

ORIGINAL

Decision No. 72227

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of PONY EXPRESS, a California)
corporation, to charge less than)
the minimum rates established by)
the California Public Utilities)
Commission as authorized in)
Section 3666 of the Public)
Utilities Code of the State of)
California.)

Application No. 49143
(Filed February 10, 1967)

OPINION AND ORDER

Pony Express holds radial highway common carrier, highway contract carrier and city carrier permits. By Decision No. 71084 dated August 2, 1966, in Application No. 48569, applicant was authorized to observe a second-class rating for the transportation of certain automobile parts and accessories in lieu of the actual classification rating on each article for General Motors Corporation, General Motors Parts Division (General Motors), from that company's warehouses in Van Nuys and Los Angeles to points in southern California. The rates applicant was authorized to assess are the second-class rates set forth in Minimum Rate Tariff No. 2.

By this application, applicant seeks to use, in lieu of individual freight bills for each shipment transported under the above authority, a manifest freight bill listing thereon 18 prepaid shipments.¹

¹ Item No. 255 of Minimum Rate Tariff No. 2 requires that a freight bill be issued by the carrier for each shipment transported.

According to applicant, it is presently transporting between 260 and 320 shipments per day for General Motors and issuing to this shipper a prepaid freight bill for each shipment. Applicant alleges that it is using a so-called "hand bill" for delivery to consignees inasmuch as most shipments are delivered direct and rating is not possible before delivery. Because of these circumstances, applicant declares that the manifest type freight bill is most feasible and suitable.

Applicant states that each listed shipment on the manifest freight bill would be broken down to show the consignee, number of pieces, weight, rate and charge and that the shipping orders for all 18 shipments would be attached to the copy of the manifest freight bill, which would be readily available for inspection.

Applicant avers that it has made a study of the possible savings that would accrue to it through the use of the proposed manifest form and has determined that it would save \$7,504.92 in direct expenses for a 12-month period. Applicant asserts that General Motors desires that the sought authority be granted in order that economies in its traffic and financial departments may result due to the time saved in typing and audit stamping and to a decrease in space needed to store paid freight bills.

The application shows that a copy thereof was mailed to California Trucking Association on or about February 9, 1967. The

application was listed on the Commission's Daily Calendar of February 14, 1967. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that the use of the manifest type freight bill set forth in Exhibit A of this application is reasonable when applied in connection with the basis of rating and the resultant charges authorized by Decision No. 71084, supra. A public hearing is not necessary. The Commission concludes that the application should be granted and that Decision No. 71084 should be amended in conformity with the foregoing conclusion.

IT IS ORDERED that:

1. Decision No. 71084 dated August 2, 1966, in Application No. 48569 is hereby amended by substituting for Ordering Paragraph No. 1 the following:

"1. Pony Express, a corporation, is hereby authorized: (a) to apply a second-class rating in lieu of the classification ratings otherwise applicable, (b) to assess rates different from those otherwise applicable but not less than the second-class rates set forth in Minimum Rate Tariff No. 2 and (c) to depart from the requirements of Item No. 255 of Minimum Rate Tariff No. 2 by using a manifest type freight bill, for the transportation of automobile parts and accessories (except fenders and auto engine hoods) from the General Motors Corporation, General Motors Parts Division, warehouses in Van Nuys and Los Angeles to points in southern California located outside the Los Angeles Drayage Area as defined in Minimum Rate Tariff No. 5."

2. In all other respects, Decision No. 71084 shall remain in full force and effect.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 28th day of March, 1967.

John E. Mitchell
President

William B. Smith

Augusta

William Symons Jr.

Shed P. Morrissey
Commissioners