

ORIGINAL

Decision No. 60232

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, Minimum)
Rate Tariff No. 2, and Minimum Rate)
Tariff No. 8, under the provisions)
of the City Carriers' Act and the)
Highway Carriers' Act.)

Application No. 42207

OPINION AND ORDER

Applicant holds radial highway common, highway contract and city carrier permits. Decision No. 58531, dated June 2, 1959, in Application No. 41072, authorized it to assess charges on a basis less than the established minimum rates in connection with the transportation of merchandise and store supplies under contract for The Great Atlantic & Pacific Tea Company from that company's Los Angeles warehouse, located at 4510 South Boyle Avenue, to its retail stores in southern California. The authority is scheduled to expire June 25, 1960.

By this application, filed April 29, 1960, authority is sought to continue to assess charges on a basis less than the minimum rates, but to increase the authorized rates by amounts ranging from one cent to five cents per 100 pounds. Applicant states that since the date of Decision No. 58531, supra, it has experienced certain increases in operating costs and therefore proposes increases in the composite rates.

Applicant alleges that, based upon its experience over the many years it has handled this traffic, and taking into consideration the rates proposed herein, it is satisfied that it can

A. 42207-ams

continue to provide the proposed service at the rates proposed herein at a satisfactory profit, and that said rates are fully compensatory.

The application shows that on or about April 29, 1960, a copy thereof was served on various parties believed to be interested, including California Trucking Associations, Inc. No objection has been received to its being granted. The Transportation Division staff has reviewed the application and has recommended that it be granted.

In the circumstances, it appears, and the Commission finds, that the proposed rates are reasonable and consistent with the public interest. A public hearing is not necessary. The application will be granted.

Because the conditions under which the service is performed may change at any time, the authority will be made to expire at the end of one year unless sooner canceled, changed or extended by order of the Commission.

Therefore, good cause appearing,

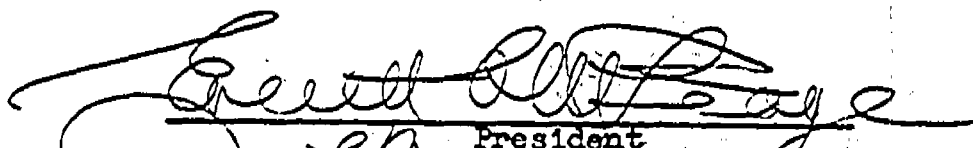
IT IS ORDERED:

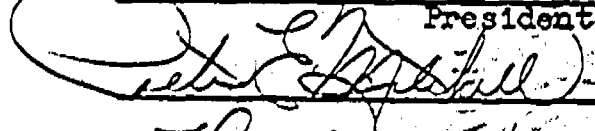
(1) That Signal Trucking Service, Ltd., is hereby authorized to depart from the provisions of the minimum rate orders otherwise applicable to the services which it performs for The Great Atlantic & Pacific Tea Company to the extent specifically provided in Appendices "A" and "B", which are attached hereto and by this reference made a part hereof.

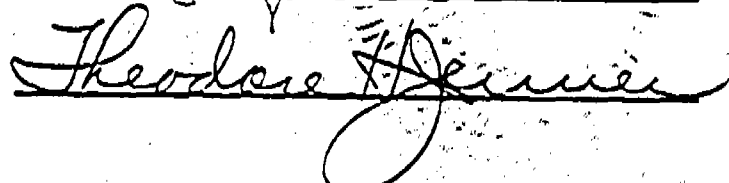
(2) That the authority herein granted shall expire June 25, 1961, unless sooner canceled, changed or extended by order of the Commission.

This order shall become effective June 25, 1960.

Dated at San Francisco, California, this 6th day of June, 1960.



President




Commissioners

Matthew J. Dooley

Commissioner C. Lynn Fox, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. 60232

The authority herein granted applies only in connection with property transported by Signal Trucking Service, Ltd. (hereinafter called "the carrier") for The Great Atlantic & Pacific Tea Company (hereinafter called "the shipper") between points in southern California area south or southerly of, and including, the cities of Santa Barbara and Taft.

