

ORIGINAL

Decision No. 71368

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Western Motor Tariff)
Bureau, Inc. under the Shortened)
Procedure Tariff Docket to cancel)
certain specific commodity rates for)
and on behalf of Southern California)
Freight Forwarders and Southern)
California Freight Lines Ltd.)

Shortened Procedure
Tariff Docket
Application No. 48654
(Filed July 25, 1966)

OPINION AND ORDER

By this application, Western Motor Tariff Bureau, Inc., for and on behalf of Southern California Freight Forwarders and Southern California Freight Lines, Ltd., seeks authority to cancel certain rail competitive rates.¹

Applicant alleges that many carriers, including Southern California Freight Forwarders and Southern California Freight Lines, Ltd., elected to transfer all of their rates on traffic moving between points in California to tariffs issued by it and, as a result, thousands of rates were transferred. Applicant states that, in the course of transferring the rail competitive rates from Tariff No. 4 to its Local, Joint and Proportional Freight and Express Tariff No. 109, Cal.P.U.C. No. 13, such rates were canceled from the former

¹ These rates were set forth in Items Nos. 1005, 1020, 1040, 1043, 1048, 1051, 1060, 1097, 1110, 1113, 1310 and 1350 of Southern California Freight Forwarders Local and Joint Freight and Express Tariff No. 4, Cal.P.U.C. No. 4 (Tariff No. 4), and applied to the transportation of agricultural implements, fibreboard or pulp-board boxes, honey, canned goods, empty gas cylinders, dairy products, containers, fresh or frozen fish, rice and cotton seed.

tariff but the rates herein involved were left out of the latter tariff and, in effect, were actually canceled without specific authority from the Commission.

Applicant has determined, after an investigation, that these rates should preferably remain canceled since they would have moved no traffic during the period in which they have not been in effect. Applicant avers that rail competitive rates have a tendency to remain stationary at the level originally published and that the rates involved have not been increased concurrently with increases in motor carrier costs. Applicant contends that such rates constitute a latent threat to revenue requirements, result in increased tariff publication expense and serve no useful purpose.

Applicant asserts that increases resulting from the proposed cancellation of the rates in question would not increase the California intrastate gross revenue of the carriers involved by as much as one percent.

The application was listed on the Commission's Daily Calendar of July 26, 1966. No objection to the granting of the application has been received.

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

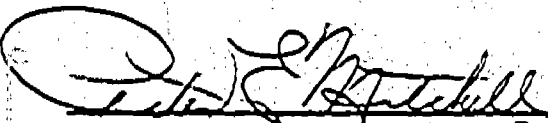
IT IS ORDERED that:

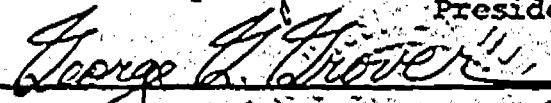
1. Western Motor Tariff Bureau, Inc., on behalf of the carriers named herein, shall amend its tariffs to reflect the authority herein granted.


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

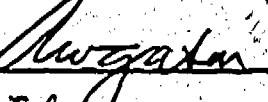
This order shall become effective twenty days after the date hereof.

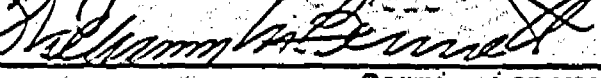
Dated at San Francisco, California, this 4th day of October, 1966.



President








Commissioners