

ORIGINAL

Decision No. 87298

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application  
of MARINO BROS. TRUCKING CO., for  
an order authorizing departure from  
the rates, rules, and regulations of  
Minimum Rate Tariff No. 2 pursuant  
to the provisions of Section 3666  
of the Public Utilities Code, for  
the transportation of glass, flat,  
not bent, from Lathrop to various  
points in Southern California for  
Libbey-Owens-Ford Company.

Application No. 56118  
(Filed December 12, 1975;  
amended April 12, 1976)

FINAL ORDER

By D.85883 dated June 2, 1976, Marino Bros. Trucking Co. (Marino) was authorized to deviate from the minimum rates for the transportation of property for Libbey-Owens-Ford Company. So that applicant could complete required cost studies, the expiration date of that authority was extended from December 2, 1976 to January 31, 1977 by D.86697 dated November 30, 1976, further extended to February 28, 1977 by D.86899 dated January 25, 1977, and then to April 30, 1977 by D.87008 dated February 23, 1977.

The studies required by D.85883 were received on February 10, 1977. After review by the assigned examiner, they were judged to be deficient and applicant was so notified. Applicant filed additional studies on February 28 and, after an analysis by the staff revealed minor deficiencies, some more data on April 15.

The California Trucking Association (CTA) protests the granting of the deviation and requests a hearing be held. However, the CTA protest is concerned mainly with the fact that profitability of the operation rests on unrelated backhaul traffic. From the information recently furnished the backhaul involved appears to be steady and primarily generated by one shipper and two prime carriers for which Marino subhauls.

As the information available to us stands now, we find there is ample justification for the presently authorized deviation. (See Appendix A attached hereto.)

We conclude that the authority granted by D.85883 as extended by D.87008 should be further extended to April 30, 1978.

Since the present authority is due to expire on April 30, 1977 we shall make this order effective the date signed.

IT IS ORDERED that:

1. The authority granted by D.85883 shall expire on April 30, 1978, unless sooner canceled, modified, or extended by order of the Commission.

2. In all other respects, D.85883 shall remain in full force and effect.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 3rd day of MAY, 1977.

*I dissent.*

*William Symons, Jr.*  
Commissioner

*I dissent only to the effective date*

*Vernon L. Sturgeon*  
Commissioner

*Paul B. Berman*  
President

*Vernon L. Sturgeon*  
*Richard P. Goshall*

Commissioners

MARINO BROS. TRUCKING CO.  
 SAMPLE OF ACTUAL REVENUES AND EXPENSES RELATED TO THE  
 MOVEMENT OF FLAT GLASS FROM LATHROP TO THE AREAS AS LISTED

Line No.	Colton	Hollywood	Long Beach	Los Angeles	North Hollywood	Oakland
	397	323	365	354	342	70
	498	476	508	463	503	102
1. Total round trip miles	895	799	873	817	845	172
Outbound unloading hours	1.7	1.4	1.6	2.0	1.5	2.0
Return haul loading and unloading hours	1.6	2.0	2.3	2.0	1.0	2.0
2. Total loading and unloading hours	3.3	3.4	3.9	4.0	2.5	4.0
Total loads	3	3	4	46	2	5
Operating revenues outbound hauls (50,000# minimum, not over 9' x 15')	525.00	525.00	525.00	525.00	525.00	235.00
Operating revenues, return hauls -average	212.33	175.00	225.00	210.81	304.59	147.57
3. Total revenue	737.33	700.00	750.00	735.81	829.59	382.57
Operating expenses						
Direct costs						
Line driver costs (line 1 @ \$.2583)	231.18	206.38	225.50	211.03	218.26	44.43
Line equipment costs - fixed (line 1 @ \$.051)	45.64	40.75	44.52	41.67	43.09	8.77
Line equipment running costs (line 1 @ \$.205)	183.47	163.80	178.96	167.48	173.22	35.26
Subsistence	8.75	8.75	8.75	8.75	8.75	
Driver loading and unloading hours (line 2 @ \$8.61)	28.41	29.27	33.58	34.44	21.52	34.44
Shuttle driver wage costs (3 hrs. @ \$11.17)	33.51	33.51	33.51	33.51	33.51	33.51
Shuttle equipment running costs (30 miles @ .205)	6.15	6.15	6.15	6.15	6.15	6.15
Shuttle equipment costs - fixed	.82	.82	.82	.82	.82	.82
4. Total direct costs	537.93	489.43	531.79	503.85	505.32	163.38
Indirect costs (line 4 @ 18.4%)	98.98	90.05	97.85	92.71	92.98	30.06
Revenue costs (line 3 @ 4.43%)	32.66	31.01	33.23	32.60	36.75	16.95
Total operating expenses	669.57	610.49	662.87	629.16	635.05	210.39
Net operating income	67.76	89.51	87.13	106.65	194.54	172.18
Operating ratio	90.8%	87.2%	88.4%	85.5%	76.5%	55.0%

