

ORIGINAL

Decision No. 67435

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, Minimum Rate Tariff No. 5,)
and Minimum Rate Tariff No. 15,)
under the provisions of City)
Carriers' Act and of the Highway)
Carriers' Act.)

Application No. 46201
(Petition for Modification)
(Filed April 20, 1964)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 66977, dated March 17, 1964, in this proceeding, applicant was authorized to depart from the provisions of the minimum rate orders otherwise applicable for the transportation of property for Sears, Roebuck and Co. The rates authorized by that decision are vehicle unit rates stated on hourly, daily, weekly or monthly bases. The authority is scheduled to expire with March 31, 1965.

By this petition for modification, applicant requests modification of Appendix A to Decision No. 66977, supra, as follows:

(1) Deletion of the wording, "by shuttle delivery service," from the title of said Appendix A; and

(2) Deletion of the reference in paragraph (a) of said Appendix A, which states "between stores, warehouses or other properties owned, leased, operated, or controlled by Sears, Roebuck & Co.," and addition at the end of the sentence in which said reference appears of the words "on behalf of Sears, Roebuck & Co."

Applicant asserts that reference to "by shuttle delivery service" has been used for approximately 20 years in authorities granted to it by the Commission and the term is no longer needed for describing the transportation service being performed. Applicant further asserts that removal of this phrase will result in the title of the appendix being more descriptive of the authority therein promulgated.

Applicant avers that modification of paragraph (a) of said appendix is requested because the nature of the transportation performed has changed in the approximately 20-year period since it commenced transporting commodities on behalf of Sears. Whereas all of the property being transported was between stores, warehouses or other properties owned, leased, operated or controlled by Sears when this transportation was commenced, such is no longer the case. In the Los Angeles area, which is the area encompassed by this authority, there are numerous concerns which supply goods to Sears and which are neither owned, leased, operated nor controlled by Sears.

Applicant states that the requested modification of the title and paragraph (a) of said appendix will not result in any change in the nature or character of the transportation being performed by it.

The certificate of service shows that a copy of the petition for modification of Decision No. 66977 was served upon the shipper and California Trucking Association on April 17, 1964. No objection to the granting of the petition for modification has been received.

In the circumstances, it appears, and the Commission finds, that Decision No. 66977, supra, should be amended. A public hearing is not necessary. The petition for modification will be granted.

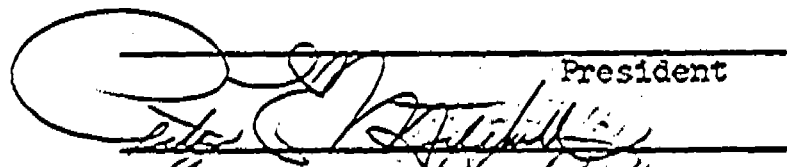
IT IS ORDERED that:

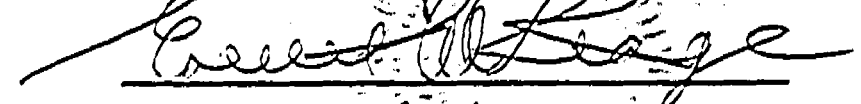
1. Decision No. 66977, dated March 17, 1964, in Application No. 46201 is hereby amended by substituting for Appendix A thereof Appendix B which is attached hereto and by this reference made a part hereof.

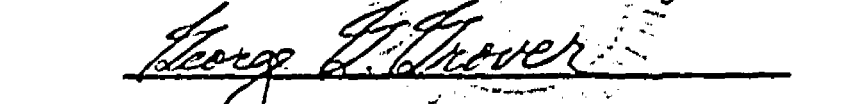
2. In all other respects, Decision No. 66977 shall remain in full force and effect.


This order shall become effective on the date hereof.

Dated at San Francisco, California, this 23rd day of June, 1964.



President






Commissioners

Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX B TO DECISION NO. 67435
(Supersedes Appendix A to Decision No. 66977)

Minimum rates, rules, and regulations applicable to the transportation of property by Signal Trucking Service, Ltd., for Sears, Roebuck & Co.

