

65553

Decision No. _____

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)
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. 45322
(Filed April 9, 1963)

OPINION AND ORDER

Applicant holds radial highway common carrier, highway contract carrier and city carrier permits.¹ By Decision No. 63783, dated June 4, 1962, in Application No. 44370, applicant was authorized to assess charges on a basis less than the established minimum rates in connection with the transportation of groceries and other store supplies for The Great Atlantic & Pacific Tea Company from that company's Los Angeles warehouse to its retail stores in southern California. The authority permits a deviation from the requirement that each article in a shipment be classified separately for rating purposes, and permits the observance of designated bases for related services other than those which ordinarily would apply under the governing minimum rate tariffs. The current authority is scheduled to expire with June 25, 1963.

By this application, authority is sought to continue to perform the service under the rates, rules and regulations previously authorized but to adjust the currently authorized rates upward by

¹It is also authorized to operate as a highway common carrier of general commodities and special commodities between points in California not involved herein.

amounts ranging from one-half cent to two cents per 100 pounds. Applicant states that since the date of Decision No. 63783, supra, it has experienced certain increases in operating costs and, in recognition of such increased costs, it proposes to increase the composite rates currently being assessed by the amounts stated above.²

It is alleged by applicant that the conditions which prevailed at the time of hearing on the original application continue to exist; that there has been no noticeable change in the classification mixture of the traffic which it transports for the shipper involved; and that there has not been any appreciable change in the volume of one freight classification over another since the last exhaustive summary of applicant's traffic was made.

Applicant states that, based upon its experience over the years in handling this traffic and taking into consideration the rates proposed herein, it is satisfied that it can continue to provide the service at a satisfactory profit and that the proposed rates will be fully compensatory.

The verified application shows that a copy thereof was served upon the California Trucking Association on or about April 5, 1963. No objection to its being granted has been received.

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. However, as the conditions under which the service is

²No authority for the increases is required from this Commission inasmuch as applicant is a highway permit carrier for which only minimum rates have been established. Authority to continue the use of the sought rates beyond June 25, 1963, is required, however, as these rates are in some instances below the minimum rates otherwise applicable.

performed may change at any time, the authority will be made to expire at the end of one year.

In view of the impending expiration date of the current authority, the order which follows will be made effective June 25, 1963.

Good cause appearing,

IT IS ORDERED that:

1. 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. The authority herein granted shall, on and after June 25, 1963, supersede the authority granted by Decision No. 63783 and shall expire with June 25, 1964.

The effective date of this order shall be June 25, 1963.

Dated at San Francisco, California, this 17th day of June, 1963.

George A. Groves
President

Everett A. [unclear]

Fredrick B. Holmoff

William W. Bernds

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioners

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
1.212	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. 65553

<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	.44	.011	.005	.22½
	110% of 1st	.32	.114	.046	
	1st	.29	9.437	2.737	
	2nd	.26	13.288	3.455	
	3rd	.23	6.770	1.557	
	4th	.21	69.108	14.613	
	90% of 4th	.19	1.242	.236	
10-15	150% of 1st	.45	.011	.005	.23½
	110% of 1st	.33	.114	.048	
	1st	.30	9.437	2.831	
	2nd	.27	13.288	3.588	
	3rd	.24	6.770	1.625	
	4th	.22	69.108	15.204	
	90% of 4th	.20	1.242	.248	
15-20	150% of 1st	.50	.011	.006	.25
	110% of 1st	.36	.114	.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	.261	
20-25	150% of 1st	.51	.011	.006	.26
	110% of 1st	.37	.114	.053	
	1st	.34	9.437	3.209	
	2nd	.31	13.288	4.119	
	3rd	.27	6.770	1.828	
	4th	.24	69.108	16.586	
	90% of 4th	.22	1.242	.273	
25-30	150% of 1st	.53	.011	.006	.27
	110% of 1st	.39	.114	.056	
	1st	.35	9.437	3.303	
	2nd	.32	13.288	4.252	
	3rd	.28	6.770	1.896	
	4th	.25	69.108	17.277	
	90% of 4th	.23	1.242	.286	
30-35	150% of 1st	.57	.011	.006	.29½
	110% of 1st	.42	.114	.060	
	1st	.38	9.437	3.586	
	2nd	.35	13.288	4.651	
	3rd	.30	6.770	2.031	
	4th	.27	69.108	18.659	
	90% of 4th	.24	1.242	.298	
35-40	150% of 1st	.60	.011	.007	.31½
	110% of 1st	.44	.114	.063	
	1st	.40	9.437	3.775	
	2nd	.37	13.288	4.917	
	3rd	.32	6.770	2.166	
	4th	.29	69.108	20.041	
	90% of 4th	.26	1.242	.323	

