

**ORIGINAL**

Decision No. 69861

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Western Motor Tariff Bureau, Inc. under the Shortened Procedure Tariff	)	
Docket to publish for and on behalf of Paxton Trucking Company tariff provisions resulting in increases because of proposed changes in special labor charges and low-bed equipment charges.	)	Shortened Procedure Tariff
	)	Docket Application No. 47837
	)	(Filed August 24, 1965)

OPINION AND ORDER

By this application, Western Motor Tariff Bureau, Inc., seeks authority to publish, on behalf of Paxton Trucking Company, revised hourly rates and accessorial charges for the transportation of property on low-bed equipment.<sup>1</sup>

Applicant proposes to (1) eliminate the 6,000 and 12,000-pound hourly rates for the above transportation; (2) increase the 20,000-pound straight time and overtime hourly rates from \$13.15 and \$15.95 to \$14.00 and \$16.50, respectively, and the 30,000-pound straight time and overtime hourly rates from \$14.15 and \$16.95 to \$14.50 and \$17.25, respectively; (3) increase the charges for deadhead time for equipment not exceeding 8 feet in width, from \$13.25 to \$17.50 per hour, and for equipment exceeding 8 feet in width, from \$16.75 to \$23.50 per hour; and (4) increase the accessorial charges for services performed by various special types of labor by 4 percent.

Applicant further proposes to revise the provisions concerning the aforementioned accessorial charges by (1) eliminating the job classification of Dry Freight Helpers and, in lieu thereof, applying

<sup>1</sup> The rates and accessorial charges are set forth in Western Motor Tariff Bureau, Inc., Agent, Local, Joint and Proportional Freight and Express Tariff No. 111, Cal.P.U.C. No. 15.

the job classifications of Teamster Helpers and Machinery Helpers to the carrier employees performing accessorial services within San Francisco Bay Counties Territory<sup>2</sup> and within other areas, respectively; and (2) providing that the accessorial charges for services performed by job superintendents, teamster foremen, working foremen, machinery helpers, teamster helpers and machinery movers in connection with the aforementioned transportation apply to the transportation of property on other-than-low-bed equipment when such services are required.

Applicant states that the sought increases are necessary in order to reflect additional labor costs encountered by Paxton Trucking Company as a result of general labor increases effective July 1, 1965. It is alleged that the proposed elimination of the 6,000 and 12,000-pound rates is necessary because the carrier no longer maintains equipment with a capacity of less than 20,000 pounds and incurs the same driver pay scale when it transports shipments of lesser weights. Applicant declares that the job classification of Dry Freight Helper is outmoded and has led to confusion. It is averred that the carrier should be adequately compensated when it furnishes special types of labor in connection with shipments which require special handling but do not require low-bed equipment.

Applicant asserts that the increases resulting from the proposal herein would not increase the California intrastate gross revenue of Paxton Trucking Company by as much as one percent.

The application was listed on the Commission's Daily Calendar on August 25, 1965. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that the establishment of rates and accessorial service provisions as

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<sup>2</sup>San Francisco Bay Counties Territory includes that area consisting of the City and County of San Francisco and the Counties of San Mateo, Santa Cruz, Santa Clara, San Benito, Monterey, Alameda, Contra Costa, Marin, Sonoma, Solano and Napa.

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. Western Motor Tariff Bureau, Inc., Agent, is hereby authorized to publish in its Local, Joint and Proportional Freight and Express Tariff No. 111, Cal.P.U.C. No. 15, on behalf of Paxton Trucking Company, rates and provisions for the transportation of property as 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 26<sup>th</sup> day of October, 1965.

Frederick B. Holdcroft  
President

George T. Crowe  
Augustin

Commissioners

Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.