

Decision No. 24104

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
MERCHANTS EXPRESS AND DRAYING COMPANY,
a corporation, for an order authoriz-
ing it, as an alternate route, to route
its common carrier trucking operations
between San Francisco and Richmond,
California, on and via the vehicular
ferries of Southern Pacific-Golden
Gate Ferries, Ltd.

Application No. 17850.

Reginald L. Vaughan for Applicant.

BY THE COMMISSION:

O P I N I O N

In the above entitled proceeding applicant requests authority, as an alternate route, to route its trucks between San Francisco and Richmond, California, on and via the automobile vehicular ferries operated by the Southern Pacific - Golden Gate Ferries, Ltd.

A public hearing on said proceeding was held at Oakland before Examiner Satterwhite, the matter was duly submitted and is now ready for decision.

No one protested the granting of said application.

The evidence shows that since the year 1915 applicant, or its predecessor companies, have been engaged in the business of transporting property for compensation as a common carrier by means of automotive trucks between San Francisco and Richmond, California. From that time up to the present time the method of operation, according to the testimony of Louis Friedman, General Traffic Manager of Applicant company, is as

follows: All freight destined for Richmond is picked up at store door in San Francisco and is then taken to the applicant's San Francisco terminal located at 243 Steuart Street where it is transferred from the pick-up trucks to a line haul truck destined for the Oakland terminal of Applicant located in the Parr Terminal site. This line haul truck is transported from San Francisco on the auto vehicular ferry of the Southern Pacific-Golden Gate Ferries, Ltd. and upon arrival at Oakland Pier the truck is driven under its own motive power from said pier to said Oakland terminal. Upon arrival at this terminal the Richmond freight is transferred to a Richmond line haul truck and the goods are thence transported direct to store door at destination in Richmond. The method of transportation in the reverse direction is identical, with transfers of freight at both the Oakland and San Francisco terminals.

Under the proposed method of alternate routing one truck will pick up at point of origin and deliver to store door at point of destination, thus eliminating two handlings of the goods. Furthermore, under the proposed method of alternate routing approximately twenty truck miles of operation will be saved which is the distance which will be eliminated between Oakland Pier and the city limits of Richmond.

According to the testimony of Mr. Friedman, supported by certain exhibits, it is estimated that under the proposed method of alternate routing applicant will save approximately 75¢ to 80¢ per ton by reason of the elimination of the handlings and will save approximately 5¢ per mile for the number of truck miles eliminated. Mr. Friedman also testified that further economies in operation would be effected, particularly

with reference to the elimination of drivers' time and drivers' overtime, but could not estimate the actual amount of saving in dollars and cents.

The record also indicates that the proposed alternate routing will enable applicant to cut down the operating time approximately one to two hours per trip which would be in the interest of the shipping public. It is also evident from the record that by reason of this saving in time applicant will be able to develop more business between these two points.

The record shows that at least one truck load-sometimes two or three- are required to handle the traffic between San Francisco and Richmond. It appears further by this alternate routing that applicant will be enabled to save a substantial amount of money in the elimination of unnecessary operating costs.

O R D E R

A public hearing having been held, the matter having been submitted and being now ready for decision,

IT IS HEREBY ORDERED that Merchants Express and Draying Company be, and it is hereby authorized, as an alternate route, to route its trucks between San Francisco and Richmond, California, on and via the automobile vehicular ferries operated by the Southern Pacific-Golden Gate Ferries, Ltd.

This order shall become effective on and after the date hereof.

Dated at San Francisco, California, this 15th day of February, 1932.

W. J. Lewis
Leon Whitely
W. J. Lewis
W. B. Harris
Fred G. Stewart
Commissioners.