

ORIGINAL

Decision No. 41952

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
ROBERTSON DRAYAGE CO., INC., a)	
corporation, for authority to depart)	
from the rates, rules, and regulations)	
of City Carriers' Tariff No. 1-A, under)	
the provisions of the City Carriers')	Application No. 29587
Act, and from the rates, rules and)	
regulations of Highway Carriers' Tariff)	
No. 2, under the provisions of the)	
Highway Carriers' Act.)	

OPINION AND ORDER

Applicant is a city and radial highway common carrier. It seeks authority to transport property for Sears, Roebuck & Company at rates less than the established minimum rates. The transportation would be performed between points within San Francisco and between San Francisco and points in Contra Costa, Marin and San Mateo Counties.

Minimum vehicle-unit rates, stated in cents per hour and in dollars per month and varying with the capacity of the equipment, are now provided for transportation within San Francisco. To points outside thereof, the minimum rates are stated in cents per 100 pounds and vary with the weight of the shipment and the length of the haul. Applicant proposes to charge the aforesaid vehicle-unit rates for the transportation in question. The proposed basis includes provisions for additional charges when equipment is operated in excess of 1,050 miles per month, and for operations during other than regular working hours.

The verified application shows that the nature of Sears, Roebuck & Company's traffic requires specialized transportation facilities; that the vehicles will be devoted exclusively to this

service; that the proposed method of operation will reduce expenses otherwise resulting from supervision, classification of freight and billing; that the proposed charges will be compensatory; and that by Decision No. 41870 of July 20, 1948, in Application No. 27666, Signal Trucking Service, Ltd. was granted authority similar to that sought here in connection with transportation for Sears, Roebuck & Company in Los Angeles and vicinity under substantially like circumstances. It is alleged that the traffic will be moved in shipper's vehicles in the event the sought authority is denied.

Truck Owners Association of California and competing carriers believed to be interested have been notified of the filing of the application and have offered no objection to its being granted.

It appears that this is a matter in which a public hearing is not necessary and that the sought authority to deviate from the minimum rates is justified. We are of the opinion and hereby find that the proposed rates are reasonable for the service in question under present conditions. Inasmuch as these conditions may change at any time, the authority will be limited to a period of one year and made subject to earlier cancellation, modification or extension by order of the Commission.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Robertson Drayage Co., Inc. be and it is hereby authorized to transport property for Sears, Roebuck & Company at rates and charges less than those established as minima for such transportation, but not less than the rates and charges and subject to the rules, regulations, conditions and restrictions set forth or specifically referred to in Appendix "A" attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that the authority herein granted shall expire one (1) year from the effective date of this

order unless sooner cancelled, changed or extended by order of the Commission.

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

Dated at San Francisco, California, this 17th day of August, 1948.

R. T. Dinterman
Justin J. Carver
Grant A. Huddle
Harold P. Hule
Samuel Patten
Commissioners

APPENDIX "A" TO DECISION NO. 41952
IN APPLICATION NO. 29587

Rules, Regulations, Conditions and Restrictions

1. Rates named herein apply for the transportation of property, regardless of classification, for Sears, Roebuck & Company between points within San Francisco and between points in San Francisco on the one hand and points in Contra Costa, Marin and San Mateo Counties on the other hand, and include vehicles and drivers.

2. Rates named herein are subject to an additional charge at the rate of \$1.98 per man per hour when carrier furnishes help in addition to the driver.

3. When the services performed by the carrier involve more than eight hours in any day, a charge equivalent to the additional wages involved plus 8 per cent shall be assessed.

4. No charge shall be made for collecting and remitting the amounts of C.O.D. bills collected on C.O.D. shipments.

5. In computing time in connection with rates and charges named herein, the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:

Less than 8 minutes - - - - - omit.

8 minutes or more but less than 23 minutes - $\frac{1}{4}$ hour

23 minutes or more but less than 38 minutes - $\frac{1}{2}$ hour

38 minutes or more but less than 53 minutes - $\frac{3}{4}$ hour

53 minutes or more shall be 1 hour.

6. Robertson Drayage Co., Inc . shall issue, for each vehicle furnished, a shipping document containing a certification that during the period covered by the document the vehicle was operated only in transportation service for which rates are provided by this decision (or full explanation of other operations, with reference to shipping documents covering), showing rates and charges assessed, and containing all such information respecting each of the factors entering into the computation of the charges as may be necessary to verify the lawfulness of the charges assessed. Robertson Drayage Co., Inc. shall retain and preserve a copy of each such shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance.

7. Except as otherwise provided, rates named herein are subject to rules and regulations provided by Item No. 500 series of City Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41363 in Case No. 4084).

R A T E S

HOURLY VEHICLE UNIT RATES (Subject to Note 1)	RATES In Cents Per Hour
Minimum Charge One Hour. Capacity of Carrier's Equipment in Pounds	
Over 6,500 but not over 15,500.....	405
" 15,500 " " " 20,500.....	461
" 20,500	544

Note 1.-The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, shall be used to compute charges.

<u>MONTHLY VEHICLE UNIT RATES</u>			
Capacity of Carrier's Equipment in Pounds	Column 1	Column 2	Column 3
Over 6,500 but not over 15,500	576	675	14
" 15,500 " " " 20,500	662	767	16
" 20,500	753	865	19

Column 1-Rates per month in dollars per unit of carrier's equipment for service exclusive of service on Saturdays, Sundays and Holidays. When equipment is operated in excess of 1,050 miles per month, add rates shown in Column 3.

Column 2-Rates per month in dollars per unit of carrier's equipment for service including service on Saturdays, Sundays or Holidays. When equipment is operated in excess of 1,250 miles per month, add rates shown in Column 3.

Column 3-Rates in cents per mile to be added to the Columns 1 and 2 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.

(End of Appendix "A")