton, Travis Air Force Base, Vallejo, Walnut Creek, Watsonville, Woodland, and Yontville. Ships to some points 2 or 3 times a week. Has used applicant for about 4 months. Has also used Delta, EFL, and Navajo. Has not used Delta for 8 months, Navajo for 6 months, and EFL for 2 months. Applicant provides a good overnight service. Other carriers take 2 to 3 days.

7. Leonard Stevenson, Office Manager, Tornberg Metal Products, San Francisco.

Ships sheet metal products to points in the Bay Area and to Stockton, Sacramento, Vallejo, Napa, San Rafael, and Santa Cruz. Ships about once a week to Sacramento and Napa, twice a week to Vallejo, and once a month to Santa Cruz. Shipments range from 100 pounds to 40,000 pounds. Time in transit is important. Has used applicant for the past 2 years. Not now using any other carrier. Applicant's service is excellent. cannot say enough about it. Business is increasing. Has tripled in past year.

8. Milton Wasserman, Owner, Milt's Delivery Service, South San Francisco.

Serves air freight forwarders. Performs the pickup and delivery service within the Bay Area. Most of the traffic is interstate, but some of the traffic handled is intrastate. Uses applicant within the Bay Area and Delta, and Associated to points beyond. Would use applicant to points in the proposed area if certificated, because applicant will pickup after 5:00 p.m. Other carriers have refused to provide a pickup service after 5:00 p.m.

9. John Bradley, Plant Manager, Spang Industries, Millbrae.

Manufactures and distributes custom electrical control panels. Requires flatbed equipment. Shipments range from 200 to 10,000 pounds. Within the past year has had shipments to Antioch, Benecia, Concord, Livermore, Martinez, Modesto, Pittsburg, and Tracy. Time in transit is very important because the panels must be delivered to job sites at scheduled times. The panels are unloaded by power supplied by the contractor. Uses applicant exclusively in the Bay Area. Other certificated carriers refuse to haul the panels unless crated. If not crated the shipper bears the risk of damage.

10. Albert S. Guisto, Owner, Guisto's Specialty Food Inc., South San Francisco.

Specialty bread, cookies, fresh baked products. Shipments range from 75 to 1,500 pounds. Uses applicant to the proposed area. Although most

shipments require an overnight service there are occasions when a same day service is required, which applicant provides. Had used Delta and Willig, but they did not provide an early morning delivery nor did they provide an emergency service.

11. Harry Colloff, President and General Manager, Commercial Packaging Corporation, South San Francisco.

Contract packager of food products. Contracts to package commodities produced by other companies. Ships to Lodi, Napa, Tracy, Sacramento, and Stockton. Ships in truckload quantities except for Napa and Sacramento. Shipments to said points average from 500 to 4,000 pounds. Ships to Tracy, Lodi, Stockton, and Napa approximately once a week and to Sacramento approximately once a month. Uses Ted Peters to Stockton and Lodi, uses Nielsen to Napa, uses Burns and applicant to Tracy. Uses applicant to Bay Area points. Applicant's service is fantastic, because it is personalized. Would use applicant to the proposed area if certificated.

12. Raymond Christman, Shipping Clerk, Terry Steel and Supply, Inc., San Francisco.

Manufactures and distributes construction and mining tools. Ships to Benecia, Carmichael, Concord, Davis, Lafayette, Martinez, Napa, Monterey, Pittsburg, Stockton, and Walnut Creek. Uses applicant primarily, but also uses Delta, Willig, and Nielsen. Prefers applicant because of his good, prompt service. Occasionally has a request for an emergency service.

13. John J. Cottardi, Partner, Tip Top Produce, South San Francisco.

Ships produce to Monterey, Greenbrae, Stockton, Salinas, and Sacramento. During the height of the growing season ships daily to Sacramento. Shipments range from 400 to 40,000 pounds. Most customers within the Bay Area pick up their own shipments. Ships only to those customers who cannot pick up. Because of the perishable nature of the commodities, time in transit is vitally important. Uses applicant on 90 percent of the shipments. Can call applicant 24 hours a day and get service. Produce business is operated from midnight to 3:00 p.m. Uses other carriers beyond the proposed area. Business has expanded 5 times the gross sales of 1970.



