

**ORIGINAL**

Decision No. 68629

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )	
SIGNAL TRUCKING SERVICE, LTD., a )	
corporation, for authority to depart )	Application No. 47231
from the rates, rules, and regula- )	(Filed January 4, 1965)
tions of Minimum Rate Tariff No. 5, )	(Amended January 26, 1965)
and Minimum Rate Tariff No. 2, under )	
the provisions of the City Carriers' )	
Act and of the Highway Carriers' Act.)	

OPINION AND ORDER

Applicant holds radial highway common carrier, highway contract carrier and city carrier permits.<sup>1</sup> By Decision No. 66791 dated February 11, 1964, as amended by Decision No. 67660 dated August 4, 1964, in Application No. 46051, applicant was authorized, under Sections 3666 and 4015 of the Public Utilities Code, to depart from the established minimum rates in connection with the transportation of property for The Procter and Gamble Distributing Company from that shipper's factory and warehouses in southern California to the shipper's customers in southern and central California. The current authority is scheduled to expire with February 22, 1965.

By this application, applicant seeks an extension of the current authority for a further one-year period. This authority permits applicant to (1) use various documents prepared by the shipper in the regular course of business as shipping documents in lieu of those otherwise required under the minimum rate orders;

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<sup>1</sup> It is also authorized to operate as a highway common carrier of general commodities between points not involved herein.

(2) assess a rate of 32 cents per 100 pounds for split delivery service in lieu of the charges otherwise applicable; (3) make C.O.D. shipments part of split delivery shipments; and (4) be relieved from applying the two-mile additive when split delivery service is performed at more than one point in the same metropolitan zone, incorporated city, extended area or community.

Applicant alleges that all of the conditions which resulted in the original establishment of this authority and subsequent modifications thereof to depart from the requirements of the minimum rate tariffs and General Order No. 84-E have continued to exist and still exist at the present time. Applicant asserts that the rate and other relief sought herein are necessary if it is to retain the shipper's business.

Based upon its experience in the performance of services under this authority, applicant avers that it is satisfied that the charges it herein proposes to assess the shipper are and will be compensatory for the forthcoming year. Revenue and expense data furnished by applicant indicate that the transportation involved has been profitable and reasonably may be expected to be profitable in the future.

The certificate of service shows that copies of the application and amendment were mailed to California Trucking Association on January 4 and 26, 1965. No objection to the granting of the application, as amended, has been received.

In the circumstances, it appears, and the Commission finds, that the proposals herein are reasonable and consistent with the public interest. A public hearing is not necessary. The application, as amended, should be granted.

In view of the impending expiration date of the current authority, the order which follows will be made effective February 22, 1965.

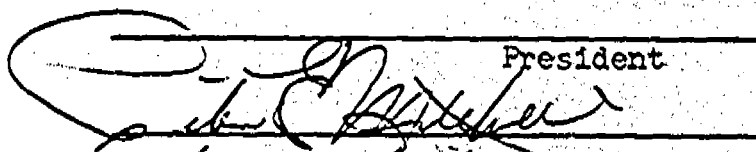
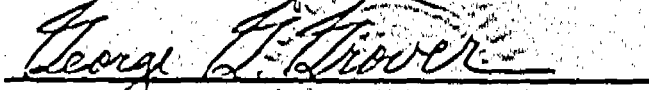


IT IS ORDERED that:

1. Signal Trucking Service, Ltd., is hereby authorized to depart from the provisions of the minimum rate orders and General Order No. 84-E otherwise applicable as more particularly set forth in Appendix A attached hereto and by this reference made a part hereof.

2. The authority granted herein shall, on and after February 22, 1965, supersede the authority granted by Decision No. 66791, as amended by Decision No. 67660, and shall expire with February 22, 1966.

This order shall become effective February 22, 1965.

Dated at San Francisco, California, this 16<sup>th</sup> day of February, 1965.

  
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President  
  
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George L. Hoover  
  
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Commissioners

Commissioner Frederick B. Holoboff, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 68629

The authority herein granted applies only in connection with property transported by Signal Trucking Service, Ltd. (hereinafter called "the carrier") for The Procter & Gamble Distributing Company between points in California south of an east-west line through the City of Madera (See Note):

1. The carrier is authorized to use, in lieu of other shipping documents, the forms of documents submitted as Exhibits Nos. 1, 2, 3 and 4 in Application No. 31459, provided:

(a) The documents collectively shall contain all information necessary to an accurate determination of the applicable rate and charge, except that weights, where standardized, need not be shown.

(b) Documents covering each shipment, if separated, shall be cross-referenced and filed in a manner permitting ready assembly.

(c) A copy of each document shall be retained and preserved by the carrier, subject to the inspection of any authorized representative of the Commission, for a period of not less than three years from the date of its issuance.

2. The carrier is authorized, in connection with split-delivery shipments originating at Long Beach, to apply an additional charge of 32 cents per 100 pounds in lieu of the additional split delivery charges set forth in Item No. 171 of Minimum Rate Tariff No. 2. This charge shall be made in addition to the line-haul rate.

3. The carrier is authorized to use, without assessing additional charges therefor, employees other than drivers, in lieu of drivers, for loading its vehicles.

4. The carrier is authorized to make C.O.D. shipments part of split delivery shipments.

5. The carrier is authorized, in connection with split delivery shipments originating at Long Beach, California, to not apply the EXCEPTION to subparagraph (a) of Item No. 170 of Minimum Rate Tariff No. 2.

NOTE: Does not apply in connection with the transportation of property between the City of Los Angeles proper and steamship wharves and docks located at Los Angeles Harbor, namely Wilmington and San Pedro.

(End of Appendix A)