

ORIGINAL

Decision No. 70334

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)
from the rates, rules, and regula-)
tions of Minimum Rate Tariff No. 5,) Application No. 48141
and Minimum Rate Tariff No. 2, under) (Filed December 23, 1965)
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.¹ By Decision No. 68529 dated February 16, 1965, 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, 1966.

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; (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

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

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 now proposes, due to increased operating costs, to increase the above rate to 36 cents per 100 pounds.²

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.³ 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 ensuing year.

The certificate of service shows that a copy of the application was mailed to California Trucking Association on December 23, 1965. The application was listed on the Commission's Daily Calendar of December 24, 1965. No objection to the granting of the application has been received.

² No authority for the increase is required from this Commission, inasmuch as applicant is a permitted carrier for which only minimum rates have been established. Authority for the use of such rate on and after February 22, 1966, is required, however, inasmuch as the rate sought will be on a basis different from that prescribed in the minimum rate orders, and, in some instances, below the minimum rates otherwise applicable.

³ Effective June 1, 1965, General Order No. 84-F superseded General Order No. 84-E pursuant to Decision No. 68779, dated March 23, 1965, in Case No. 7402. Inasmuch as General Order No. 84-E is no longer in effect, the application herein will be considered as an amended application seeking relief from certain requirements of the current General Order No. 84-F.

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 Commission concludes that the application should be granted.

In view of the impending expiration date of the current authority, the order which follows will be made effective February 22, 1966.

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-F 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, 1966, supersede the authority granted by Decision No. 68629 and shall expire with February 22, 1967.

This order shall become effective February 22, 1966.

Dated at San Francisco, California, this 8th day of February, 1966.

Fredrick B. Halaloff
President
Arthur E. [unclear]
Augustin
William W. [unclear]
Commissioners

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

APPENDIX A TO DECISION NO. 70334

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 36 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)