

Decision No. 32246

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment)
of maximum or minimum, or maximum and)
minimum rates, rules and regulations)
of all common carriers as defined in)
the Public Utilities Act of the State)
of California, as amended, and all)
highway carriers as defined in Chap-)
ter 223, Statutes of 1935, as amended,)
for the transportation for compensa-)
tion or hire, of any and all commod-)
ities.)

Case No. 4246

ORIGINAL

In the Matter of the Establishment)
of maximum or minimum, or maximum and)
minimum rates, rules and regulations)
of all carriers as defined in the)
City Carriers' Act of the State of)
California (Statutes 1935, Chapter)
312, as amended) for the transport-)
ation over the public highways with-)
in any city or city and county in the)
State of California, for compensation)
or hire, of any and all commodities.)

Case No. 4434

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

The above entitled proceedings embrace, collectively, rates, rules and regulations for the transportation of property throughout the State by common, radial highway common, highway contract and city carriers and for accessorial services performed incidental thereto. This opinion deals with the petitions of United Van and Storage Association and several individual carriers engaged in the transportation of household goods in and around Santa Barbara, seeking a modification of City Carriers' Tariff No. 3 and Highway Carriers' Tariff No. 4, (Appendix "A" of Decision No. 32629). Evidence con-

cerning the aforesaid petitions was received at an adjourned hearing held in Los Angeles on April 9, 1940, before Examiner Bryant.

Petitioners propose that the tariff be amended to provide that rates for the transportation of property from, to and within certain territory located outside of but adjacent to the city limits of Santa Barbara be increased from the "Territory C" basis to the "Territory B" basis now applicable to points within the city.¹ At the hearing petitioners asserted that the cost of serving the outlying territory was actually greater than the cost of serving points within the city limits of Santa Barbara. In support of this assertion, witnesses testified that all of the carriers specializing in the transportation of household goods in this area had their headquarters within the city, and, as a consequence, encountered additional hourly expenses and mileage expenses in reaching points beyond the city limits. They pointed out that time and mileage involved in traveling between the carrier's headquarters and the points of origin and destination of the shipments were not directly charged for under the established minimum rates. These witnesses stated also that operations in the outlying territory were conducted mostly over unimproved roads, which further increased transportation costs.

¹ City Carriers' Tariff No. 3 and Highway Carriers' Tariff No. 4 provides three bases of local moving rates, according to the cost of performing the service in each of three "territories" into which the state is divided. The highest basis is provided in Territory "A", which consists of the City and County of San Francisco, the counties of Alameda and San Mateo, and the cities of Palo Alto and Richmond. The intermediate basis is provided in Territory "B", which consists of Metropolitan Los Angeles and San Diego; Sacramento, San Bernardino and San Jose groups; Marin County; and the cities of Bakersfield, Fresno, Santa Barbara and Stockton. The lowest basis is provided in Territory "C", which consists of all parts of the state not included in Territories "A" or "B".

Petitioners alleged that they constituted or represented all for-hire carriers specializing in the transportation of household goods and related commodities within the area involved, and that all such carriers sought and desired the proposed rate revision. No one opposed the proposed adjustment.

The suggested modification would create a Santa Barbara group which would be comparable to, and take rates identical with, those provided in the cities of Sacramento, San Bernardino, San Jose and their environs. The record is convincing that the cost of performing the transportation service in the territory proposed to be included within the Santa Barbara group is no less than that of performing comparable service within the city limits of Santa Barbara. Rates in this outlying territory should be adjusted to the Santa Barbara level. The petitions will be granted.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 3 and Highway Carriers' Tariff No. 4 (Appendix "A" of Decision No. 32629) be and it is hereby amended by substituting therein the following revised pages, which revised pages are attached hereto and by this reference made a part hereof:

First Revised Page 15 (cancels Original Page 15).
First Revised Page 16 (cancels Original Page 16).

IT IS HEREBY FURTHER ORDERED that tariff filings required or authorized to be made by common carriers as a result of the amendment made by the preceding ordering paragraph hereof may be made on not less than three (3) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that in all other respects said Decision No. 32629, as amended, shall remain in full force and effect.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 25th day of June, 1940.

Ray & Rice
Franklin
Ray & Rice
H. H. H.

