

ORIGINAL

Decision No. 35051

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 Chapter)
223, Statutes of 1935, as amended, for)
the transportation, for compensation)
or hire, of any and all commodities.)

Case No. 4246

In the Matter of the Establishment of)
maximum and minimum, or maximum or)
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)
Statutes 1935, Chapter 223, as amended,)
for the transportation for compensa-)
tion or hire, of any and all agri-)
cultural products.)

Case No. 4293

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

Transportation of shipments having points of origin and destination which are both situated within the limits of the present San Diego drayage area has been exempted from the minimum rates established by Decision No. 31606, as amended, in Case No. 4246 and by Decision No. 33977, as amended, in Case No. 4293.¹ Decision No. 35055

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In Decision No. 31606, as amended, the Commission has prescribed state-wide minimum rates for general commodities; in Decision No. 33977, as amended, it has prescribed minimum rates for fresh fruits and vegetables between points in southern California.

entered today in Cases Nos. 4246 and 4434, enlarges that drayage area and establishes, for transportation from and to points within the territory added thereto, minimum rates differing from those prescribed for the same transportation by the aforesaid Decisions Nos. 31606 and 33977, as amended. Accordingly, Highway Carriers' Tariffs Nos. 2 and 8, in which the latter rates have been incorporated, will be amended so that their provisions will not be in conflict with the revised drayage rate structure.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended, in Case No. 4246) be and it is hereby amended by substituting therein, to become effective April 15, 1942, Fourth Revised Page 13 cancels Third Revised Page 13; and that Highway Carriers' Tariff No. 8 (Appendix "C" to Decision No. 33977, as amended, in Case No. 4293) be and it is hereby amended by substituting therein, to become effective April 15, 1942, First Revised Page 6 cancels Original Page 6.

IT IS HEREBY FURTHER ORDERED that the tariff publications required to be made by common carriers as a result of the amendment herein of the aforesaid tariff shall be made effective on April 15, 1942, on not less than five (5) days' notice to the Commission and to the public; and that tariff publications which are not required to be made but which are herein authorized may be made effective not earlier than April 15, 1942, and on not less than five (5) days' notice if published to become effective on that date.

IT IS HEREBY FURTHER ORDERED that in all other respects said Decisions Nos. 31606 and 33977, as amended, shall remain in full force and effect.

This order shall become effective twenty (20) days from the date hereof.

Dated at San Francisco, California, this 24th day of February, 1942.

Justin J. Cameron
Ray & Riney
M. J. D. M.
Francis J. Havenner
Kurt L. Schaefer

Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>20</p> <p>5-1-41</p>	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) and apply for the transportation of property by radial highway common carriers and highway contract carriers, as defined in said act.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p>
<p>30-a</p> <p>Cancels</p> <p>30</p>	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Items Nos. 30 and 31 series)</p> <p>Subject to Exceptions 1 and 2, rates in this tariff shall apply as follows:</p> <ol style="list-style-type: none"> 1. Between points of origin and points of destination located in Imperial, San Diego, Riverside, San Bernardino, Orange, Los Angeles, Ventura and Santa Barbara Counties; 2. From points of origin in the above described territory on the one hand to points of destination located in San Francisco territory as described in Item No. 200 series, on the other hand, except that rates on empty containers as described in Item No. 40 series also apply from points of origin in San Francisco territory as described in Item 200 series to points of destination described in paragraph 1 hereof. <p>*EXCEPTION 1.-Rates in this tariff do not apply to shipments having point of origin and point of destination within the San Diego Drayage Area as described in Items Nos. 30 and 31 series of City Carriers' Tariff No. 7 - Highway Carriers' Tariff No. 9 (Appendix "A" of Decision No. 35055 35051 in Cases Nos. 4246 and 4434).</p> <p>EXCEPTION 2.-Rates in this tariff do not apply to shipments having point of origin and point of destination within the Los Angeles Drayage Area, as described in Item No. 31 hereof.</p>
<p>*Change, Decision No. 35051</p>	
<p style="text-align: right;">EFFECTIVE APRIL 15, 1942</p>	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 23</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
20 8-7-39	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended) and apply for transportation of property by radial highway common carriers and highway contract carriers, as defined in said Act.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p>
30-D Cancels 30-C	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply for transportation of shipments between all points within the State of California, except:</p> <p>(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>(b) Shipments between San Francisco and South San Francisco;</p> <p>* (c) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in Items Nos. 30 and 31 series of City Carriers' Tariff No. 7 - Highway Carriers' Tariff No. 9 (Appendix "A" of Decision No. 35055 in Cases Nos. 4246 and 4434);</p> <p>(d) Shipments having both point of origin and point of destination within the Los Angeles Drayage Area, as described in Items Nos. 30 to 33 series, inclusive, of City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504 in Case No. 4121);</p> <p>(e) Shipments (1) between Sacramento and North Sacramento; (2) between Sacramento and West Sacramento; (3) between said cities on the one hand and the adjacent plants of the Lumbermen's Supply, Inc., Swanston & Son, Sacramento Wool Company, Sacramento Feed Company and Essex Lumber Company on the other hand; and (4) between said cities and plants on the one hand and the Sacramento Air Depot and the Sacramento Municipal Airport on the other hand;</p> <p>(f) Shipments between Marysville and Yuba City and between said cities on the one hand and the adjacent plant of the Harter Packing Company on the other hand;</p> <p>(g) Shipments between the Sonora freight depot of the Sierra Railroad Company and Sonora.</p>
*Change, Decision No. 35051	
EFFECTIVE APRIL 15, 1942	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 246</p>	

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