

ORIGINAL

Decision No. 75109

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of C. R. Nickerson, Agent)
and Attorney, for and on behalf of)
AMERICAN TRANSFER CO., by virtue of)
Power of Attorney, on file with the)
Commission, under Shortened Procedure)
Tariff Docket to make increases in)
Rates, Rules and Regulations applicable)
to the transportation of Poles and)
Piling exceeding twenty four(24) feet)
in length, as provided in Cal.P.U.C.)
No. 19 of C. R. Nickerson, Agent,)
Rule 426 (proposed), Rule 529.9)
(to amend) and Item 1040 (to amend))
as hereinafter provided,)

Shortened Procedure
Tariff Docket
Application No. 50610
(Filed October 11, 1968)

- AND -

For authority to depart from the terms)
of Section 454 of the (SIC) of the)
Public Utilities Code when accomplish-)
ing proposed publication.)

OPINION AND ORDER

By this application, C. R. Nickerson, Agent, on behalf
of American Transfer Co. (American), seeks authority to: (1) cancel
from one of his tariffs the current truckload commodity rates on
poles, exceeding 24 feet but not exceeding 50 feet in length;
(2) establish class rates in lieu of the above commodity rates;
(3) publish, in connection with stringing services, unloading
charges of 5 cents per 100 pounds when the distance between
origin and destination is 100 constructive miles or less and 6
cents per 100 pounds when such distance is more than 100 con-
structive miles; and (4) establish a minimum charge of \$15.00 per

hour, subject to a minimum of two hours, for emergency service when carrier is called upon to make a special trip for immediate delivery of a less-than-truckload shipment of wooden poles.¹

According to applicant, American transports poles for Pacific Gas & Electric Co., Pacific Telephone Co. and McCormick & Baxter Co. from their yards at various points in California to remote areas where new power or telephone lines are being constructed and the shipments of poles are generally made up of several sizes. Applicant states that different lengths are required in the construction of power or telephone lines over hilly terrain as the shorter poles are used on the ridge and the longer poles are used in the low lands to maintain some balance as to the level of the line.

Applicant avers that it has been American's recent experience that more than 50 percent of shipments consist of mixed lengths of poles less than 50 feet and exceeding 50 feet in length. In order to determine the respective rates on the shorter and longer poles in such a shipment, applicant declares that American would have to load the shorter poles in one unit of equipment and the longer poles in another unit of equipment and, after separately weighing each unit of equipment, transfer the part load from one

¹ The tariff is Pacific Coast Tariff Bureau Local and Joint Freight and Express Tariff No. 16, Cal.P.U.C. Nos. 1 (Express) and 19 (Freight) of C. R. Nickerson, Agent. The proposed rates and charges are set forth in detail in Exhibits "A", "B" and "C" attached to the application. Applicant subsequently amended his application by letter to delete therefrom reference to Piling.

unit of equipment to the other for the line haul transportation to destination. Applicant alleges that the proposed class rates for the shorter poles, which currently apply to the transportation of the longer poles, will obviate the necessity for using the aforementioned method of loading, handling and weighing poles.

Applicant states that the current provisions for assessing unloading charges at destination in connection with stringing services are very indefinite and that shippers have no way of determining what the unloading charges will be until the shipment has been unloaded at job site. According to applicant, American proposes to establish the same unloading charges as those which are presently applied by other carriers for performing such services.

Applicant avers that there have been many instances when American has been called upon to transport less-truckload shipments of poles on an emergency basis to replace poles which have been blown down by heavy storms, toppled by slides on mountain slopes, burned by forest fires or damaged by motor vehicles. Applicant alleges that, in most instances, the time consumed in these emergency trips from American's terminal and return thereto consumes three hours or more and the current less-truckload rates for such services do not cover the carrier's out-of-pocket cost.

Applicant asserts that increases resulting from the tariff provisions proposed herein would not increase the intrastate gross revenue of American by as much as one percent.

The application was listed on the Commission's Daily Calendar of October 14, 1968. Copies of the application have been furnished to the shippers involved. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds that increases resulting from publication of the rates and charges

as proposed in the application, as amended, are justified. A public hearing is not necessary. The Commission concludes that the application, as amended, should be granted.

IT IS ORDERED that:

1. C. R. Nickerson, Agent, is hereby authorized to publish in Pacific Coast Tariff Bureau Local and Joint Freight and Express Tariff No. 16, Cal.P.U.C. Nos. 1 (Express) and 19 (Freight), for and on behalf of American Transfer Co., rates and charges as specifically proposed in the application, as amended.

2. Tariff publications authorized to be made as a result of the order herein shall be filed not earlier than the effective date of this order and 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 ninety 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 17th day of December, 1968.

William J. Bennett
President

David P. Morrissey
Commissioners

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