<u>Mileage Bracket</u>	<u>Class of Freight</u>	<u>Rate (A)</u>	<u>Percent of Freight in Classification (B)</u>	<u>A X B</u>	<u>Composite Rate</u>
40-45	150% of 1st	.63	.011	.007	
	110% of 1st	.46	.114	.066	
	1st	.42	9.437	3.964	
	2nd	.39	13.288	5.182	
	3rd	.34	6.770	2.302	
	4th	.30	69.108	20.732	
	90% of 4th	.27	1.242	.335	.32½
45-50	150% of 1st	.68	.011	.007	
	110% of 1st	.50	.114	.072	
	1st	.45	9.437	4.247	
	2nd	.41	13.288	5.448	
	3rd	.36	6.770	2.437	
	4th	.32	69.108	22.115	
	90% of 4th	.29	1.242	.360	.34½
50-60	150% of 1st	.72	.011	.008	
	110% of 1st	.53	.114	.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
60-70	150% of 1st	.78	.011	.009	
	110% of 1st	.57	.114	.082	
	1st	.52	9.437	4.907	
	2nd	.47	13.288	6.245	
	3rd	.41	6.770	2.776	
	4th	.36	69.108	24.879	
	90% of 4th	.32	1.242	.397	.39½
70-80	150% of 1st	.84	.011	.009	
	110% of 1st	.62	.114	.089	
	1st	.56	9.437	5.285	
	2nd	.50	13.288	6.644	
	3rd	.44	6.770	2.979	
	4th	.38	69.108	26.261	
	90% of 4th	.34	1.242	.422	.41½
80-90	150% of 1st	.89	.011	.010	
	110% of 1st	.65	.114	.094	
	1st	.59	9.437	5.568	
	2nd	.54	13.288	7.176	
	3rd	.48	6.770	3.250	
	4th	.41	69.108	28.334	
	90% of 4th	.37	1.242	.460	.45
90-100	150% of 1st	.95	.011	.010	
	110% of 1st	.70	.114	.101	
	1st	.63	9.437	5.945	
	2nd	.57	13.288	7.574	
	3rd	.51	6.770	3.453	
	4th	.44	69.108	30.408	
	90% of 4th	.40	1.242	.497	.48

