

ORIGINAL

Decision No. 59933

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. 2, under
provisions of the City Carriers' Act and
of the Highway Carriers' Act.

Application No. 40953

OPINION AND ORDER

Applicant has heretofore been authorized to perform specified transportation services for Sears, Roebuck and Co. at rates, rules and regulations which are different than the rates, rules and regulations that govern said transportation under provisions of Minimum Rate Tariffs Nos. 2 and 5.

By this application, as amended, applicant seeks reinstatement and extension, on a modified basis, of the authority heretofore granted in connection with a so-called "Shuttle Delivery Service." Said service consists of the transportation of merchandise between stores and warehouses of Sears, Roebuck and Co. which are

¹The original application in this matter was filed March 20, 1959. However, action thereon was deferred at applicant's request pending submission of certain amendments. The most recent amendment, in response to which this opinion and order is issued, is Amendment No. 5, filed January 27, 1960.

located within a designated area in and about Los Angeles. Truck-tractors and trailers are used for this transportation with several trailers being employed for each tractor. While some of the trailers are being loaded or unloaded by Sears' employees, other of the trailers, loaded or empty, are moved by applicant from warehouse to store or from store to warehouse, as the case may be.

The most recent of the Commission's orders which granted applicant special rate authority in connection with the shuttle service is Decision No. 57030, dated July 22, 1958. Applicant seeks authority to continue this service under the rules and regulations authorized by Decision No. 57030 but at rates which are about 4 to 8 percent higher than those authorized by said decision.² The increase in rates which is reflected in applicant's proposal is intended to give effect to increases in operating costs which have caused the Commission to prescribe increases in the rates in Minimum Rate Tariffs Nos. 2 and 5. Assertedly, the proposed rates are fully compensatory.

In view of the fact that applicant's proposals involve the same rules and regulations that have been found reasonable heretofore for the shuttle delivery services, and inasmuch as it appears that the sought rates are compensatory, the Commission is of the opinion and finds as a fact that the rates, rules and regulations

² The proposed hourly and weekly rates are the same in volume as the hourly and weekly vehicle unit rates which are prescribed as minimum rates in Items Nos. 420-L and 430-M of Minimum Rate Tariff No. 5. The proposed monthly rates are about 4 or 5 percent less than the monthly rates in Item 430-M.

which applicant seeks to apply for its shuttle services for Sears, Roebuck and Co. are reasonable, and that their authorization would be consistent with the public interest. The application will be granted. Inasmuch as the conditions which justify the granting of the sought authority in this instance may change, the authority will be made to expire at the end of one year, unless sooner canceled, changed or extended by order of the Commission.

Public hearing on this matter does not appear necessary.

Good cause appearing,

IT IS ORDERED:

1. That in connection with its aforesaid shuttle delivery services for Sears, Roebuck and Co., Signal Trucking Service, Ltd., be, and it hereby is, authorized to charge rates, and to observe rules and regulations which are less, in volume or effect, than the rates, rules and regulations that govern said services under the provisions of Minimum Rate Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended) and of Minimum Rate Tariff No. 5 (Appendix "A" to Decision No. 32504, as amended), but which are not less, in volume or effect, than the rates, rules and regulations that are set forth in Appendix "A" attached hereto and by this reference made a part hereof.

2. That the authority herein granted shall expire one year from the date of this order, unless sooner canceled, changed or extended by order of the Commission.

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

Dated at San Francisco, California, this 12th day of April, 1960.

Ernest A. Ross
President
John J. ...
Michael ...
E. ...
Theodore ...
Commissioners

APPENDIX "A" TO DECISION NO. 59938

Minimum rates, rules and regulations applicable to the transportation of property for Sears, Roebuck and Co. by shuttle delivery service.

Rules and Regulations

- (a) Rates apply only for the transportation of property, regardless of classification, between stores, warehouses or other properties owned, leased, operated, or controlled by Sears, Roebuck and Co.
- (b) ---- (1) Rates apply between points within a radius of 45 constructive miles, computed in accordance with the provisions of Distance Table No. 4 (Appendix "A" of Decision No. 46022, as amended, in Case No. 4808), from the intersection of First and Main Streets, Los Angeles.
- (2) Rates also apply between points located within the territory described in above paragraph (b) (1) on the one hand and points within the corporate limits of the cities of San Diego, Riverside, San Bernardino, Ventura, Santa Barbara, and Oxnard on the other hand.
- (c) Rates are subject to Items Nos. 10, 11, and 150 Series of Minimum Rate Tariff No. 5 (Appendix "A" to Decision No. 32504, amended, in Case No. 4121).
- (d) Rates are subject to an additional charge at the rate of \$4.10 per man, per hour, minimum charge \$2.05, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:
- Less than 8 minutes ----- omit.
8 minutes or more but less than 23 minutes shall be 1/4 hour.
23 minutes or more but less than 38 minutes shall be 1/2 hour.
38 minutes or more but less than 53 minutes shall be 3/4 hour.
53 minutes or more shall be 1 hour.
- (e) Signal Trucking Service, Ltd., shall issue, for each vehicle furnished, a shipping document containing a certification that during the period covered by the document the vehicle was operated only in transportation service for which rates are herein provided (or full explanation of other operations, with reference to shipping documents covering); showing rates and charges assessed; and containing all such information respecting each of the factors entering into the computation of the charges as may be necessary to verify the lawfulness of the charges assessed. Signal Trucking Service, Ltd., shall retain and preserve a copy of each such shipping document, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance.