Section I

The authority granted in this section applies only to shipments of property which originate at shipper's warehouse located at 4510 S. Boyle Avenue, Los Angeles, and which are delivered to shipper's retail stores in southern California area as above described.

Item 1. The carrier is authorized to classify, for rate purposes, shipments of property (see Note) which are subject to the provisions of this Section as follows:

(a) Shipments subject to a minimum weight of 20,000 pounds:

<u>Percent of total weight of shipments</u>	<u>Rate as</u>
.011	150% of 1st Class
.111	110% of 1st Class
9.437	1st Class
13.288	2nd Class
6.770	3rd Class
69.108	4th Class
1.242	90% of 4th Class

(b) Shipments subject to a minimum weight of less than 20,000 pounds:

Rate as third class.

Note: The term "property" as used in this item means those articles of merchandise and store supplies listed in Exhibit No. 3-G in Application No. 31378 and merchandise and store supplies of similar nature or purpose.

Item 2. The carrier is authorized to assess and collect charges for the transportation of property classified in accordance with the provisions of Item 1 above on the basis of composite rates as set forth in Appendix "B" hereof, representing the percentage distributions shown therein.

- Item 3. In connection with the computation and collection of charges for a shipment transported in split-delivery service, the carrier is authorized to apply the additional charges provided in Item No. 170 series of Minimum Rate Tariff No. 2 and in Item No. 180 series of Minimum Rate Tariff No. 8 on the basis of the average weight, instead of the actual weights, of several component parts of the shipment.

Section II

- Item 1. The carrier is authorized to use, in lieu of other shipping documents, the forms of documents submitted as part of Exhibit No. 3 in Application No. 31378, provided that:

- (a) The documents shall contain all of the information necessary for an accurate determination of the applicable rates and charges; and
- (b) The documents covering each shipment, if separated, shall be cross-referenced and filed in a manner permitting ready assembly.

The term "groceries" may be used to identify collectively, in the shipping documents herein authorized, the various articles of merchandise and other property which are classified in accordance with the provisions of Item 1, Section I, above.

- Item 2. The carrier is authorized to assess a charge of \$10.50 per day per semi-trailer for the use by shipper of semi-trailers without tractors.
- Item 3. The carrier is authorized to use, without assessing additional charges therefor, employees other than drivers, in lieu of drivers, for loading its vehicles.

(End of Appendix "A")

APPENDIX "B" TO DECISION NO. 60232

Composite Rate
20,000 Pound Minimum

<u>Mileage Bracket</u>	<u>Class of Freight</u>	<u>Rate</u> (A)	<u>Percent of Freight in Classification</u> (B)	<u>A X B</u>	<u>Composite Rate</u>
5 - 10	150% of 1st	.36	.011	.004	18½
	110% of 1st	.26	.144	.037	
	1st	.24	9.437	2.265	
	2nd	.22	13.288	2.923	
	3rd	.19	6.770	1.286	
	4th	.17	69.108	11.748	
	90% of 4th	.15	1.242	.186	
10 - 15	150% of 1st	.38	.011	.004	19½
	110% of 1st	.28	.144	.040	
	1st	.25	9.437	2.359	
	2nd	.23	13.288	3.322	
	3rd	.20	6.770	1.354	
	4th	.18	69.108	12.439	
	90% of 4th	.16	1.242	.199	
15 - 20	150% of 1st	.42	.011	.005	21
	110% of 1st	.31	.144	.045	
	1st	.28	9.437	2.642	
	2nd	.25	13.288	3.322	
	3rd	.22	6.770	1.489	
	4th	.19	69.108	13.131	
	90% of 4th	.17	1.242	.211	
20 - 25	150% of 1st	.44	.011	.005	22
	110% of 1st	.32	.144	.046	
	1st	.29	9.437	2.737	
	2nd	.26	13.288	3.455	
	3rd	.23	6.770	1.557	
	4th	.20	69.108	13.822	
	90% of 4th	.18	1.242	.224	
25 - 30	150% of 1st	.45	.011	.005	23
	110% of 1st	.33	.144	.048	
	1st	.30	9.437	2.831	
	2nd	.27	13.288	3.588	
	3rd	.24	6.770	1.625	
	4th	.21	69.108	14.513	
	90% of 4th	.19	1.242	.236	
30 - 35	150% of 1st	.50	.011	.006	25
	110% of 1st	.36	.144	.052	
	1st	.33	9.437	3.114	
	2nd	.30	13.288	3.986	
	3rd	.26	6.770	1.760	
	4th	.23	69.108	15.895	
	90% of 4th	.21	1.242	.260	
35 - 40	150% of 1st	.53	.011	.006	26½
	110% of 1st	.39	.144	.056	
	1st	.35	9.437	3.303	
	2nd	.32	13.288	4.252	
	3rd	.28	6.770	1.896	
	4th	.24	69.108	16.586	
	90% of 4th	.22	1.242	.324	

