

Decision No. ~~46551~~

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

in the Matter of the Establishment of)
 rates, rules and regulations for the)
 transportation of property by common)
 carriers as defined in the Public)
 Utilities Act and highway carriers as)
 defined in the Highway Carriers' Act.)

Case No. 4246

SUPPLEMENTAL OPINION AND ORDER

Canton Transbay Express, Inc., J. M. Atthowe, doing business as East Bay Drayage and Warehouse Co., Haslett Warehouse Company, Inter-Urban Express Corporation, Kellogg Express & Draying Co., Merchants Express Corporation, Peoples Express Company, United Transfer Company, and Clyde Glaeser and Evelyn Otilia Glaeser, doing business as West Berkeley Express and Draying Company, common carriers serving Oakland, seek authority to enlarge their so-called "free pickup and delivery zone" for that city.¹ Similarly, Northwestern Pacific Railroad Company seeks authority to extend its pickup and delivery limits at Eureka. Petitioners propose to apply rates applicable within the existing zones to the added territory.

The verified petitions show that certain industries and businesses are located within the areas involved in the proposed extensions; that these areas are contiguous to and are a part of the industrial and business development of the communities; that the Oakland territory is within the corporate limits and consists of a newly developed industrial area; that the Eureka territory is within

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This zone includes most of the city but does not embrace certain outlying areas. Two other zones are provided for the outlying areas. Higher rates than those applicable from and to points within the so-called "free zone" are maintained for transportation from and to points in the other zones.

one-half mile of the city limits; that deviations from the minimum rates resulting from the proposed rezoning will be slight; and that there are no other industries or businesses similarly situated in these communities which are not now enjoying comparable service and rates.

Competing common carriers have been notified of the proposed rezoning and have offered no objection thereto.

It appears that these are matters in which public hearing is not necessary and that the sought authority is justified. The petitions will be granted.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that petitioners be and they are hereby authorized to adjust their pickup and delivery zones at Oakland and Eureka, as requested, and to establish for the transportation involved, within sixty (60) days from the effective date of this order and on not less than five (5) days' notice to the Commission and to the public, rates less than the minimum rates prescribed by Decision No. 31606, as amended, in this proceeding, but not less than those prescribed for like transportation from and to Oakland and Eureka.

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

Dated at San Francisco, California, this 22nd day of July, 1947.

Harold J. Kula
Justus J. Calver
Ed H. Riehl
Ch. J. Donnan
 Commissioners