

ORIGINAL

Decision No. 46137

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,) Case No. 4108
and by city carriers within, the)
cities of Oakland, Alameda, Albany,)
Berkeley, Emeryville and Piedmont.)

In the Matter of the Investigation)
and Establishment of rates, charges,)
classifications, rules, regulations,)
contracts and practices of East Bay) Case No. 4109
Drayage and Warehouse Co., et al.,)
between the cities of Oakland, Alameda,)
Albany, Berkeley, Emeryville and)
Piedmont.)

SUPPLEMENTAL OPINION AND ORDER

Minimum rates for drayage operations within and between East Bay cities are set forth in City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A. Special rates and charges, lower than the normal drayage rates and charges, are named in Item No. 1070-C thereof for drayage service between vessel carrier terminals, on the one hand, and warehouses and industries having railroad spur track facilities, on the other. These special charges were designed to be equivalent to the charges applicable in connection with railroad switching service. By Decision No. 46021 of July 31, 1951, in the above proceedings, the drayage rates for this service were increased from 59 to 60 cents per ton and the minimum charge from \$12.83 to \$13.09.

By joint petitions filed August 21, 1951, the Draymen's Association of Alameda County and the Pacific Motor Tariff Bureau propose that the 60-cent rate be increased to 62½ cents and that the minimum charge of \$13.09 be increased to \$13.60.

Item No.	SECTION NO. 4 - SPECIAL COMMODITY RATES		
*1070-E Cancels 1070-D	FREIGHTInhaul and Shipping		
	BETWEEN	AND	CHARGE
	Water Carriers' Docks, Piers or Wharves	Warehouses and industries directly served by Railroad Spur Track Facilities	(1) $\diamond 62\frac{1}{2}$ cents per ton, minimum charge $\diamond \$13.60$ 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 pickup and delivery not to exceed eight feet beyond the vehicle. Where pickup 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 pickup 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-A, F.M.B.T. No. 1 of H. C. Cantelow, Agent, or Port of Oakland Tariff No. 1 and amendments to and reissues of said publications. For rates applicable from ship direct to open car, or open car direct to ship, apply the charges for this service as published in San Francisco Bay Carloaders Tariff Bureau Tariff No. 1-C, F.M.B.T. No. 2 and amendments to and reissues of said publication.</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>		
<div>*Change) \diamondIncrease) Decision No. 46137</div>			
EFFECTIVE OCTOBER 2, 1951			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 59			

The verified petition shows that railroad switching rates and charges were further increased to the level now proposed to become effective on August 28, 1951; that, when switching rates were adjusted in prior instances, corresponding adjustments were made in the drayage rates; and that the sought increase in drayage charges is necessary to restore the long-standing equality of aggregate charges in railroad and drayage operations.

Interested parties have been notified of the proposed adjustment. No objections have been offered. In the circumstances, the sought adjustment of the minimum rates is justified.

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 as amended) be and it is hereby further amended by incorporating therein, to become effective October 2, 1951, Fifth Revised Page 44 cancels Fourth Revised Page 44, which page is attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that tariff publications required or authorized to be made by common carrier respondents in Case No. 4109 as a result of this order may be made effective on not less than five (5) days' notice to the Commission and to the public.

In all other respects the aforesaid Decision No. 41362, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 28th day of August, 1951.

A. I. [Signature]
President
Justice Z. [Signature]
[Signature]
Commissioners