

ORIGINAL

Decision No. 70479

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. 48226
(Filed February 3, 1966)

OPINION AND ORDER

Applicant operates as a radial highway common, highway contract and city carrier.¹ By Decision No. 68825, dated March 30, 1965, in Application No. 47302, it was authorized to charge vehicle unit 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 authorized rates generally are stated on hourly, daily or monthly bases. The current authority is scheduled to expire with March 31, 1966.

By this application, authority is sought to continue the current authorization for a further one-year period, subject to certain increases and modifications therein. The hourly rates and

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; 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 involved in this application is encompassed within the limits of the certificated operations.

all of the daily and monthly vehicle unit rates except those for excess trailers and extra converter gears and dollies would be increased as specifically shown in Exhibit A attached to the application.² Applicant proposes to redefine the term "Holidays" so that it will conform with the definition of that term in Minimum Rate Tariff No. 5.

Applicant states that the proposed increases in rates and charges are necessitated by certain increased costs in providing the service and give recognition to modification of certain rates in Minimum Rate Tariff No. 15, which were authorized by the Commission in Decisions Nos. 69283 and 69756, effective August 1 and November 13, 1965, respectively. Applicant alleges that based upon its experience in performing the transportation herein involved, it is satisfied it can continue to provide the service at the proposed rates. It is further alleged that such rates are fully compensatory and will allow applicant to realize a satisfactory profit.

Revenue and expense data furnished by applicant indicate that the transportation involved has been profitable and reasonably may be expected to be profitable in the future.

The certificate of service shows that a copy of the application was mailed to California Trucking Association on February 2, 1966. The application was listed on the Commission's Daily Calendar of February 4, 1966. No objection to the granting of the application has been received.

² 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 on or after April 1, 1966, is required, however, inasmuch as the proposed rates will, in some instances, be on a basis different from that prescribed in the minimum rate orders and below the minimum rates otherwise applicable.

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 Commission concludes that the application should be granted. The authority will be made effective April 1, 1966, in order to provide a first-of-the-month date for those rates which are on a monthly basis.

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 attached hereto and by this reference made a part hereof, and to assess rates less than the minimum rates otherwise applicable for such services but not less than the rates set forth in and subject to the conditions shown in said Appendix A.

2. The authority herein granted shall, on and after April 1, 1966, supersede the authority granted by Decision No. 68825 and shall expire with March 31, 1967.

This order shall become effective April 1, 1966.

Dated at San Francisco, California, this 22nd day of March, 1966.

Frederick B. Hallock
President
George A. Trover
James W. Bennett
Commissioners

APPENDIX A TO DECISION NO. 70479

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

- (a) Rates apply only for the transportation of property, regardless of classification, on behalf of 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) 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 \$5.97 per man, per hour, minimum charge \$2.98, 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	875	875
Over 250 but not over 2,500	1040	1040
Over 2,500 but not over 5,000	1065	1065
Over 5,000 but not over 8,000	1095	1095
Over 8,000 but not over 12,000	1110	1110
Over 12,000 but not over 20,000	1225	1225
Over 20,000 but not over 30,000	1305	1305
Over 30,000	1455	1455

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 Saturdays, Sundays and the holidays of Washington's Birthday, Memorial Day and December 24th, *as defined in Item No. 10, an additional charge at the rate of \$3.00 per hour (or fraction thereof) shall be assessed. On all other holidays, *as defined in Item No. 10, *an additional charge of \$6.00 per hour (or fraction thereof) shall be assessed.

* As provided in Item No. 10 of Minimum Rate Tariff No. 5.

MONTHLY AND DAILY RATES

<u>COLUMN NUMBER</u>	<u>1.</u>	<u>2.</u>		<u>3.</u>	
<u>Type of Carrier's Motor Power Equipment</u>	<u>Monthly Unit Vehicle Rate</u> (a)	<u>Daily Vehicle Unit Rates for Saturday and Sunday</u>		<u>Daily Vehicle Unit Rate for Holidays</u>	
Truck without trailer (2) 12 feet and over 2 axle flat or van	(1) \$1,093.00	(3) \$52.63	(4) \$53.73	(3) \$70.53	(4) \$70.54
Tractor Gas 2 axle Tare (10) Weight 8000 lbs. or less Trailer or Semi-Trailer under 28 ft. length	(1) \$1,112.00	\$53.73		\$70.54	
Tractor Gas - 2 axle Tare Weight over 8000 lbs. (Doubles) Trailer Vans under 28 ft. length, with converter gears, dollies	(1) \$1,352.00	\$55.74		\$73.66	

<u>COLUMN NUMBER</u>	<u>4.</u>	<u>5.</u>	<u>6.</u>	<u>7.</u>		
<u>Type of Carrier's Motor Power Equipment</u>	<u>Charge Per Mile</u> (9)	<u>Rates for Premium Pay Hours & Ex-cessive Hours</u>	<u>Rates for Premium Pay Saturday and Sunday</u>	<u>Rates for Premium Pay Hours for Holidays</u>		
Truck without trailer (2) 12 feet and over 2 axle flat or van	15	\$6.45	(3) \$9.47	(4) \$9.47	(3) \$12.56	(4) \$12.58
Tractor Gas 2 axle Tare (10) Weight 8000 lbs. or less Trailer or Semi-Trailer under 28 ft. length	18	\$6.45	\$9.47		\$12.58	
Tractor Gas - 2 axle Tare Weight over 8000 lbs. (Doubles) Trailer Vans under 28 ft. length, with converter gears, dollies	18	\$6.64	\$9.84		\$12.98	

<u>COLUMN NUMBER</u>	<u>8.</u>	<u>9.</u>	<u>10.</u>	<u>11.</u>	<u>12.</u>
	<u>Daily Trailer Rate (8)</u>	<u>Weekly Trailer Rate (7)</u>	<u>Monthly Trailer Rate (5)</u>	<u>Monthly Trailer Rate (6)</u>	<u>Extra Converter Gears, Dollies</u>
	\$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.
 - (10) Tractors may at times be operated with semi-trailers over 28 ft. in length when such trailers are rated under the provisions of Column 11.
- 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 \$11.05 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.

(End of Appendix A)