

Decision No. 66075

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of SIGNAL TRUCKING SERVICE, LTD., )  
a corporation, to depart from )  
the provisions of General Order )  
No. 84-D, under the provisions )  
of the City Carriers' Act and )  
of the Highway Carriers' Act. )

Application No. 45680  
(Filed August 15, 1963)

OPINION AND ORDER

Applicant seeks authority, as a highway permit carrier, to depart from certain provisions of General Order No. 84-D in connection with transportation service performed on behalf of Procter & Gamble Distributing Company.<sup>1/</sup> Specifically, applicant seeks authority to make C.O.D. shipments part of split delivery shipments. Such arrangements are prohibited under paragraph 7(g) of General Order No. 84-D.<sup>2/</sup>

Applicant delivers products of Procter & Gamble Distributing Company (Proctor & Gamble) from the latter's factory at Long Beach to its customers in California south of an east-west line through the City of Madera. It has performed this transportation service for over thirty years. Since August 21, 1950 (except for a four-day lapse in 1952), it has been authorized by successive decisions of the Commission to depart from the minimum rates in certain respects in connection with the services performed for Procter & Gamble. The current authority became effective February 22, 1963 and is scheduled

1/ Applicant also operates as a highway common carrier. These operations are not involved in this application.

2/ General Order No. 84-D was adopted by Decision No. 65244, dated April 16, 1963 in Case No. 7402 and is scheduled to become effective October 1, 1963. Paragraph 7(g) of General Order No. 84-D provides that permit carriers, among others, shall not make a C.O.D. shipment part of a split delivery shipment.

to expire February 22, 1964.<sup>3/</sup>

Applicant alleges that it transports from 20 to 50 loads of products a day on behalf of Procter & Gamble; that some of such loads are straight shipments, while others are shipments containing components for split delivery. Applicant further alleges that among the split delivery shipments are components with respect to which Procter & Gamble instructs applicant to make collections on delivery; that this is a practice which has been in effect for many years; that Procter & Gamble has informed applicant that this practice is an essential element of the delivery of its products to some of its customers and serves the convenience of Procter & Gamble and some of its customers.

The relief herein sought from General Order No. 84-D is in connection with specific transportation performed by applicant under contract with a single shipper. In the limited circumstances involved herein, the Commission finds that the sought exemption is justified.

As stated above, the transportation involved is performed under authority of the Commission to deviate from the minimum rates in certain respects. That authority is scheduled to expire February 22, 1964. Because of the relationships involved, it appears that the authority herein found justified should likewise be made subject to an expiration date of February 22, 1964.

No objection to the granting of this application has been received. The California Trucking Association has advised the Commission that it has no objection to ex parte consideration. A public hearing is not necessary.

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<sup>3/</sup> Decision No. 64975, dated February 19, 1963, in Application No. 45046.

Good Cause appearing,

IT IS ORDERED that Signal Trucking Service, Ltd., may make C.O.D. shipments part of split delivery shipments handled by it as a highway contract carrier, a city carrier or a radial highway common carrier for Proctor & Gamble Distributing Company and that this authority shall expire with February 22, 1964.

The effective date of this order shall be October 1, 1963.

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

*William W. Brund*  
 President

*George H. Brown*

*George H. Brown*

*George H. Brown*

*Frederick B. Holshoff*  
 Commissioners