

ORIGINAL

Decision No. 78209

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

IN THE MATTER OF THE APPLICATION OF)
JOHN V. TYLER AND R. G. CARLSON dba)
TYLER BROS. DRAYAGE CO., under the)
Shortened Procedure Tariff Docket,)
to make increases in rates in its)
Local Freight Tariff No. 2, Cal.)
P.U.C. No. 2 as set forth in this)
Application)

Shortened Procedure
Tariff Docket
Application No. 52266
(Filed October 27, 1970)

AND)

For authority to depart from the terms)
of Section 454 of the Public Utilities)
Code in accomplishing the proposed)
publication)

OPINION AND ORDER

By this application, John V. Tyler and R. G. Carlson, doing
business as Tyler Bros. Drayage Co., seek authority to publish in
their tariff increased hourly rates for transportation services
between points in San Francisco Bay Territory when exclusive use of
the carrier's equipment is requested by the shipper.¹

Applicants state that the present rates for the afore-
mentioned services were, at the time that they were established, on
the same level as the Commission's minimum hourly rates for the
transportation of property within San Francisco. Applicants aver
that the proposed rates are on the level of the Commission's current
minimum hourly rates for the transportation of property within
San Francisco.²

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The present rates are published in Item 215 of applicants' Local
Freight Tariff No. 2, Cal.P.U.C. No. 2. The proposed rates are set
forth in detail in Exhibit "A" attached to the application.

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The proposed rates are now below the level of the involved minimum
hourly rates as such minimum rates were increased effective
January 1, 1971, pursuant to Decision No. 78032.

According to applicants, only one of their customers³ has requested special trips within the last 12 months and that shipper is agreeable to the payment of charges for such services, as proposed herein. Applicants allege that their operations are based in San Francisco, that they perform services as a highway common carrier within the San Francisco Bay Territory and that their costs are commensurate with those of carriers performing services within the City and County of San Francisco. Applicants declare that the proposed rates fully meet the needs of their customer.

Applicants assert that increases resulting from the proposal herein would not increase their California intrastate gross revenue by as much as one percent.

Copies of the application were mailed to California Trucking Association, Standard Oil Company of California and various chambers of commerce on or about October 26, 1970. The application was listed on the Commission's Daily Calendar of October 28, 1970. No objection to the granting of the application has been received.

Commission staff analysis discloses that the rates in question have not been increased since they were established on August 5, 1968. Increased costs have been experienced by the carrier since that date and the proposed rates are required to enable the carrier to perform the involved services on a compensatory basis. The staff recommends that the application be granted by ex parte order.

³ Attached to the application as Exhibit "B" is a letter from Standard Oil Company of California supporting applicants' proposal.

In the circumstances, it appears, and the Commission finds, that increases resulting from publication 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. John V. Tyler and R. G. Carlson are hereby authorized to publish increased hourly rates in their Local Freight Tariff No. 2, Cal.P.U.C. No. 2, as specifically proposed in the application.

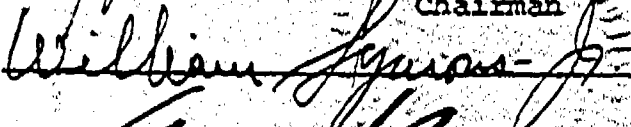
2. Tariff publications authorized to be made as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than five days after the effective date of this order on not less than five days' notice to the Commission and to the public.

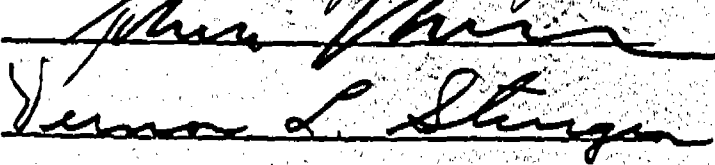
3. The authority herein granted shall expire unless exercised within ninety days after the effective date of this order.

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

Dated at San Francisco, California, this 26th day of January, 1971.



Chairman




Commissioners