

ORIGINAL

Decision No. 44865

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)
radial highway common carriers and)
highway contract carriers between,)
and by city carriers within, the)
Cities of Oakland, Alameda, Albany,)
Berkeley, Emeryville and Piedmont.)

Case No. 4108

In the Matter of the Investigation)
and Establishment of rates, charges,)
classifications, rules, regulations,)
contracts and practices of East Bay)
Drayage & Warehouse Co., et al.,)
between the Cities of Oakland,)
Alameda, Albany, Berkeley,)
Emeryville and Piedmont.)

Case No. 4109

SUPPLEMENTAL OPINION AND ORDER

Decision No. 42314 of December 14, 1948, in these proceedings, restored parity of drayage and rail switching rates for transportation between water carrier facilities on the one hand and warehouses and industries on the other. This parity had been disturbed by an increase in the rail intrazone switching rate. Decision No. 42314 raised the basic drayage rate to the same basis, viz., 55 cents per ton, minimum charge \$11.88 per shipment. Subsequently, the intrazone switching rate was again increased. It is now 59 cents per ton, minimum charge \$12.83 per shipment. Draymen's Association of Alameda County and Pacific Motor Tariff Bureau propose that a like increase be made in the drayage rate so that necessary rate equality will be reinstated.

Interested parties have been notified of the proposed adjustment. No objection thereto has been offered.

The sought adjustment has been justified and will be made.
A public hearing is not necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41362 of March 23, 1948, as amended in these proceedings) be and it is hereby further amended by incorporating therein, to become effective October 30, 1950, Third Revised Page 44 cancels Second Revised Page 44, attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that any tariff publications of common carrier respondents in Case No. 4109 filed pursuant to this order may be made effective not earlier than October 30, 1950, and on not less than five (5) days' notice to the Commission and to the public.

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

Dated at San Francisco, California, this 3rd day of October, 1950.

Q. Z. Interman
Justin J. Cooney
Walter F. Powell
Harold P. Kula
James H. Pottier
Commissioners

Item No.	SECTION NO. 4 - SPECIAL COMMODITY RATES		
*1070-C Cancels 1070-B	FREIGHT -----Inhaul and Shipping		
	BETWEEN	AND	CHARGE
	Water Carriers' Docks, Piers or Wharves	Warehouses and industries directly served by Railroad Spur Track Facilities	(1)◇ 59 cents per ton, minimum charge \$12.83 per shipment, plus the carloading charge on shipments transported from water carriers' docks, piers, or wharves, or car unloading charge on shipments transported to water carriers' docks, piers or wharves. (See Note 1)
<p>(1) Charge includes inside pick-up and delivery not to exceed eight feet beyond the vehicle. Where pick-up or delivery exceeds eight feet and is less than thirty-five feet beyond the vehicle, an additional charge of 78 cents per ton shall be made. Charge includes pick-up and delivery in the same condition as when received, with respect to sorting. If any additional sorting, segregation or piling is performed, an additional charge of 40 cents per ton with a minimum charge of \$1.97 per hour per man shall be made.</p> <p>NOTE 1.-(a) Carloading and car unloading charges on shipments transported from or to the docks, piers or wharves operated by Encinal Terminal, Howard Terminal and the Port of Oakland shall be the charges applicable at such docks, piers or wharves as published in Marine Terminal Association of Central California Terminal Tariff No. 1, Cal.P.U.C. No. 1 of H. C. Cantelow, Agent, or Port of Oakland Tariff No. 1 and amendments to and reissues of said publications.</p> <p>(b) Carloading and car unloading charges on shipments transported from or to docks, piers or wharves other than those covered by paragraph (a) shall be the lowest charge provided in any of the tariffs referred to in paragraph (a).</p>			
<p>* Change) ◇ Increase) Decision No. 44865</p>			
EFFECTIVE OCTOBER 30, 1950			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 51</p>			