Protestants' Case

Protestants introduced the testimony of operating witnesses who testified as to the extent of their companies' respective operations within the proposed area and their reasons for protesting the application. Their testimony is summarized as follows:

1. Phil J. Baffert, District Sales Manager, Pacific Motor Trucking Co.

Provides an overnight service from Bay Area points to all points within the proposed area on less than truckload and truckload shipments. Maintains terminals at Benecia, Merced, Modesto, Oakland, Redwood City, Sacramento, Salinas, San Francisco, San Jose, Santa Cruz, and Stockton. Actively engages in the solicitation of additional traffic. Has an imbalance in traffic pattern, particularly in the Salinas Valley. The traffic is heavier outbound than inbound. Opposes the granting of the application because certification of applicant would further aggravate PMT's imbalanced operations. Newly certificated carriers divert traffic from the existing carriers. PMT lost accounts to Busy Bee and Moore Truck Lines upon their certification.

2. John J. McSweeney, General Traffic Manager, Delta Lines.

Operates extensively throughout the state in both intrastate and interstate commerce. Maintains terminals within the proposed area at Emeryville, Merced, Modesto, Pittsburg, Sacramento, Salinas, San Francisco, Santa Clara, and Stockton. Operates an extensive fleet of equipment. Many units are radio equipped. Handles both less-than-truckload and truckload shipments. Approximately 80 percent of Delta's traffic moving in California is intrastate and 20 percent is interstate. Operates locally based pickup and delivery equipment at each terminal. Traffic is worked over the dock and transmitted by the line-haul equipment between terminals. Occasionally has been requested to provide a same day service, in which case the same piece of equipment is used to pick up and deliver the shipment. Does not now operate at full capacity. Actively solicits additional traffic. Has an imbalance in operations. Frequently has to deadhead from valley points to the Bay Area (Exhibit 18).

Opposes application because of possible dilution of traffic. Delta does not now consider applicant a competitor in the Stockton area, but if certificated applicant would be able to attract traffic moving out of the Stockton area and thereby further aggravate the imbalanced nature of Delta's operations. In the past Delta lost accounts to Busy Bee, Golden West, Thompson Bros., and United Truck Lines when they were certificated.

Upon cross-examination Mr. McSweeney testified that Delta's operating revenues increased each year during the years 1971, 1972, and 1973. He admitted that it is a normal situation for carriers to gain and lose accounts; that an imbalance in operations is a normal situation in transportation; that Delta does not provide a daily pickup service in Half Moon Bay; and that although Delta occasionally provides a pickup service after 5:00 p.m., it prefers not to do so because of the overtime costs.

3. John Shire, an employee of Ted Peters Trucking Company.

Serves points within the proposed area pursuant to its certificate. Maintains terminals at Stockton and Gustine. Stockton is primarily a container operation. The home office is located at Gustine. Conducts an active solicitation program. Handles containerized shipments moving from proposed points to the ports at Stockton, San Francisco, Alameda, Oakland, and Richmond. Operates an extensive fleet of equipment. Actually engages in the transportation of refrigerated commodities. Approximately 40 percent of its total operation is reefer, 40 percent container, and 20 percent dry freight. Within the proposed area it would be 90 percent container, 8 percent reefer, and 2 percent dry freight. Service is provided on an on-call basis. Approximately 90 percent of the container traffic receives same day service. The dry freight generally receives overnight service.

Opposes the application because of possible dilution of traffic which could result in higher rates. Applicant is not now a competitor. Had served 3 of the companies that supported the application, but only as consignees.

4. Teseo Tesi, President, Tesi Drayage Company.

Provides a certificated service in intrastate and interstate shipments between points within the proposed area. (Between San Francisco, Salinas, Monterey, Boulder Creek, and Los Gatos areas.) Has provided service to coastline points since 1946. Operates 9 route trucks. Drivers call in every two hours and receive dispatch instructions for pickups.

The coastline area along State Highway 1 has not experienced a material population growth. It was primarily agricultural up to 15 years ago and a considerable amount of traffic was transported from coastal points. At the present time more traffic moves into the coast area than originates there.

Opposes the application because there are enough carriers serving the coastal points. Can handle additional freight. At one time he operated 5 trucks from San Francisco to Pacifica and Montara 5 days a week. Presently operates only 2 trucks a day to these points.

Used to provide service to Nurserymen's Exchange in Half Moon Bay 5 days a week. At one time, he handled the Lucky store shipments to San Leandro for Nurserymen's Exchange. His trucks had to wait from 1:00 a.m. to 5:00 p.m. before they were loaded. By the time he paid for overtime there was no profit. If he could have picked up in the morning, without having to wait, he would have continued to haul for Nurserymen's Exchange. He admitted that he does not provide a Saturday or Sunday pickup service.

