

Decision No. 55067

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)	Application No. 45167
regulations of Minimum Rate Tariff)	(Filed February 11, 1963)
No. 5 and Minimum Rate Tariff No. 2,)	
under the provisions of the City)	
Carriers' Act and of the Highway)	
Carriers' Act.)	

OPINION AND ORDER

Applicant operates as a radial highway common, highway contract and city carrier.¹ By Decision No. 63485 dated March 27, 1962, in Application No. 44194, 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 rates authorized by that decision are on an hourly, daily, weekly or monthly basis. 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, 1963.

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.

By this application, applicant seeks authority to continue the current authorization for a further one-year period. However, it proposes (1) to adjust the authorized hourly rates and accessorial charges to the level of those established by the Commission in Decision No. 63825, dated June 15, 1962, in Case No. 5435 (Petition for Modification No. 35) for application within Los Angeles and Orange Counties, and (2) to increase the authorized daily, weekly and monthly rates by eight percent.²

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 rates were last authorized; that, for this reason, the increases are justified; and that, aside from such increases, all conditions which resulted in the original establishment of this authorization continue to exist.

The application shows that a copy thereof was served upon the shipper and the California Trucking Association on or about February 8, 1963. 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.

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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 permit carrier for which only minimum rates have been established. Authority for the use of the sought rates beyond April 12, 1963, 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.

Good cause appearing,

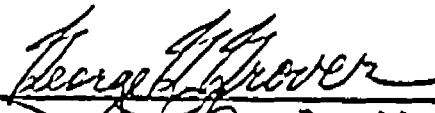
IT IS ORDERED that:

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 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, 1963, supersede the authority granted by Decision No. 63485 and shall expire with April 12, 1964.

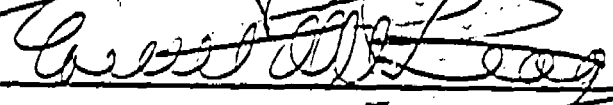
This order shall become effective twenty days after the date hereof.

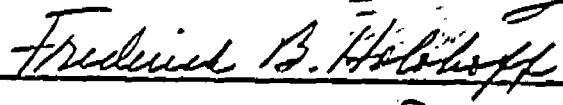
Dated at San Francisco, California, this 12th day of March, 1963.



President








Commissioners

APPENDIX A TO DECISION NO. _____

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 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 \$5.00 per man, per hour, minimum charge \$2.50, 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	740	740
Over 250 but not over 2,500	895	895
Over 2,500 but not over 5,000	915	915
Over 5,000 but not over 8,000	945	945
Over 8,000 but not over 12,000	960	960
Over 12,000 but not over 20,000	1070	1070
Over 20,000 but not over 30,000	1140	1140
Over 30,000	1295	1295

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

Daily, Weekly and Monthly Rates -

C O L U M N

Weight in Pounds Subject to NOTE 1:	1	2	3	4	5	6	7	8
2,500 or less.....	216	274	862	41.05	1048	42.92	9 $\frac{1}{2}$	542
Over 2,500 but not over 5,000	221	281	888	42.29	1076	43.04	11 $\frac{1}{2}$	542
Over 5,000 but not over 8,000	229	289	920	43.81	1111	44.44	13	542
Over 8,000 but not over 12,000	233	296	939	44.71	1130	45.20	13 $\frac{1}{2}$	542
Over 12,000 but not over 20,000	262	330	1075	51.19	1269	50.76	14	542
Over 20,000 but not over 30,000	281	352	1148	54.67	1351	54.04	16	559
Over 30,000	322	402	1335	63.57	1549	61.96	20 $\frac{1}{2}$	565

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.)