Commissioners

First Revised Page 15
 Cancels
 Original Page 15

CITY CARRIERS' TARIFF NO. 3
 HIGHWAY CARRIERS' TARIFF NO. 4

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
180-A Cancels 180	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Items Nos. 180 and 181 Series)</p> <p>The following territorial, metropolitan area and group descriptions apply in connection with rates, rules and regulations making reference hereto. These descriptions include both sides of streets, boulevards, roads, avenues or highways when they are used as boundaries. Where the boundary line intersects the limits of an incorporated city, the boundary line shall follow the city limits so as to include the entire city within the boundary. Where a road or highway is used as a boundary line in unincorporated territory, all points not more than 500 feet beyond the road or highway shall be included within the boundary.</p> <p>(a) TERRITORY "A" consists of the City and County of San Francisco, the counties of Alameda and San Mateo, and the cities of Palo Alto and Richmond.</p> <p>†(b) TERRITORY "B" consists of Metropolitan Los Angeles, Metropolitan San Diego, Sacramento, San Bernardino, San Jose and Santa Barbara groups as described in Items Nos. 180 and 181 series; Marin County; and the cities of Bakersfield, Fresno and Stockton.</p> <p>(c) TERRITORY "C" consists of all territory not described in paragraphs (a) and (b) hereof.</p> <p>(d) San Francisco Group (Mileage Point: 10th & Market Streets, San Francisco) consists of the cities of San Francisco, South San Francisco, Daly City and San Bruno.</p> <p>(e) Metropolitan Oakland (Mileage Point: 14th & Broadway, Oakland) consists of the cities of Oakland, Alameda, Emeryville, Piedmont, Berkeley, Albany, El Cerrito, Richmond and San Leandro.</p> <p>(f) Metropolitan Los Angeles (Mileage Point: First & Main Streets, Los Angeles) consists of that area embraced by the following boundary:</p> <p style="padding-left: 40px;">Beginning at the intersection of the Los Angeles-Orange County line with the Pacific Ocean, thence westerly and northerly along the coast line to its intersection with the projection southerly of the line of Topanga Canyon Road; thence northerly along said projection, Topanga Canyon Road and Topanga Canyon Boulevard to Devonshire Street; thence easterly along Devonshire Street to Sepulveda Boulevard; thence</p>

northerly and northeasterly along Sepulveda Boulevard and Chatsworth Drive to San Fernando Road (Highway U.S. 99); thence northwesterly and northeasterly along San Fernando Road, McClay Avenue and Picoima Canyon Road to the southerly boundary of the Angeles National Forest; thence easterly along said southerly boundary of the Angeles National Forest to the San Gabriel Forest Highway; thence southerly along San Gabriel Forest High-

(Concluded on Page 16)

↓ Reduction) Decision No.
↓ Increase)

EFFECTIVE JULY 15, 1940

Issued by The Railroad Commission of the State of California,
San Francisco, California

Correction No. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Concluded)
181-A Cancels 181	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 180 and 181 Series)</p> <p>way and Azusa Avenue to Highway U. S. 60; thence westerly and southwesterly along Highway U. S. 60, Sunset Avenue, Seventh Avenue, Turnbull Canyon Road to Greenleaf Avenue in Whittier; thence southerly along Greenleaf Avenue to Highway U. S. 101; thence southeasterly along Highway U. S. 101 to the Los Angeles-Orange County Line; thence southerly, westerly and southwesterly along said County Line to the point of beginning.</p> <p>(g) Metropolitan San Diego (Mileage Point: the Plaza, San Diego) consists of the cities of San Diego, Chula Vista, Coronado, El Cajon, La Mesa, and National City.</p> <p>(h) Sacramento Group (Mileage Point: 12th & L Streets, Sacramento) consists of the cities of Sacramento and North Sacramento.</p> <p>(i) San Bernardino Group (Mileage Point: 3rd & E Streets, San Bernardino) consists of the cities of San Bernardino, Colton and Rialto.</p> <p>(j) San Jose Group (Mileage Point: Market & Santa Clara Streets, San Jose) consists of the cities of San Jose and Santa Clara.</p> <p>(k) San Rafael Group (Mileage Point: Lincoln & 4th Streets, San Rafael) consists of the cities of San Rafael, Mill Valley, Belvedere, Corte Madera, Larkspur, Ross, San Anselmo and Fairfax.</p> <p>↕(k-a) Santa Barbara Group (Mileage Point: Post Office, Santa Barbara) consists of that area embraced by the following boundary:</p> <p style="padding-left: 40px;">Beginning at the point Tecolote Canyon meets the Pacific Ocean west of Ellwood; thence northerly along Tecolote Canyon to the road extending along the summit of the Santa Ynez Mountains; easterly along said road to its meeting with the extension of Hot Springs Canyon; northerly along said extension and Hot Springs Canyon to the Santa Ynez River; easterly along the Santa Ynez River and Juncal Canyon to the Ventura-Santa Barbara County Line; southerly along said county line to the Pacific Ocean; westerly along the Pacific Ocean to point of beginning.</p> <p>(l) Imperial Valley Group (Mileage Point: 6th & Main Streets, El Centro) consists of the cities of El Centro, Brawley, Calexico, Imperial and Holtville.</p> <p>(m) Yreka Group (Mileage Point: Main & Miner Streets, Yreka) consists of the cities of Yreka and Montague.</p>

<p>185 1-1-40</p>	<p style="text-align: center;">DELAYED DELIVERY - LONG DISTANCE MOVING</p> <p>(a) When carrier cannot effect delivery upon arrival of shipment at point of destination, a free storage period of 24 hours from the first 7:00 A.M. after the day of arrival may be allowed. After said free storage period, storage charges shall be 3 cents per 100 pounds per day until such time as instructions regarding disposition of the shipment are received by the carrier.</p> <p>(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>
<p>190 1-1-40</p>	<p style="text-align: center;">BRIDGE AND FERRY TOLLS</p> <p>On shipments subject to hourly rates the actual bridge or ferry tolls shall be added to the transportation charge when such facilities are used by the carrier.</p>
<p>↓ Reduction) ↑ Increase) Decision No.</p>	
<p style="text-align: right;">EFFECTIVE JULY 15, 1940</p>	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California</p> <p>Correction No. 3</p>	