- (a) Rates apply only for the transportation of property, regardless of classification, on behalf of Sears, Roebuck & 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) Rates are subject to Items No. 10, 40, and 50 - 51 (a), (b), (c), (e), (f), (g), and (k) Series of Minimum Rate Tariff No. 15 (Appendix D to Decision No. 65072 in Case No. 5432).
- (c) Rates are subject to an additional charge at the rate of \$5.40 per man, per hour, minimum charge \$2.70, 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.

- (d) 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.

Hourly Rates

<u>Weight in Pounds</u>	<u>Rate in Cents per Hour</u>	<u>Minimum Charge in Cents</u>
250 or less	795	795
Over 250 but not over 2,500	950	950
Over 2,500 but not over 5,000	970	970
Over 5,000 but not over 8,000	1000	1000
Over 8,000 but not over 12,000	1015	1015
Over 12,000 but not over 20,000	1125	1125
Over 20,000 but not over 30,000	1195	1195
Over 30,000	1350	1350

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

MONTHLY AND DAILY RATES

COLUMN NUMBER	1.	2.		3.	
Type of Carrier's Motor Power Equipment	Monthly Unit Vehicle Rate (a)	Daily Vehicle Unit Rates for Saturday and Sunday		Daily Vehicle Unit Rate for Holidays	
Truck without trailer (2) 12 feet and over 2 axle flat or van	(1) \$ 989.00	(3) \$48.00	(4) \$49.00	(3) \$64.00	(4) \$64.00
Tractor Gas 2 axle Tare Weight 8000 lbs. or less Trailer or Semi-Trailer under 28 ft. length	(1) \$1,010.00		\$49.00		\$64.00
Tractor Gas - 2 axle Tare Weight over 8000 lbs. (Doubles) Trailer Vans under 28 ft. length, with converter gears, dollies	(1) \$1,234.00		\$50.00		\$66.00

COLUMN NUMBER	4.	5.		6.		7.	
Type of Carrier's Motor Power Equipment	Charge Per Mile (9)	Rates for Premium Pay Hours & Ex- cessive Hours		Rates for Premium Pay Saturday and Sunday		Rates for Premium Pay Hours for Holidays	
Truck without trailer (2) 12 feet and over 2 axle flat or van	14	\$5.83	(3) \$8.55	(4) \$8.60	(3) \$11.35	(4) \$11.40	
Tractor Gas 2 axle Tare Weight 8000 lbs. or less Trailer or Semi-Trailer under 28 ft. length	17	\$5.83		\$8.60		\$11.40	
Tractor Gas - 2 axle Tare Weight over 8000 lbs. (Doubles) Trailer Vans under 28 ft. length, with converter gears, dollies	17	\$6.01		\$8.85		\$11.70	

COLUMN NUMBER	8.	9.	10.	11.	12.
	Daily Trailer Rate (8)	Weekly Trailer Rate (7)	Monthly Trailer Rate (5)	Monthly Trailer Rate (6)	Extra Converter Gears, Dollies
	\$5.38	\$26.88	\$88.15	\$111.15	\$20.00

Footnote (a) Subject to Notes 1 and 2

FOOTNOTES:

- (1) Exclusive of Saturdays, Sundays, and Holidays
- (2) Additional charge of \$1.50 per day if truck is loaded to exceed 10,500 lbs. any time during the day.
- (3) Truck less than 10,500 lbs. load
- (4) Truck 10,500 pound load or over
- (5) Trailer - Van or flat under 28 ft. length
- (6) Trailer - Van or flat over 28 ft. length
- (7) Trailers - Van or flat (weekly rate)
- (8) Trailers - Van or flat (daily rate)
- (9) Rates in cents per mile to be added to Column 1 rates when the unit of carrier's equipment is operated in excess of 1,050 miles per month.

Note 1 -- Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. For operations in excess of these limitations, add rates provided, as applicable, in Column Nos. 5, 6, or 7.

Note 2 -- An additional charge of \$11.00 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.

(End of Appendix B)