- (f) Charges on shipments transported to or from San Diego, Riverside, San Bernardino, Ventura, Santa Barbara, and Oxnard shall not be less than those applicable to shipments of 12,000 pounds.
- (g) Charges on shipments transported to or from San Diego, Riverside, San Bernardino, Ventura, Santa Barbara, and Oxnard shall be constructed by adding to the charge computed at the rates provided on page 3 in Columns 1, 2, 3, 4, 5, and/or 6, any charge accrued or paid for drivers' wages which is in excess of the charge which would have accrued at the regular and/or overtime wage rates in effect on July 1, 1959, for drivers engaged in making deliveries in shuttle delivery service within the area described in paragraph (b) (1) above.

Hourly Rates

<u>Weight in Pounds</u>	<u>Rates in Cents Per Hour</u>	<u>Minimum Charges in Cents</u>
250 or less	625	625
Over 250 but not over 2,500	765	765
Over 2,500 but not over 5,000	790	790
Over 5,000 but not over 8,000	815	815
Over 8,000 but not over 12,000	830	830
Over 12,000 but not over 20,000	940	940
Over 20,000 but not over 30,000	1005	1005
Over 30,000	1155	1155

Note 1. -- Weight in pounds is the greatest (heaviest) gross weight of the property transported by the unit of carrier's equipment at one time during a single transaction. No allowance shall be made for weight of containers.

Note 2. -- (a) The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, subject to paragraph (b) hereof, shall be used to compute charges.

(b) In computing time under the basis outlined in paragraph (a) hereof the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:

Less than 8 minutes ----- omit
 8 minutes or more but less than 23 minutes shall be 1/4 hour.
 23 minutes or more but less than 38 minutes shall be 1/2 hour.
 38 minutes or more but less than 53 minutes shall be 3/4 hour.
 53 minutes or more shall be 1 hour.

Note 3. -- Between the hours of 6:00 P.M. and 7:00 A.M., and on Sundays or holidays, an additional charge at the rate of 200 cents per hour (or fraction thereof) shall be assessed.

Weekly and Monthly Rates

Weight in Pounds Subject to Note 1:	C o l u m n					
	1	2	3	4	5	6
2,500 or less -----	192	244	760	924	09	478
Over 2,500 but not over 5,000 -----	197	250	783	949	10	478
Over 5,000 but not over 8,000 -----	204	258	811	980	11½	478
Over 8,000 but not over 12,000 -----	208	263	828	996	12	478
Over 12,000 but not over 20,000 ---	235	296	948	1119	12½	478
Over 20,000 but not over 30,000 ---	251	316	1012	1191	14½	493
Over 30,000 -----	289	361	1177	1366	18½	498

COLUMN 1 - Rates in dollars per unit of carrier's equipment for a period of five successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 250 miles during such period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.

COLUMN 2 - Rates in dollars per unit of carrier's equipment for a period of six successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 300 miles during such period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.

COLUMN 3 - Rates in dollars per unit of carrier's equipment for a period of twenty-one successive days or, when the equipment is not operated on Saturdays, Sundays and holidays, for a period of twenty-one successive days exclusive of Saturdays, Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,050 miles during the period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.

COLUMN 4 - Rates in dollars per unit of carrier's equipment for a period of twenty-five successive days or, when the equipment is not operated on Sundays and holidays, for a period of twenty-five successive days, exclusive of Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,250 miles during the period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.

COLUMN 5 - Rates in cents per mile to be added to the Column 1, 2, 3, and 4 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.

COLUMN 6 - Rates in cents per hour to be added to the Column 1, 2, 3 and 4 rates when the unit of carrier's equipment is operated in excess of the maximum hours allowed thereunder.

NOTE 1. - Weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. No allowance shall be made for weight of containers.

Rates for Extra Semi-Trailers

Rate per trailer, per day	\$ 5.00
Rate per trailer, per week	25.00
Rate per trailer, per month	70.00
Rate per trailer, per month - 24-foot Hi-cube	90.00

(End of Appendix)