

ORIGINAL

Decision No. 68211

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 common carriers, highway carriers))	Case No. 5432
and city carriers relating to the)	(Petition for Modification
transportation of any and all com-)	No. 359)
modities between and within all)	(Filed September 25, 1964)
points and places in the State of)	
California (including, but not)	
limited to, transportation for which)	
rates are provided in Minimum Rate)	
Tariff No. 2).)	

OPINION AND ORDER

A & B Garment Delivery of San Francisco, a corporation, operates as a highway common carrier transporting certain wearing apparel and merchandise between points in an area generally encompassed by Ignacio, Napa, Sacramento, Stockton, Modesto, San Jose and San Francisco.¹ By Decision No. 66492 dated December 17, 1963, in Case No. 5432 (Petition for Modification No. 312), petitioner was authorized to publish a vehicle unit rate of \$8.25 per hour for the transportation of certain wearing apparel, merchandise, store and office furniture, supplies and equipment and advertising materials, limited to shipments of 4,500 pounds or less and subject to other specified conditions. The published rate is scheduled to expire with December 25, 1964.

Petitioner now seeks to continue to apply an hourly vehicle unit rate, with the rules and regulations applicable thereto, for a further period of one year to December 25, 1965, but to increase the currently authorized rate from \$8.25 to \$8.60 per hour,

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It also holds permits to operate as a radial highway common carrier, highway contract carrier and city carrier which are not involved in this proceeding.

including the minimum charge, and to file and publish such rate and minimum charge upon ten days' notice to the Commission and to the public.

According to the petition, the considered operation was initiated because of demands of one of petitioner's largest customers for a specialized service particularly suited to its needs. Revenues received from this shipper represent a substantial portion of the carrier's gross income. Allegedly, if petitioner is not able to furnish the required service, the traffic will be diverted to a competitive carrier whose operation is exempt from the rates in Minimum Rate Tariff No. 2. Petitioner has been assured of the continuance of service for this shipper if the authority requested herein is granted. The petition also states that several other department and clothing stores have availed themselves of this carrier's service for their inter-branch store transfers after having formerly transported the property in their own equipment.

As justification for the continuance of its current authority to assess an hourly vehicle unit rate, petitioner alleges that, except for increased labor costs, the conditions upon which its initial request for such authority was predicated continue to exist and that, under the increased hourly rate proposed herein, it will receive a satisfactory return from the operation during the forthcoming year.

The petition includes data of petitioner's current hourly vehicle unit costs and a comparative revenue and cost study for each of the shippers' particular services involved herein. These data indicate that the transportation under the proposed hourly rate will be profitable.

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The proposed rate of \$8.60 is the same as the hourly vehicle unit rate established by the Commission as minimum in its Decision No. 67446 dated June 26, 1964, in Case No. 5441, for similar equipment within the City and County of San Francisco.

Copy of the petition was mailed to California Trucking Association and Draymen's Association of San Francisco, Inc., on or about September 24, 1964. No objection to its being granted has been received.

In the circumstances, it appears, and the Commission finds, that for the services involved herein the proposed vehicle unit rate of \$8.60 per hour is reasonable and justified by transportation conditions. A public hearing is not necessary. The sought authority will be granted.

IT IS ORDERED that:

1. A & B Garment Delivery of San Francisco is hereby authorized to establish and publish to expire with December 25, 1965, a vehicle unit rate as set forth specifically in Appendix A attached hereto and by this reference made a part hereof.

2. Tariff filings required by the order herein shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and to the public.

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

Dated at San Francisco, California, this 10th day of November, 1964.

Frederick P. Holcomb
President
George L. Crow
William W. Bennett
Commissioners

APPENDIX A TO DECISION NO. 68211

RATE AND RULES FOR TRANSPORTATION
PERFORMED BY A & B GARMENT DELIVERY
OF SAN FRANCISCO UNDER HOURLY
VEHICLE UNIT RATE.

A & B Garment Delivery of San Francisco is authorized to establish a rate of \$8.60 per hour for the transportation of garments, clothing, wearing apparel and merchandise incidental thereto; and also store and office furniture, supplies and equipment and advertising materials when shipped with the foregoing commodities, between retail stores and warehouses thereof, between:

- (a) All points in the San Francisco Territory and within five miles of the boundary thereof.
- (b) All points on U.S. Highway 101 between San Francisco and junction with State Highway 37, one mile north of Ignacio, inclusive, including all off-route points within three miles of the said route, and the off-route points of Belvedere, Tiburon, Mill Valley, San Anselmo, Fairfax and Novato; and
- (c) All points on State Highway 24 between Oakland and Walnut Creek, inclusive.

The above transportation is subject to the following limitations and conditions:

- (1) Shipments shall not exceed 4,500 pounds.
- (2) Minimum charge will be \$8.60.
- (3) No shipments of property shall be transported from retail stores or retail sales warehouses where the property has been sold at retail by a retail merchant.
- (4) Time shall be computed from the time the vehicle leaves carrier's place of business until it arrives back at said place of business.
- (5) Rate authorized above applies for service performed during regular working hours of 8:00 a.m. through 5:00 p.m., except Saturdays, Sundays and the following holidays: New Year's Day, Washington's Birthday, Decoration (Memorial) Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day and Christmas Day. When such holidays fall on Sunday

the following Monday shall be considered a holiday. For services performed at the request of the shipper or consignee at other than said regular working hours and on Saturdays, Sundays and holidays shown, an additional charge equal to the actual additional overtime cost will be made.

- (6) Actual bridge tolls shall be added to the above rate when such facilities are used.
- (7) Rate authorized above applies for the exclusive use of equipment furnished.

(End of Appendix A)