

ORIGINAL

Decision No. 69537

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 C. R. NICKERSON, Agent and Attorney,)
 under the Shortened Procedure Tariff)
 Docket to make increases in Items)
 1349-0 and 1383 (Section 5--Railhead)
 Commodity Rate Section) of Pacific)
 Coast Tariff Bureau, Tariff No. 16,)
 Cal.P.U.C. No. 1 (Express) and)
 No. 19 (Freight), of C. R. Nickerson,)
 Agent, as more fully set forth in)
 Exhibits "A" and "B" attached to and)
 by reference thereto, made a part of)
 this application.)

Shortened Procedure
 Tariff Docket
 Application No. 47665
 (Filed June 15, 1965)

-AND-)
 For authority to depart from the)
 terms of Section 454 of the Public)
 Utilities Code in accomplishing)
 proposed publication.)

OPINION AND ORDER

By this application, C. R. Nickerson, Agent, seeks author-
 ity to cancel from his tariff railhead rates of Interlines-Blanken-
 ship Motor Express of (1) 34 cents per 100 pounds, minimum weight
 80,000 pounds, on canned or preserved foodstuffs from points in the
 San Francisco Bay area to points in the Los Angeles area and (2) 44½
 and 30½ cents per 100 pounds, minimum weights 50,000 and 80,000
 pounds, respectively, on silicate of sodium (soda) from Oakland to
 Los Angeles.¹

¹ The tariff is Pacific Coast Tariff Bureau California Motor Freight
 Local and Joint Freight and Express Tariff No. 16, Cal.P.U.C.
 No. 1 (Express) and No. 19 (Freight).

Applicant states that the rates on canned goods and soda were respectively established on October 5, 1961, and August 14, 1963, for the purpose of attracting a portion of this traffic, which was then moving either via rail carriers or via highway permit carriers. However, no movement has taken place under these rates since their establishment.

Applicant alleges that Interlines-Blankenship Motor Express does not anticipate any movement under the above rates via its line in the future and, should one develop, it would be wholly noncompensatory due to the low volume of the rates and the high labor costs that have steadily increased since such rates were first established. It is averred that the carrier desires to eliminate these rates from the tariff inasmuch as they are being maintained at a considerable and unnecessary expense and no compensation is being derived from the publication of such rates.

Applicant asserts that the increases resulting from this application would not increase the California intrastate gross revenue of the carrier involved by as much as one percent.

The application was listed on the Commission's Daily Calendar on June 16, 1965. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that the cancellation of rates as proposed in this application is justified. A public hearing is not necessary. The Commission concludes that the application should be granted.

IT IS ORDERED that:

1. C. R. Nickerson, Agent, is hereby authorized to cancel from his Pacific Coast Tariff Bureau California Motor Freight Local and Joint Freight and Express Tariff No. 16, Cal. P.U.C. No. 1 (Express) and No. 19 (Freight), rates of Interlines-Blankenship Motor Express as specifically proposed in this application.

2. Tariff publications authorized to be made as a result of the order herein may be made effective not earlier than thirty days after the effective date of this order on not less than thirty days' notice to the Commission and to the public.

3. The authority herein granted shall expire unless exercised within sixty days after the effective date of this order.

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

Dated at San Francisco, California, this 10th day of August, 1965.

Frederick B. Holboell
President
Arthur E. Ditchfield
Augustus
William A. Blum

Commissioners

Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.