

Decision No. 66036

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of PACIFIC MOTOR TRUCKING COMPANY)
to publish rule permitting addi-)
tional substitution of rail-carrier)
service for motor-carrier service.)

Application No. 45519
(Filed June 13, 1963)

OPINION AND ORDER

Pacific Motor Trucking Company operates as a highway common carrier between various points in the State of California. By this application, it seeks authority to publish rules and regulations necessary to permit itself to use the trailer-on-flatcar facilities of Southern Pacific Company, as a substitute for highway service, between Chico, El Centro, Oakland, Raymer, Redding, Salinas, San Luis Obispo and Santa Barbara.¹ Pacific Motor Trucking Company possesses a certificate of public convenience and necessity from this Commission authorizing service between the points for which substituted service authority is herein sought. Applicant requests that the sought authority be granted by ex parte order and that the tariff publication be made effective on five days' notice to the Commission and to the public.

The application proposes that Southern Pacific Company will substitute its rail service for that of Pacific Motor Trucking Company, at the latter's option, subject to the rates now published for the account of applicant in Western Motor Tariff Bureau, Inc., Agent, Local, Joint and Proportional Freight and Express Tariff

¹ Applicant was granted similar authority between certain other rail locations pursuant to Decision No. 56290 dated February 25, 1958, in Application No. 39710. Substituted rail carrier service previously authorized at Southern Pacific Company's Mulford Ramp has since been moved to Oakland, one of the railroad ramp locations proposed herein.

No. 109, Cal.P.U.C. No. 13, in which tariff Southern Pacific Company is shown as a participating carrier.

Attached to this application, in tariff form, is a copy of the proposed rules and regulations as well as a list of the points between which the substituted rail service will apply. Applicant states that appropriate reference will be made in its tariffs to the proposed substitute service directory to include the additional points sought to be added by this application. The proposed directory would provide that, if the shipper so directs, rail substituted service will not be used.

The verified application shows that, on or about June 5, 1963, copies thereof were served on the Pacific Southcoast Freight Bureau and the California Trucking Association. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that the establishment of the substituted rail service as proposed, on ten days' notice, will not be adverse to the public interest. A public hearing is not necessary. The application will be granted.

Good cause appearing,

IT IS ORDERED that:

1. Pacific Motor Trucking Company is hereby authorized to establish substituted rail service as proposed in Application No. 45519.

2. Pacific Motor Trucking Company and Southern Pacific Company are hereby authorized to depart from the long- and short-haul provisions of Section 460 of the Public Utilities Code in connection with rates herein involved that are currently maintained for the account of Pacific Motor Trucking Company under outstanding long- and short-haul authorities.

3. The tariff filings made pursuant to the authority herein granted shall be made effective not earlier than ten days after the effective date of this order and on not less than ten days' notice to the Commission and to the public.

4. The authority herein granted shall expire unless exercised within 120 days after the effective date hereof.

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

Dated at San Francisco, California, this 17th day of September, 1963.

William M. Bennett
President
Carl S. Tuttle
Charles W. Boy
George L. Trover
Fredrick B. Hallock
Commissioners