Composite Rate
20,000 Pound Minimum

<u>Mileage Bracket</u>	<u>Class of Freight</u>	<u>Rate</u>	<u>Percent of Freight in Classification</u>	<u>A X B</u>	<u>Composite Rate</u>
		(A)	(B)		
40 - 45	150% of 1st	.54	.011	.006	
	110% of 1st	.40	.144	.058	
	1st	.36	9.437	3.397	
	2nd	.33	13.288	4.385	
	3rd	.29	6.770	1.963	
	4th	.25	69.108	17.277	
	90% of 4th	.23	1.242	.286	27½
45 - 50	150% of 1st	.59	.011	.006	
	110% of 1st	.43	.144	.062	
	1st	.39	9.437	3.680	
	2nd	.35	13.288	4.651	
	3rd	.31	6.770	2.009	
	4th	.27	69.108	18.659	
	90% of 4th	.24	1.242	.298	29½
50 - 60	150% of 1st	.62	.011	.007	
	110% of 1st	.45	.144	.065	
	1st	.41	9.437	3.896	
	2nd	.37	13.288	4.917	
	3rd	.33	6.770	2.234	
	4th	.29	69.108	20.041	
	90% of 4th	.26	1.242	.323	31½
60 - 70	150% of 1st	.68	.011	.007	
	110% of 1st	.50	.144	.072	
	1st	.45	9.437	4.247	
	2nd	.41	13.288	5.448	
	3rd	.36	6.770	2.438	
	4th	.32	69.108	22.115	
	90% of 4th	.29	1.242	.360	34½
70 - 80	150% of 1st	.72	.011	.008	
	110% of 1st	.53	.144	.076	
	1st	.48	9.437	4.530	
	2nd	.43	13.288	5.714	
	3rd	.38	6.770	2.573	
	4th	.34	69.108	23.497	
	90% of 4th	.31	1.242	.385	37
80 - 90	150% of 1st	.77	.011	.008	
	110% of 1st	.56	.144	.081	
	1st	.51	9.437	4.813	
	2nd	.46	13.288	6.112	
	3rd	.41	6.770	2.776	
	4th	.36	69.108	24.879	
	90% of 4th	.32	1.242	.397	39
90 - 100	150% of 1st	.83	.011	.009	
	110% of 1st	.61	.144	.878	
	1st	.55	9.437	5.190	
	2nd	.50	13.288	6.644	
	3rd	.44	6.770	2.979	
	4th	.39	69.108	26.952	
	90% of 4th	.35	1.242	.435	43

