

Decision No. 31709

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of G. W. THOMAS DRAYAGE & RIGGING)
CO., Inc. to charge less than) Application No. 22521
established minimum rate.)

Appearances

Douglas Nye and Wallace L. Ware, for Applicant.
George D. Hart, for Farnsworth & Ruggles.

BY THE COMMISSION:

O P I N I O N

By this application G. W. Thomas Drayage & Rigging Co., Inc., a city carrier, seeks authority under Section 10 of the City Carriers' Act to transport property within the San Francisco drayage area at rates less than those established for such transportation by Decision No. 28632, as amended, in Case No. 4084. The matter was assigned to Commissioner Baker and evidence in his behalf was taken by Examiner P. W. Davis at a public hearing in San Francisco on February 10, 1939.

According to the record, the American Road Builders Association will hold its convention in San Francisco from March 7 to March 10, 1939. During that period there will be displayed in the Civic Auditorium tractors, scrapers, concrete mixers and various other types of road building equipment and accessories. These exhibits will arrive at rail and steamship terminals in San Francisco a few days prior to the opening of the convention and will have to be returned to those terminals upon the convention's close. Applicant has agreed to perform this transportation (contingent upon the granting of this application) at rates stated in amounts per shipment for shipments weighing 2,000 pounds or less

and in cents per 100 pounds for heavier shipments, regardless of the classification of the article shipped.¹

In support of the application, applicant's solicitor and despatcher testified that his firm specializes in moving heavy commodities and has equipment specially designed for this purpose. He asserted that the transportation here involved would be relatively economical to perform in that (1) in excess of 500 tons will be available for moving during a period of only a few days duration, so that equipment can be loaded and used to capacity, (2) much of the equipment to be transported will be on its own wheels or caterpillar treads and can be loaded onto trucks under its own power, and (3) that loading and unloading facilities are such that delays to equipment will be minimized. The witness stated further that substantially the same service had been performed for this organization in the past at lesser rates, that carriers in other cities offered rates as low as or lower than those here proposed, and that his firm was anxious to encourage the holding of conventions of this nature in San Francisco.

Applicant's witness also introduced a statement comparing the revenue which he estimated would accrue under the sought rates with that which would accrue under the established minimum rates. This statement showed the name of each exhibitor, the

¹ The rates proposed to be charged by applicant for the round-trip service are as follows:

<u>Weight of Shipment</u>	<u>Rate</u>
Up to 150 pounds	\$2.00 per shipment
151 to 500 pounds	4.00 " "
501 to 1,000 pounds	5.00 " "
1,001 to 1,500 pounds	5.50 " "
1,501 to 2,000 pounds	6.00 " "
Over 2,000 pounds30 per cwt.

(Double the above rates if work done on overtime)

The applicable minimum rates are based upon a sliding scale of class rates, the volume of the rate being dependent upon the classification of the article and the weight of the shipment.

articles which that exhibitor would display, the classification of those articles the minimum rates applicable and the rates proposed to be charged in lieu thereof.² According to this statement, the sought rates would be lower than the established minimum rates only for articles rated higher than first class and would produce revenue in the aggregate considerably in excess of that which would accrue under the present basis.

No one opposed the granting of this application.

The record is convincing that applicant's equipment is peculiarly well adapted to the performance of the transportation here involved and that the nature of this work is such that economies can be effected and high load and use factors obtained. It appears probable, moreover, that the sought basis will return greater revenue in the aggregate than would accrue under the established minimum rates. The application will be granted.

O R D E R

This matter having been duly heard and submitted,

IT IS HEREBY ORDERED that G. W. Thomas Drayage & Rigging Co., Inc. be and it is hereby authorized to transport property for exhibit or display in connection with the convention of the American Road Builders Association, between points in the City and County of San Francisco on the one hand and the San Francisco Civic Auditorium on the other hand, and return, at the following rates:

<u>Weight of Shipment</u>	<u>Rate</u>
Up to 150 pounds	\$2.00 per shipment
151 to 500 pounds	4.00 " "
501 to 1,000 pounds	5.00 " "
1,001 to 1,500 pounds	5.50 " "
1,501 to 2,000 pounds	6.00 " "
Over 2,000 pounds30 per 100 pounds

(The foregoing rates are for services performed between the hours of 8 A.M. to 5 P.M. on days other than Saturdays or Sundays. These rates shall be doubled if work is done during other hours or days.)

²

Inasmuch as the actual weights of the articles to be shipped were not known, the established minimum rates subject to a minimum weight of 6,000 pounds were used for comparative purposes.

The authority herein granted shall expire April 1, 1939.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 20th day of
February, 1939.

Robert A. ...
James D. ...
Ray H. Riley
M. H. ...
Justin D. Cameron
Commissioners