<u>Mileage Bracket</u>	<u>Class of Freight</u>	<u>Rate (A)</u>	<u>Percent of Freight in Classification (B)</u>	<u>A X B</u>	<u>Composite Rate</u>
100-110	150% of 1st	.99	.011	.011	.51
	110% of 1st	.73	.144	.105	
	1st	.66	9.437	6.228	
	2nd	.60	13.288	7.973	
	3rd	.53	6.770	3.588	
	4th	.47	69.108	32.461	
	90% of 4th	.42	1.242	.522	
110-120	150% of 1st	1.04	.011	.011	.52-1/2
	110% of 1st	.76	.144	.109	
	1st	.69	9.437	6.512	
	2nd	.62	13.288	8.239	
	3rd	.55	6.770	3.724	
	4th	.48	69.108	33.171	
	90% of 4th	.43	1.242	.534	
120-130	150% of 1st	1.08	.011	.012	.54
	110% of 1st	.79	.144	.114	
	1st	.72	9.437	6.795	
	2nd	.65	13.288	8.325	
	3rd	.57	6.770	3.859	
	4th	.50	69.108	34.554	
	90% of 4th	.45	1.242	.559	
130-140	150% of 1st	1.14	.011	.013	.57
	110% of 1st	.84	.144	.121	
	1st	.76	9.437	7.172	
	2nd	.69	13.288	9.169	
	3rd	.60	6.770	4.062	
	4th	.52	69.108	35.936	
	90% of 4th	.47	1.242	.584	
140-150	150% of 1st	1.20	.011	.013	.60
	110% of 1st	.88	.144	.127	
	1st	.80	9.437	7.550	
	2nd	.72	13.288	9.567	
	3rd	.63	6.770	4.265	
	4th	.55	69.108	38.009	
	90% of 4th	.50	1.242	.621	
150-160	150% of 1st	1.25	.011	.014	.62-1/2
	110% of 1st	.91	.144	.131	
	1st	.83	9.437	7.833	
	2nd	.74	13.288	9.833	
	3rd	.66	6.770	4.468	
	4th	.57	69.108	39.392	
	90% of 4th	.51	1.242	.633	
160-170	150% of 1st	1.28	.011	.014	.64-1/2
	110% of 1st	.94	.144	.135	
	1st	.85	9.437	8.021	
	2nd	.77	13.288	10.232	
	3rd	.68	6.770	4.604	
	4th	.59	69.108	40.774	
	90% of 4th	.53	1.242	.658	

<u>Mileage Bracket</u>	<u>Class of Freight</u>	<u>Rate (A)</u>	<u>Percent of Freight in Classification (B)</u>	<u>A X B</u>	<u>Composite Rate</u>
170-180	150% of 1st	1.32	.011	.015	
	110% of 1st	.97	.114	.110	
	1st	.88	9.437	8.305	
	2nd	.79	13.288	10.498	
	3rd	.70	6.770	4.739	
	4th	.61	69.108	42.156	
	90% of 4th	.55	1.242	.683	.66½
180-190	150% of 1st	1.35	.011	.015	
	110% of 1st	.99	.114	.112	
	1st	.90	9.437	8.493	
	2nd	.81	13.288	10.763	
	3rd	.72	6.770	4.874	
	4th	.62	69.108	42.842	
	90% of 4th	.56	1.242	.695	.68
190-200	150% of 1st	1.40	.011	.015	
	110% of 1st	1.02	.114	.117	
	1st	.93	9.437	8.776	
	2nd	.84	13.288	11.162	
	3rd	.74	6.770	5.010	
	4th	.64	69.108	44.229	
	90% of 4th	.58	1.242	.720	.70
200-220	150% of 1st	1.43	.011	.016	
	110% of 1st	1.05	.114	.151	
	1st	.95	9.437	8.965	
	2nd	.86	13.288	11.428	
	3rd	.76	6.770	5.145	
	4th	.66	69.108	45.611	
	90% of 4th	.59	1.242	.733	.72
220-240	150% of 1st	1.47	.011	.016	
	110% of 1st	1.08	.114	.156	
	1st	.98	9.437	9.248	
	2nd	.88	13.288	11.693	
	3rd	.79	6.770	5.348	
	4th	.68	69.108	46.993	
	90% of 4th	.61	1.242	.758	.74
240-260	150% of 1st	1.52	.011	.016	
	110% of 1st	1.11	.114	.160	
	1st	1.01	9.437	9.531	
	2nd	.91	13.288	12.092	
	3rd	.81	6.770	5.484	
	4th	.70	69.108	48.376	
	90% of 4th	.63	1.242	.782	.76½

(END OF APPENDIX B)