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Decision No. 81386

ORIGINAL

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)

AND)

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

Shortened Procedure
Tariff Docket
Application No. 53872
(Filed March 5, 1973)

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 aforementioned services were, at the time that they were published, 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

¹ 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.

² The current hourly rates in Minimum Rate Tariff 19 became effective March 10, 1973, as authorized by Decision No. 81000 dated January 30, 1973, in Case No. 5441 (Petition No. 252).

According to applicants, only two of their customers have requested special trips within the last 12 months and these shippers are agreeable to the payment of charges for such services at the level proposed herein.³ Applicants allege that their operations are based in South San Francisco, they perform city drayage services within San Francisco as well as services as a highway common carrier within the San Francisco Bay Territory and their costs are commensurate with those of carriers performing services within the City and County of San Francisco.

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, Pacific Gas and Electric Company and various chambers of commerce on or about March 2, 1973. The application was listed on the Commission's Daily Calendar of March 6, 1973. No objection to the granting of the application has been received.

In the circumstances, 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.

Pursuant to Paragraph (E) (2) (e) of Rule 23.1 of the Commission's Rules of Practice and Procedure, no findings regarding compliance with the Federal Economic Stabilization Act are required for Shortened Procedure Tariff Docket filings seeking carrier rate adjustments under Rule 25 thereof.

³ Attached to the application as Exhibits "B" and "C" are letters from Standard Oil Company of California and Pacific Gas and Electric Company supporting applicants' proposal.

IT IS ORDERED that:



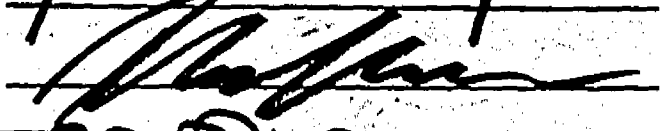
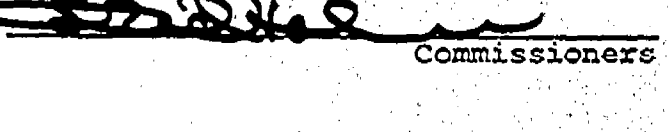
1. John V. Tyler and R. G. Carlson are hereby authorized to publish increased hourly rates in their Local Freight Tariff No. 2, Cal.P.U.C. No. 2, as specifically proposed in the application.

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 ten days after the effective date of this order on not less than ten 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 15th day of May, 1973.


President



Commissioners

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