

Decision No. 76776

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 regula-
 tions of Minimum Rate Tariff No. 5
 and Minimum Rate Tariff No. 2, under
 the provisions of the Highway Car-
 riers Act.

Application No. 51579
 (Filed December 24, 1969)

O P I N I O N

Signal Trucking Service, Ltd. (Signal), a corporation, holds radial highway common carrier and highway contract carrier permits. By Decision No. 75252, dated January 28, 1969, in Application No. 50765, it was authorized to depart from the established minimum rates and certain requirements of General Order No. 84-F (C.O.D. Shipments) 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 February 22, 1970.

Signal seeks a one-year extension of its current authority, with one minor modification. The existing modification permits Signal to: (1) use various documents prepared by the shipper in the regular course of business as shipping documents in lieu of those required under the Commission's minimum rate orders; (2) assess an additional charge of 40 cents per 100 pounds for split delivery service in lieu 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. Signal requests authority to increase the present charge for split delivery service from 40 to 42 cents per 100 pounds due to increased operating costs.

Signal alleges that all of the conditions which justified the original establishment of the special rate authority and the subsequent modifications thereof continue to exist. Signal asserts that continuation of the current authority, adjusted as proposed herein, is necessary if it is to retain the subject traffic.

Applicant asserts that with the modification proposed herein the charges proposed will be compensatory during the forthcoming year. Revenue and expense data furnished in the application showed that transportation under the current authority has been profitable in the past, and reasonably may be expected to be profitable for the future.

The application was served upon California Trucking Association, and notice of the filing of the application appeared on the Commission's Daily Calendar. There are no protests.

In the circumstances, the Commission finds that the proposals set forth in the application will be reasonable. A public hearing is not necessary. The application will be granted.

O R D E R

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. 84-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, 1970, supersede the authority granted by Decision No. 75252, and shall expire February 22, 1971.

This order shall become effective on February 22, 1970.

Dated at San Francisco, California, this 10th
day of FEBRUARY, 1970.

William J. Lyons, Jr.
President

James A. [unclear]
[unclear]

Vernon L. [unclear]
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 42 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)