

Decision No. 59088

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the investigation into the rates, rules, regulations, charges, allowances and practices of all household goods carriers, and city carriers, relating to the transportation of used household goods and related property.

Case No. 5330  
Petition for  
Modification No. 8

OPINION AND ORDER

By petition filed March 16, 1959, the California Moving and Storage Association, Inc., requested the elimination of Route No. 1(a) from Item 500-C of Minimum Rate Tariff No. 4-A and the modification of Items 347-A, 350-B, 353-A and 357-A of said tariff. By amendment to petition filed August 21, 1959, the request for modification of Items Nos. 347-A, 350-B, 353-A and 357-A was withdrawn.

Route No. 1(a) extends from San Francisco along Highway U. S. 40 to Crockett, thence along roads and highways following the tracks of the Southern Pacific Company to Tracy, thence to Manteca and then south on Highway U. S. 99 to Los Angeles. There are other routes from San Francisco to Los Angeles which extend along Highway U. S. 99 from Manteca to Los Angeles.

Petitioner contends that Route No. 1(a) was taken from the general commodity minimum rate tariff, Minimum Rate Tariff No. 2, where it had been placed in order to equalize the rates of the railroads and the highway carriers with respect to points on the lines of the Southern Pacific Company between San Francisco and Los Angeles. Petitioner alleges that there is so little traffic between points along the route from Richmond to Tracy on the one hand and Los Angeles on the other hand that the lower point-to-point rates resulting from

the intermediate application of the rates over Route 1(a) are not warranted.

In proceedings in Petition No. 6 in this case, the Commission's staff recommended the cancellation of Route No. 1(a). The recommendation was not adopted as it was but a part of a suggested modification of the various routes in Item 500 which was opposed by petitioner and was rejected by the Commission in Decision No. 57695 in that proceeding because the evidence, with respect to the proposed modification as a whole, did not show the normal routes currently traversed by carriers between points for which specific rates are named.

Route No. 1(a) is unduly circuitous and is not a normal route traversed by household goods carriers transporting property between the Metropolitan Los Angeles Area and the Metropolitan San Francisco-Oakland Area. The retention of said route for the purposes of equalizing the rates of household goods carriers and the rates of the Southern Pacific Company with respect to the transportation of uncrated used household goods is not necessary in that rates maintained by the railroad for the transportation of used household goods are subject to specified packing requirements.

Upon consideration of all the facts and circumstances, we find that the distance rates maintained in Item 420 are the just, reasonable and non-discriminatory minimum rates for long distance moving to and from points located on and along that portion of Route No. 1(a) extending from Richmond to Tracy and that Route No. 1(a) should therefore be canceled. The increases resulting from the cancellation of said route are justified.

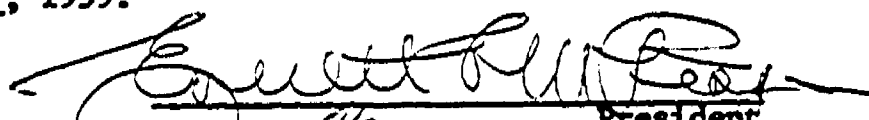

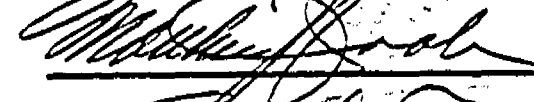

A public hearing is not necessary; therefore, good cause appearing, IT IS ORDERED that Minimum Rate Tariff No. 4-A (Appendix

"A" of Decision No. 44919, as amended) is further amended by incorporating therein, to become effective November 1, 1959, Fourth Revised Page 31 attached hereto and by this reference made a part hereof.

In all other respects Decision No. 44919, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 29th day of September, 1959.

  
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President  
  
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Commissioners

SECTION NO. 4 - ROUTES	Item No.
<p>Routing for Rates Provided in Item No. 430 (See Note In Item No. 500-1) (The following routes apply in either direction.)</p>	
<p>* ROUTE NO. 1: <del>***</del> From Metropolitan San Francisco-Oakland Area via State Route 24 to Walnut Creek; thence southerly via State Route 21 to Dublin; thence easterly via Highway U. S. 50 to its junction with State Route 120, 5.0 miles west of Manteca; thence via State Route 120 to Manteca; thence via Highway U. S. 99 to Metropolitan Los Angeles Area.</p>	
<p>ROUTE NO. 2: From Metropolitan San Francisco-Oakland Area via (a) Highway U.S. 50 to its junction with unnumbered County Road east of Livermore; or (b) from Metropolitan San Francisco-Oakland Area via State Route 17 to San Leandro, or from Metropolitan Oakland via State Route 17 to San Leandro, thence unnumbered highway through Hayward to Fremont or State Route 17 to Fremont; thence unnumbered highway and Niles Canyon Highway to Sunol, State Route 21 and unnumbered County Road through Pleasanton and Livermore to its junction with Highway U.S. 50 east of Livermore, thence Highway U.S. 50 to its junction with State Route 120, 5.0 miles west of Manteca, State Route 120 to Manteca, thence via Highway U.S. 99 to Metropolitan Los Angeles Area.</p>	<p>*500-D Cancels 500-C</p>
<p>ROUTE NO. 3: From Metropolitan San Francisco-Oakland Area via Highway U.S. 101 or 101-Alternate to San Jose, thence Highway U.S. 101 to its junction with State Route 118, 4.0 miles southeast of Ventura, thence via (a) State Route 118 through Chatsworth, or (b) Highway U.S. 101 through Calabasas, or (c) Highway U.S. 101 to its junction with Highway U.S. 101-Alternate at El Rio, thence Highway U.S. 101-Alternate through Oxnard, or (d) Highway U.S. 101 to its junction with State Route 126, 3.0 miles southeast of Ventura, thence via State Route 126 to its junction with Highway U.S. 99 at Castaic Junction, thence via Highway U.S. 99 to Metropolitan Los Angeles Area.</p>	
<p>♦ Increase) *Change ) Decision No. 59088 ***Route No. 1(a) eliminated</p>	
<p>EFFECTIVE NOVEMBER 1, 1959</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 98</p>	