Composite Rate
20,000 Pound Minimum

<u>Mileage Bracket</u>	<u>Class of Freight</u>	<u>Rate</u>	<u>Percent of Freight in Classification</u>	<u>A X B</u>	<u>Composite Rate</u>
		(A)	(B)		
100 - 110	150% of 1st	.87	.011	.010	
	110% of 1st	.64	.114	.092	
	1st	.58	9.437	5.473	
	2nd	.52	13.288	6.910	
	3rd	.46	6.770	3.114	
	4th	.41	69.108	28.334	
	90% of 4th	.37	1.242	.460	44½
110 - 120	150% of 1st	.90	.011	.010	
	110% of 1st	.66	.114	.095	
	1st	.60	9.437	5.662	
	2nd	.54	13.288	7.176	
	3rd	.48	5.770	3.250	
	4th	.42	69.108	29.025	
	90% of 4th	.38	1.242	.472	45½
120 - 130	150% of 1st	.95	.011	.010	
	110% of 1st	.69	.114	.099	
	1st	.63	9.437	5.945	
	2nd	.57	13.288	7.574	
	3rd	.50	6.770	3.385	
	4th	.44	69.108	30.408	
	90% of 4th	.40	1.242	.497	48
130 - 140	150% of 1st	.99	.011	.011	
	110% of 1st	.73	.114	.105	
	1st	.66	9.437	6.228	
	2nd	.59	13.288	7.840	
	3rd	.53	6.770	3.588	
	4th	.46	69.108	31.790	
	90% of 4th	.41	1.242	.509	50
140 - 150	150% of 1st	1.05	.011	.012	
	110% of 1st	.77	.114	.111	
	1st	.70	9.437	6.606	
	2nd	.63	13.288	8.371	
	3rd	.56	6.770	3.791	
	4th	.49	69.108	33.863	
	90% of 4th	.44	1.242	.546	53½
150 - 160	150% of 1st	1.10	.011	.012	
	110% of 1st	.80	.114	.115	
	1st	.73	9.437	6.889	
	2nd	.66	13.288	8.777	
	3rd	.58	6.770	3.927	
	4th	.51	69.108	35.246	
	90% of 4th	.46	1.242	.571	55½
160 - 170	150% of 1st	1.13	.011	.012	
	110% of 1st	.83	.114	.120	
	1st	.75	9.437	7.078	
	2nd	.68	13.288	9.036	
	3rd	.60	6.770	1.062	
	4th	.53	69.108	36.627	
	90% of 4th	.48	1.242	.596	57½

Composite Rate
20,000 Pound Minimum

<u>Mileage Bracket</u>	<u>Class of Freight</u>	<u>Rate*</u>	<u>Percent of Freight in Classification</u>	<u>A X B</u>	<u>Composite Rate</u>
		(A)	(B)		
170 - 180	150% of 1st	1.17	.011	.013	
	110% of 1st	.86	.114	.124	
	1st	.78	9.437	7.361	
	2nd	.70	13.288	9.302	
	3rd	.62	6.770	4.197	
	4th	.55	69.108	38.009	
	90% of 4th	.50	1.242	.621	59½
180 - 190	150% of 1st	1.20	.011	.013	
	110% of 1st	.88	.114	.127	
	1st	.80	9.437	7.550	
	2nd	.72	13.288	9.567	
	3rd	.64	6.770	4.333	
	4th	.56	69.108	38.700	
	90% of 4th	.50	1.242	.621	61
190 - 200	150% of 1st	1.25	.011	.014	
	110% of 1st	.91	.114	.131	
	1st	.83	9.437	7.833	
	2nd	.75	13.288	9.966	
	3rd	.66	6.770	4.468	
	4th	.58	69.108	40.083	
	90% of 4th	.52	1.242	.646	63
200 - 220	150% of 1st	1.28	.011	.014	
	110% of 1st	.94	.114	.135	
	1st	.85	9.437	8.021	
	2nd	.77	13.288	10.232	
	3rd	.68	6.770	4.604	
	4th	.60	69.108	41.465	
	90% of 4th	.54	1.242	.671	65
220 - 240	150% of 1st	1.34	.011	.015	
	110% of 1st	.98	.114	.141	
	1st	.89	9.437	8.399	
	2nd	.80	13.288	10.630	
	3rd	.71	6.770	4.807	
	4th	.62	69.108	42.847	
	90% of 4th	.56	1.242	.695	67½
240 - 260	150% of 1st	1.37	.011	.015	
	110% of 1st	1.00	.114	.144	
	1st	.91	9.437	8.588	
	2nd	.82	13.288	10.896	
	3rd	.73	6.770	4.942	
	4th	.64	69.108	44.229	
	90% of 4th	.58	1.242	.720	69½

(End of Appendix "B")