Findings

1. Applicant has been operating as a certificated carrier between points in the Bay Area since 1973.

2. Because of the continued growth of his operations applicant seeks to extend his certificated authority to the proposed area, which he now serves as a permitted carrier.

3. Operating from his terminal in South San Francisco, applicant provides many companies with a highly personalized service. Shipments are picked up at the shipper's convenience on an on-call basis, or if necessary on an emergency basis. Shipments are picked up and delivered on the same piece of equipment, which eliminates terminal handling. In many instances shipments are picked up and delivered the same day.

4. To many shippers applicant's personalized service is not only a convenience but an essential and necessary aspect of their business operations.

5. Applicant's past operations exhibit, and the public testimony indicates, that the shipments transported by applicant predominantly originate at San Francisco peninsula points, and move extensively to points throughout the proposed extended area. The record fails to demonstrate, either by way of past operations or public witness testimony, any need for applicant's service between points locally within the proposed extended area.

6. Although protestants are providing satisfactory service within the proposed area for most shippers, their operations do not have the same flexibility as that required by many of the public witnesses who appeared in support of the applicant.

7. Because the shipping public may choose not only from certificated carriers but a large number of permitted carriers, traffic is constantly being diverted from one carrier to another regardless of the type of operating authority held. Shippers usually select the carrier best suited to meet their respective transportation needs and requirements.

8. Although applicant has been operating both as a certificated and a permitted carrier since 1973, he has not been considered as a competitor by the protestants. This is basically because applicant and protestants conduct different types of operations and provide different types of services.

9. It is unlikely that applicant would divert any substantial amount of traffic from the protestants. To do so applicant would necessarily have to adopt protestants' method of using pickup and delivery equipment and working the freight through terminals. To make such a change would reduce, if not destroy, applicant's flexibility, which is the distinguishing feature that has made the operation a success.

10. Applicant possesses the necessary equipment, facilities, experience, and financial ability to provide the proposed service.

11. Public convenience and necessity require that applicant be authorized to engage in operations in intrastate commerce as hereinafter authorized, 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 this decision.

12. We find with reasonable certainty that the project involved in this proceeding will not have a significant effect on the environment.

The Commission concludes that the application, as amended, should be granted to the extent of authorizing operations between Half Moon Bay and points on U.S. Highway 101 between San Francisco and Menlo Park, inclusive, on the one hand, and points in the proposed extended area, on the other hand, and in all other respects denied. Applicant's operating authority will be restated in the form of a new certificate.

Angelo Bolla 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 Angelo Bolla, authorizing him 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 of this decision.

2. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure so to do may result in cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted. Applicant is placed on notice that if he accepts the certificate he will be required, among other things, to comply with the safety rules administered by 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 of this order, applicant shall establish the authorized service and amend or 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 authorized service.

- (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 his 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 his 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 the applicant elects not to transport collect on delivery shipments, he 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. 81283 in Application No. 53858, which certificate is revoked effective concurrently with the effective date of the tariff filings required by paragraph 2(b).

4. In all other respects, Application No. 54682 is hereby denied.

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

Dated at San Francisco, California, this 29<sup>th</sup> day of APRIL, 1975.

Vernon L. Sturgeon  
President  
William J. Quinn  
John J. Quinn  
Leonard Ross  
John J. Quinn  
Commissioners



Angelo Bolla  
(an individual)  
doing business as  
BOLLA FREIGHT LINES

Angelo Bolla, 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 as follows:

- A. From, to and between all points located along the highways and within the territories hereinafter described:
  - 1. The San Francisco-East Bay Cartage Zone, as described in Note A.
  - 2. Between San Mateo and San Jose and intermediate points on U.S. Highway 101 and State Highway 82, between Hayward and San Jose and intermediate points on State Highways 17 and 238, and between all points laterally within 5 miles of said highways and all points and places within a radius of 10 miles of San Jose.
- B. Between Half Moon Bay and points on U.S. Highway 101 between San Francisco and Menlo Park, inclusive, on the one hand, and points on or along the following routes, on the other hand:
  - 1. U. S. Highway 101 between San Rafael and Salinas, inclusive, and points within 10 miles of said route.
  - 2. State Highway 17 between San Rafael and Santa Cruz, inclusive, and points within 10 miles of said route.
  - 3. State Highway 1 between San Francisco and Carmel, inclusive, and points within 10 miles of said route, including the off route point of Carmel Valley.
  - 4. State Highway 9 between Los Gatos and Santa Cruz, inclusive, and points within 5 miles of said route.
  - 5. State Highway 152 between Gilroy and State Highway 1, at Watsonville, inclusive, and points within 5 miles of said route.

