

ORIGINAL

63485

Decision No. _____

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 regula-)
tions of Minimum Rate Tariff No. 5)
and Minimum Rate Tariff No. 2, under)
the provisions of the City Carriers')
Act and of the Highway Carriers' Act.)

Application No. 44194
(Filed February 16, 1962)

OPINION AND ORDER

Applicant operates as a radial highway common, highway contract and city carrier.¹ By Decision No. 61710 dated March 21, 1961, in Application No. 43166, it was authorized to charge rates which are less, in volume or effect, than the minimum rates otherwise applicable for the transportation of property for Sears, Roebuck and Co. The transportation applies between points within 60 constructive miles of First and Main Streets, Los Angeles, and between points within the aforementioned area, 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. The authority is scheduled to expire April 12, 1962.

By this application, applicant seeks authority to continue the current authorization for a further one-year period.

¹ Applicant also operates as a certificated highway common carrier for the transportation of general commodities between Los Angeles and the steamship wharves and docks at Los Angeles Harbor (Wilmington and San Pedro); for the transportation of petroleum and petroleum products in tank truck equipment between various points; and for the transportation of motor vehicles between various points. None of the transportation proposed to be performed for Sears, Roebuck and Co. is encompassed within these certificated operations.

However, it proposes to adjust its hourly rates and accessorial charges to the level of those established by the Commission in Decision No. 62768, dated November 7, 1961, in Case No. 5435 (Pet. No. 29) for application within Los Angeles and Orange Counties.

Applicant alleges that the proposed increases in the rates heretofore established are necessitated by increased costs of operation, including labor increases, which it has experienced since the time when said rates were last authorized; that, for this reason, said increases are justifiable;² and that, aside from such increases, all conditions which resulted in the original establishment of this authorization continue to exist.

The application shows that on or about February 15, 1962, a copy thereof was served upon the shipper and California Trucking Associations, Inc. No objection to the granting of the application has been received.

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

In view of the expiration date of the current authority, the order which follows will be made effective on April 12, 1962.

Good cause appearing,

IT IS ORDERED that:

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Applicant does not require Commission authority to increase the rates, inasmuch as it, insofar as this proceeding is concerned, is a permitted carrier for which only minimum rates have been established. Authority for the use of the sought rates beyond April 12, 1962, is required, however, as the rates sought will in some instances be on a basis different from that prescribed in the minimum rate orders and below the minimum rates otherwise applicable.


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 Sears, Roebuck and Co. to the extent specifically provided in Appendix A which is attached hereto and by this reference made a part hereof.


2. The authority herein granted shall, on and after April 12, 1962, supersede the authority granted by Decision No. 61710 and shall expire with April 12, 1963.

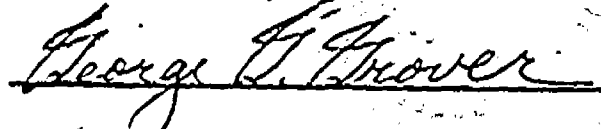
This order shall become effective April 12, 1962.


Dated at San Francisco, California, this 27th day of March, 1962:



President







Commissioners

APPENDIX A TO DECISION NO. 63485

Minimum rates, rules and regulations applicable to the transportation of property by Signal Trucking Service, Ltd., 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. The rates herein shall not be applicable to any transportation. Signal Trucking Service, Ltd., is authorized to perform as a certificated highway common carrier.
- (b) (1) Rates apply between points within 60 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 \$4.70 per man, per hour, minimum charge \$2.35, 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 through 8 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, 1960, 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	705	705
Over 250 but not over 2,500	855	855
Over 2,500 but not over 5,000	875	875
Over 5,000 but not over 8,000	905	905
Over 8,000 but not over 12,000	920	920
Over 12,000 but not over 20,000	1030	1030
Over 20,000 but not over 30,000	1100	1100
Over 30,000	1255	1255

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 235 cents per hour (or fraction thereof) shall be assessed.

Daily, Weekly and Monthly Rates -

Weight in Pounds Subject to NOTE 1:	C O L U M N							
	1	2	3	4	5	6	7	8
2,500 or less.....	200	254	798	38.00	970	38.80	9	502
Over 2,500 but not over 5,000	205	260	822	39.14	996	39.84	10½	502
Over 5,000 but not over 8,000	212	268	852	40.57	1029	41.16	12	502
Over 8,000 but not over 12,000	216	274	869	41.38	1046	41.84	12½	502
Over 12,000 but not over 20,000	243	306	995	47.38	1175	47.00	13	502
Over 20,000 but not over 30,000	260	326	1063	50.62	1251	50.04	15	518
Over 30,000	298	372	1236	58.86	1434	57.36	19	523

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 7. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 8.

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 7. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 8.

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 7. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 8.

COLUMN 4 - Rates in dollars per unit of carrier's equipment for a period of one day 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 50 miles during such period, add rates provided by Column 7. When equipment is operated in excess of 8 hours, add rates provided by Column 8. This charge is applicable only to a calendar month that does not contain 21 successive working days exclusive of Saturdays, Sundays, and holidays, and used only as a daily pro-ration of rates shown in Column 3.

COLUMN 5 - 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 7. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 8.

COLUMN 6 - Rates in dollars per unit of carrier's equipment for a period of one day 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 50 miles during such period add rates provided by Column 7. When equipment is operated in excess of 8 hours add rates provided by Column 8. This charge is applicable only to a calendar month that does not contain 25 successive working days exclusive of Sundays and holidays, and used only as a daily pro-ration of rates shown in Column 5.

COLUMN 7 - Rates in cents per mile to be added to the Columns 1, 2, 3, and 5 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.

COLUMN 8 - Rates in cents per hour to be added to the Columns 1, 2, 3, and 5 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	82.00

(End of Appendix A)