

Decision No. 83619

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of G. L. Tamplin & Son  
Trucking, for authority to  
transport flattened car bodies  
from Santa Ana, California, for  
Scrap Disposal Inc. of National  
City, California.

Application No. 55104  
(Filed August 12, 1974)

O P I N I O N

G. L. Tamplin & Son Trucking, operating as a highway permit carrier, requests authority to deviate from the governing provisions of Minimum Rate Tariff 2 (MRT 2) for the transportation of car bodies, flattened or crushed, on flatbed trailers, from the Anaheim Wrecking Company at Santa Ana, California, to Scrap Disposal Inc. at National City, California.

A Class 35 minimum truckload rate is currently provided in MRT 2 for the transportation involved. Applicant seeks authority to assess a rate of 30 cents per 100 pounds, minimum 40,000 pounds per truckload. The sought relief is predicated upon the following special transportation circumstances:

1. Loading Facilities

Loading is performed by power equipment (forklift) at shipper's expense. Actual loading and weighing time is approximately 30 minutes.

2. Uniformity of Loads

Each load consists of three tiers of stacked, flattened car bodies, loaded on flatbed trailers.

3. Securing Load on Trailers

The total driver time needed to tie down or secure a load after weighing does not exceed 30 minutes.

4. Weighing of Loads

Platform scales are located at the loading site.

5. Driving Time en route to Destination

All driving is freeway driving and maximum posted legal truck speeds can normally be attained from start to finish. The actual mileage involved is approximately 85 miles. The maximum loaded driving time does not exceed one hour and 45 minutes.

6. Unloading Facilities

Unloading is performed by power equipment (forklift) at shipper's expense. Actual unloading time and weighing consists of approximately 30 minutes.

7. Unloading Delays

The average delay factor is approximately 30 minutes.

8. Revenue per Load - Actual Miles

The net weight per load is normally 48,000 pounds. At 30 cents per 100 pounds, the minimum average gross revenue per trip is \$144. The revenue on a round-trip actual mileage basis equals 84.7 cents per mile for 170 actual miles.

9. Revenue per Load - Constructive Miles

Based on the above figures of \$144 per load and using the constructive mile schedule of 105 miles in each direction for a total of 210 constructive total round-trip miles, the revenue per constructive loaded mile is \$1.371 and the revenue on a round trip based on this mileage schedule equals 65.6 cents per mile.

10. Costs per Trip

- a. Driver wages (based on two trips per day on ten trips per week, per driver):

\$5.00 per hour for 40 hours  
\$7.50 per hour for over 40 hours

Ten trips at 5.5 hours each - 55 hours

Total wages per trip - \$31.25

Total wages per week - \$312.50

Compensation Benefits

\$7.70 per \$100.00 - \$2.41 per trip

State and Federal Payroll Contributions

\$11.78 per \$100.00 - \$3.68 per trip

Total Wages and Benefits per Trip - \$37.34

- b. Truck Operational Costs (Based on 170 Actual Miles)

Fuel, oil @ \$0.12/mile	\$20.40
Tires @ \$0.0278/mile	4.726
Maintenance @ \$0.03/mile	5.10
Depreciation @ \$0.03/mile	<u>5.10</u>
Total	\$35.326

- c. Miscellaneous Operating Costs

Insurance @ \$0.0299/mile	\$ 5.083
License fees, phone, administrative costs, computed @ 10% of gross revenue	<u>14.40</u>
Total	\$19.483

Total Costs per Trip - \$92.149

Average gross per trip - \$144.00

Average cost per trip - \$92.149

Average net per trip - \$51.851

Average Margin of Profit per Trip - 36.0%

The Commission's Transportation Division staff has reviewed the application and advises that, in the absence of protests, the sought relief may be granted by ex parte order. Copies of the application were served on several known interested parties, including the California Trucking Association. The application was also listed on the Commission's Daily Calendar for August 14, 1974. No objection to the granting of the sought relief or request for public hearing has been received.

Findings and Conclusion

1. The favorable circumstances attendant to the transportation to be performed by applicant for Scrap Disposal Inc. are not generally present in the usual or ordinary transportation services performed by highway carriers under the governing provisions of MRT 2.

2. Applicant's rate proposal has been shown to be reasonable and justified by transportation conditions.

The Commission concludes that the authority requested in Application No. 55104 should be granted by ex parte order. Since transportation conditions may change, the authority should be made subject to an expiration date of approximately one year.

O R D E R

IT IS ORDERED that:

1. G. L. Tamplin & Son Trucking is authorized to transport car bodies, flattened or crushed, for Scrap Disposal Inc. from and to the points and at the rate specified in Appendix A attached hereto and by reference made a part hereof.

A. 55104 ep

2. The authority granted herein shall expire with November 30, 1975 unless sooner canceled, modified, or extended by order of the Commission.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 32nd  
day of OCTOBER, 1974.

Thomas L. Sturgeon  
President  
William Synovis J.  
Thomas Moran  
Commissioners

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

Carrier: G. L. Tamplin & Son Trucking.

Shipper: Scrap Disposal Inc.

Commodity: Car bodies, flattened or crushed.

Origin: Anaheim Wrecking Company, Santa Ana, California.

Destination: Scrap Disposal Inc., National City, California.

Rate: 30 cents per 100 pounds.

Minimum Weight: 40,000 pounds per unit of equipment.

Qualifications:

- A. Shipments to be transported on open flatbed trailers.
- B. Loading and unloading to be performed with power equipment (forklift) at shipper's expense.
- C. Unloading delay time not to exceed 30 minutes.
- D. Split delivery and/or split pickup services shall not apply.
- E. All other provisions of Minimum Rate Tariff 2 shall apply.