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6. State Highway 156 between Watsonville and its intersection with U. S. Highway 101 south of Gilroy, inclusive, and points within 5 miles of said route.
7. State Highway 129 between its intersection with U. S. Highway 101 and State Highway 1, inclusive, and points within 5 miles of said route.
8. State Highway 68 between Salinas and Monterey, inclusive, and points within 5 miles of said route.
9. Interstate Highway 80 between San Francisco and Carmichael, inclusive, and points within 20 miles of said route.
10. Interstate Highways 580, 205 and 5 between San Francisco and Stockton, inclusive, and points within 20 miles of said routes.
11. State Highway 4 and San Pablo Avenue between Pinole and Stockton, inclusive, and points within 5 miles of said route.
12. State Highway 160 between its intersection with State Highway 4, near Antioch, and Sacramento, inclusive, and points within 10 miles of said route.
13. State Highway 24 between Oakland and Concord, inclusive, and points within 5 miles of said route.
14. State Highway 84 between Livermore and Redwood City, inclusive, and points within 5 miles of said route.
15. Interstate Highway 680 between Vallejo and its intersection with State Highway 17 near Milpitas, inclusive, and points within 10 miles of said route.
16. State Highway 99 between Sacramento and Merced, inclusive, and points within 10 miles of said route.
17. Interstate Highways 580 and 5 between Tracy and the intersection of Interstate Highway 5 with State Highway 152 near Los Banos, inclusive, and points within 10 miles of said route.

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- C. Mechanical duplication and overlaps which occur in describing the operating authority granted herein shall not be construed as conferring more than one operating right to transport the same commodity between the same points.
- D. In performing the service herein authorized, carrier may make use of any and all streets, roads, highways and bridges necessary or convenient for the performance of said service.

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 salesmen's hand sample cases, suitcases, overnight or boston bags, brief cases, hat boxes, valises, traveling bags, trunks, lift vans, barrels, boxes, cartons, crates, cases, baskets, pails, kits, tubs, drums, bags (jute, cotton, burlap or gunny) or bundles (completely wrapped in jute, cotton, burlap, gunny, fibreboard, or straw matting).
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.

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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. Portland or similar cements, in bulk or packages, when loaded substantially to capacity of motor vehicle.
8. Logs.
9. Articles of extraordinary value.
10. Trailer coaches and campers, including integral parts and contents when the contents are within the trailer coach or camper.
11. Commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerator equipment.

## Note A

## SAN FRANCISCO-EAST BAY CARTAGE ZONE

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 to South Mayfair Avenue; thence westerly along said South 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 State Highway 82; thence southeasterly along an imaginary line one mile west of and paralleling State Highway 82 (El Camino Real) to its intersection with the southerly boundary line of the City of San Mateo; thence along said boundary line to U.S. Highway 101 (Bayshore Freeway); thence leaving said boundary line proceeding to the junction of Foster City Boulevard and Beach Park Road; thence northerly and easterly along Beach

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Park Road to a point one mile south of State Highway 92; thence easterly along an imaginary line one mile southerly and paralleling State Highway 92 to its intersection with State Highway 17 (Nimitz Freeway); thence continuing northeasterly along an imaginary line one mile southerly of and paralleling State Highway 92 to its intersection with an imaginary line one mile easterly of and paralleling State Highway 238; thence northerly along said imaginary line one mile easterly of and paralleling State Highway 238 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 Somerset Avenue; thence westerly along Somerset Avenue and 168th Street to Foothill Boulevard; thence 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 said County Line to its intersection with Arlington Avenue (Berkeley); thence northwesterly along Arlington Avenue to a point one mile northeasterly of San Pablo Avenue (State Highway 123); thence northwesterly along an imaginary line one mile easterly of and paralleling San Pablo Avenue to its intersection with County Road 20 (Contra Costa County); thence westerly along County Road 20 to Broadway Avenue; thence northerly along Broadway Avenue to San Pablo Avenue (State Highway 123) 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 shoreline of San Pablo Bay; thence southerly and westerly along the shoreline and waterfront of San Pablo Bay to Point San Pablo; thence southerly along an imaginary line to the San Francisco waterfront at the foot of Market Street; thence westerly along said waterfront and shoreline to the Pacific Ocean; thence southerly along the shoreline of the Pacific Ocean to point of beginning.

(END OF APPENDIX A)

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