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MARINO BROS. TRUCKING CO.  
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Line No.	Sacramento	San Bernardino	San Diego	San Francisco
Outbound mileage	60	399	468	94
Return haul mileage	144	339	569	180
1. Total round trip miles	204	738	1,037	274
Outbound unloading hours	2.0	2.0	2.0	2.0
Return haul loading and unloading hours	2.0	2.0	1.2	2.0
2. Total loading and unloading hours	4.0	4.0	3.2	4.0
Total loads	6	1	7	7
Operating revenues outbound hauls (50,000# minimum, not over 9' x 15')	210.00	525.00	645.00	235.00
Operating revenues, return hauls -average	181.21	300.00	199.75	176.86
3. Total revenue	391.21	825.00	844.75	411.86
Operating expenses				
Direct costs				
Line driver costs (line 1 @ \$.2583)	52.69	190.63	267.86	70.77
Line equipment costs - fixed (line 1 @ \$.051)	10.40	37.64	52.89	13.97
Line equipment running costs (line 1 @ \$.205)	41.82	151.29	212.58	56.17
Subsistence		8.75	8.75	
Driver loading and unloading hours (line 2 @ \$8.61)	34.44	34.44	27.55	34.44
Shuttle driver wage costs (3 hrs. @ \$11.17)	33.51	33.51	33.51	33.51
Shuttle equipment running costs (30 miles @ .205)	6.15	6.15	6.15	6.15
Shuttle equipment costs - fixed	.82	.82	.82	.82
4. Total direct costs	179.83	463.23	610.11	215.83
Indirect costs (line 4 @ 18.4%)	33.09	85.23	112.26	39.71
Revenue costs (line 3 @ 4.43%)	17.33	36.55	37.42	18.25
Total operating expenses	230.25	585.01	759.79	273.79
Net operating income	160.96	239.99	84.96	138.07
Operating ratio	58.9%	70.9%	89.9%	66.5%

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Line No.	Santa Ana	Santa Clara	Santa Fe Springs	Santa Rosa	Union City
	370	57	370	127	60
	383	115	496	146	175
1. Total round trip miles	753	172	866	273	235
Outbound unloading hours	1.5	2.0	2.0	2.0	2.0
Return haul loading and unloading hours	2.2	2.0	2.0	2.0	2.0
2. Total loading and unloading hours	3.7	4.0	4.0	4.0	4.0
Total loads	1	8	3	10	1
Operating revenues outbound hauls (50,000# minimum, not over 9' x 15')	525.00	235.00	525.00	285.99	235.00
Operating revenues, return hauls -average	180.00	178.95	204.90	155.05	137.06
3. Total revenue	705.00	413.85	729.90	440.05	372.06
Operating expenses					
Direct costs					
Line driver costs (line 1 @ \$.2583)	194.50	44.43	223.69	70.52	60.70
Line equipment costs - fixed (line 1 @ \$.051)	38.40	8.77	44.16	13.92	11.98
Line equipment running costs (line 1 @ \$.205)	154.36	35.26	177.53	55.96	48.17
Subsistence	8.75		8.75		
Driver loading and unloading hours (line 2 @ \$8.61)	31.85	34.44	34.44	34.44	34.44
Shuttle driver wage costs (3 hrs. @ \$11.17)	33.51	33.51	33.51	33.51	33.51
Shuttle equipment running costs (30 miles @ .205)	6.15	6.15	6.15	6.15	6.15
Shuttle equipment costs - fixed	.82	.82	.82	.82	.82
4. Total direct costs	468.34	163.38	529.05	215.32	195.77
Indirect costs (line 4 @ 18.4%)	86.17	30.06	97.35	39.62	36.02
Revenue costs (line 3 @ 4.43%)	31.23	18.33	32.33	19.49	16.48
Total operating expenses	585.74	211.77	658.73	274.43	248.27
Net operating income	119.26	202.08	71.17	165.62	123.79
Operating ratio	83.1%	51.2%	90.2%	62.4%	66.7%

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