

Decision No. 84116

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Western Motor  
Tariff Bureau, Inc. under the  
Shortened Procedure Tariff Docket  
to publish for and on behalf of  
National Trucking Co. of Los  
Angeles and Santa Fe Trail Trans-  
portation, The, tariff provisions  
resulting in an increase because  
of the proposed cancellation or  
amendments to certain specific  
exception classes.

Shortened Procedure  
Tariff Docket  
Application No. 55338  
(Filed November 25, 1974)

OPINION AND ORDER

By this application, Western Motor Tariff Bureau, Inc. (WMTB) seeks to cancel from one of its tariffs the participation of: (1) National Trucking Co. of Los Angeles (NTC) from the exception ratings named therein on canned goods and (2) the participation of The Santa Fe Trail Transportation Company (SFTT) from the less-truckload exception rating on "empty secondhand carriers returning" in connection with traffic having a prior loaded movement via The Atchison, Topeka and Santa Fe Railway Company.<sup>1</sup>

Applicant states that NTC has reviewed its records and determined that the shipments of canned goods tendered to it involve exiguous movements. Applicant alleges that SFTT is the only motor

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<sup>1</sup>Item No. 250060 of WMTB Exception Ratings Tariff No. 1-B, Cal. P.U.C. No. 34, sets forth exception ratings on canned goods of Class 50.1, less truckload and Classes 35, 35.1, 35.2 and 35.3, minimum weights 30,000, 36,000, 42,000 and 45,000 pounds, respectively. Item No. 250020 of the above tariff provides a less truckload rating on the empty carriers of 50 percent of Class 70, minimum rate 51 cents per 100 pounds or actual Class 70 whichever is lower. Upon cancellation of these exception ratings, higher ratings in National Motor Freight Classification NMF 100 A would apply. These ratings, which generally apply nationally, vary according to the particular commodity involved.

carrier that participates with a rail carrier in connection with the exception rating on "empty secondhand carriers returning" and it receives no revenue on the rail portion of this movement. Applicant declares that the revenues derived from the aforementioned exception ratings are noncompensatory insofar as they involve the operations of NTC and SFTT. Applicant contends that the proposed cancellation of these exception ratings is not intended to become a means of producing additional revenue but a measure of protection against traffic yielding operating losses.

Applicant asserts that increases resulting from the proposal herein would not increase the California intrastate gross revenue derived by either NTC or SFTT by as much as one percent.

The application was listed on the Commission's Daily Calendar of November 26, 1974. No objection to the granting of the application has been received.

In the circumstances, the Commission finds that the increases resulting from the proposal herein are justified. A public hearing is not necessary. The Commission concludes that the application should be granted.


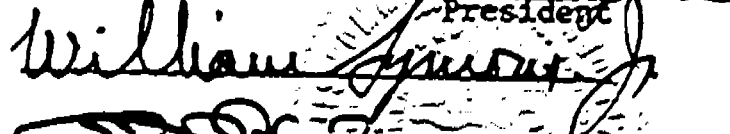

IT IS ORDERED that:

1. Western Motor Tariff Bureau, Inc., is authorized, on behalf of National Trucking Co. of Los Angeles and The Santa Fe Trail Transportation Company, to publish in its Exception Sheet No. 1-B, Cal. P.U.C. No. 34, amendments thereto as specifically proposed in the application.
2. Tariff publications authorized to be made as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day 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.

(SPT) A. 55338 - anv

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

Dated at San Francisco, California, this 19<sup>th</sup> day of February, 1975.

  
President  
  
  
Commissioners