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Decision No. 75252

ORIGINAL

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 regulations
of Minimum Rate Tariff No. 5, and
Minimum Rate Tariff No. 2, under the
provisions of the Highway Carriers'
Act.

Application No. 50765
(Filed December 20, 1968)

OPINION AND ORDER

Signal Trucking Service, Ltd., a corporation, holds radial highway common carrier and highway contract carrier permits.^{1/} By Decision No. 73593 dated January 9, 1963, in Application No. 49363, it was authorized to depart from the established minimum rates and certain requirements of General Order No. 34-F otherwise applicable in connection with the transportation of various products for The Procter and Gamble Distributing Company between points in California located south of an imaginary east-west line drawn through the City of Madera. Applicant's current authority is scheduled to expire with February 22, 1969.

By this application, applicant seeks an extension of the current authority, with one modification, for a further one-year period. The existing 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 Commission's minimum rate orders; (2) assess an additional charge of 39 cents per 100 pounds for split delivery service in lieu

^{1/} Applicant is also authorized to operate as a highway common carrier of general commodities between points not involved herein.

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of the charges per component part otherwise applicable; (3) make C.O.D. shipments part of split delivery shipments; and (4) be relieved from applying the two-mile additive when split delivery service is performed at more than one point within the same metropolitan zone, incorporated city, extended area or community. Applicant also requests authority to increase the present charge for split delivery service from 39 to 40 cents per 100 pounds due to increased operating costs.^{2/}

Applicant alleges that all of the conditions which justified and resulted in the original establishment of this special rate authority, including the subsequent modifications thereof, to depart from the requirements of the Commission's minimum rate orders and General Order No. 34-F have continued to exist. Applicant asserts that continuation of the current authority, modified as proposed herein, is necessary if it is to retain the traffic of the shipper involved.

Based upon its experience in the performance of transportation and other services under this authority, applicant states that it is satisfied that the charges which it proposes to assess the shipper are now and will continue to be compensatory during the forthcoming year. Revenue and expense data furnished by applicant (Exhibit "B" of the application) indicate that the transportation involved has been profitable in the past and reasonably may be expected to be profitable in the ensuing twelve-month period.

The certificate of service shows that a copy of the verified application was mailed to California Trucking Association.

^{2/} No authority for the proposed increase is required from this Commission, inasmuch as applicant performs the services involved herein as a permitted carrier for which only minimum rates and charges have been established.

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By letter dated December 26, 1968 (received in the record herein) California Trucking Association advised that it has no objection to the relief requested. The application was listed on the Commission's Daily Calendar of December 23, 1968. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that the proposals set forth herein are reasonable and consistent with the public interest. A public hearing is not necessary. The Commission concludes that the application should be granted.

IT IS ORDERED that:

1. Signal Trucking Service, Ltd., is hereby authorized to depart from the provisions of the Commission's minimum rate orders and General Order No. 34-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, 1969, supersede the authority granted by Decision No. 73593 and shall expire with February 22, 1970.

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

Dated at San Francisco, California, this 28th day of JANUARY, 1969.

William Squous, Jr.
President

Augustin

David P. Morrissey

William P.

Thomas M.
Commissioners

APPENDIX A

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 40 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)