

ORIGINAL

Decision No. 70504

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Bulk Freightways,
a corporation, and a highway carrier
other than a highway common carrier,
to perform transportation and acces-
sorial services in the movement of
phosphate of soda, NOIBN, in bulk,
from South Gate to Long Beach, at
rates less than the established
minimum rates.

Application No. 48262
(Filed February 17, 1966)

OPINION AND ORDER

Bulk Freightways holds radial highway common carrier, highway contract carrier and city carrier permits. By Decision No. 68828 dated March 30, 1965, in Application No. 47269, it was authorized to assess a rate less than the applicable minimum rate for the transportation of phosphate of soda, in bulk, for Procter & Gamble Manufacturing Company from South Gate to Long Beach. The authority is scheduled to expire with March 30, 1966. By this application, an extension of the current authority is sought for a period of not less than one year.

By Decision No. 66829 dated February 18, 1964, in Application No. 45970, the rate in issue was found by the Commission to be reasonable upon the basis of evidence received at a public hearing on January 7, 1964. The evidence showed that special bulk silo equipment was constructed at the shipper's Ardine Street plant to accommodate the loading of phosphate of soda in pneumatic hopper truck equipment and that loading and unloading facilities are available to applicant any time during the day.

Bulk Freightways alleges that its operations under this authority have not changed in any material respect since the date of Decision No. 66829, supra, and that the evidence presented at the public hearing in that proceeding is relevant and applicable at the present time. Based on its experience in performing this service, Bulk Freightways states that a fair return on its investment will be realized under the proposed rate for the transportation involved.

Revenue and expense data submitted by applicant indicate that the transportation involved has been profitable and reasonably may be expected to be profitable for the ensuing year.

The certificate of service shows that a copy of the application was mailed to California Trucking Association on February 16, 1966. The application was listed on the Commission's Daily Calendar of February 18, 1966. No objection to the granting of this application has been received.

In the circumstances, it appears, and the Commission finds, that the proposed rate is reasonable for the transportation involved. 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 March 30, 1966.

IT IS ORDERED that:

1. Bulk Freightways, a corporation, is authorized to assess a rate less than the minimum rate otherwise applicable for the transportation of phosphate of soda, NOI, for Proctor & Gamble Manufacturing Company, but not less than the rate set forth in and subject to the conditions specified in Appendix A attached hereto and by this reference made a part hereof.

2. The authority herein granted shall, on and after March 30, 1966, supersede the authority granted by Decision No. 68828 and shall expire with March 30, 1967.

This order shall become effective March 30, 1966.

Dated at San Francisco, California, this 29th day of March, 1966.

Fredrick B. Hallock
President

George E. Grover
Commissioners

William M. Bennett
Commissioners

APPENDIX A TO DECISION NO. 70504

BULK FREIGHTWAYS, a corporation, is authorized to transport phosphate of soda, NOI, in bulk, in pneumatic hopper trucking equipment for Procter & Gamble Manufacturing Company, as follows:

From: Stauffer Chemical Company, 4570 Ardine Street, South Gate.

To: Procter & Gamble Manufacturing Company, 1601 West Seventh Street, Long Beach.

Rate: 7 cents per 100 pounds, minimum weight 50,000 pounds per load.

Demurrage: (1) Loading time shall be computed from the arrival of the vehicle at point of origin until completion of loading.

(2) Unloading time shall be computed from arrival of the vehicle at point of destination until completion of unloading.

(3) Time in excess of one hour for loading or one hour for unloading shall be subject to a charge of \$6.50 per hour. Fractions of an hour shall be determined in accordance with the following table:

Less than 8 minutes	- omit
8 minutes, but less than 23 minutes	- 1/4 hour
23 minutes, but less than 38 minutes	- 1/2 hour
38 minutes, but less than 53 minutes	- 3/4 hour
53 minutes or more	- 1 hour

In all other respects, the transportation in question shall be subject to the provisions of Minimum Rate Tariff No. 2.

(End of Appendix A)