

ORIGINAL

Decision No. 77336

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the investigation
into the rates, rules, regulations,
charges, allowances, and practices
of all common carriers, and high-
way carriers relating to the trans-
portation of trailer coaches and
related items as provided in Mini-
mum Rate Tariff 18.

Case No. 8808
Petition for Modification
No. 8
(Filed March 23, 1970;
Amended April 2, 1970)

Milton W. Flack and Don B. Shields, for
Highway Carriers Association, petitioner.
Russell & Schureman, by Carl H. Fritze, for
Morgan Drive Away, Inc., National Trailway
Convoy, Inc., and Transit Homes, Inc.,
respondents and petitioners.
H. L. Perry, for Golden State Trailer Trans-
port, Inc., respondent and protestant.
Henry F. Lippitt, Frank L. Shilling, and
Voegelin, Barton & Callister, by James P.
Watson, for Trailer Coach Association,
interested party.
F. Carleton Johnson, for Golden State
Mobilehome Owners League, interested party.
Larry F. Meyers, for Fleetwood Enterprises,
Inc., interested party.
Arlo D. Poe, J. C. Kaspar and H. F. Kollmyer,
for California Trucking Association, inter-
ested party.
J. M. Jenkins and Leonard Diamond, for the
Commission staff.

O P I N I O N

This matter was heard April 20 and 21, 1970 before Examiner Thompson at Los Angeles and was submitted. Petitioner Highway Carriers Association has among its members carriers of trailer coaches. It has petitioned the Commission to increase the rates and charges for the transportation of trailer coaches and related items established by the Commission in Minimum Rate Tariff 18 by amounts sufficient to offset increases in the costs of providing the services. Morgan Drive Away, Inc., et al, are highway carriers of trailer coaches;

they have joined in the petition. Golden State Trailer Transport, Inc., is a highway carrier of trailer coaches and it opposes the proposed increases in the minimum rates. Trailer Coach Association includes in its membership a number of dealers and manufacturers of trailer coaches. It does not object to increases in line-haul transportation rates to the extent necessary to offset cost increases; it does oppose the proposed rates to the extent that the increases may exceed actual increases in costs, and it also opposes the proposed increases in accessorial charges. Fleetwood Enterprises, Inc., has a number of subsidiary companies that are engaged in the manufacture of trailer coaches; it supported the position of Trailer Coach Association. Golden State Mobilehome Owners League is an organization whose members own and reside in mobile homes; it supports the petition. California Trucking Association, whose membership includes highway carriers of property, and the Commission staff took no position regarding the proposed increases in rates.

The minimum rates in Minimum Rate Tariff 18 were established by the Commission pursuant to its Decision No. 72418, dated May 16, 1967. Said rates were based upon cost studies introduced by the Commission staff and adjusted to reflect certain changes in operating conditions. The cost data reflected 1964 and 1965 expense levels.

In its Decision No. 76353, dated October 28, 1969, in Case No. 5432, the Commission suggested certain guidelines for cost-offset procedures in minimum rate cases. It held that when the minimum rates are based upon a fairly recent basic cost study the "Wage (Cost) Offset" procedure is likely to be appropriate. Under this procedure the current labor costs and other current cost factors that can be measured with exactitude are substituted for those previously used in support of the established minimum rates. The total estimated costs

of operations are then recalculated and from such revised cost calculations the percentage increases over the prior total estimated cost experiences are determined. The resulting percentage increases in total costs are then utilized as the datum plane for increasing the particular minimum rates involved. There have been no general adjustments in the minimum rates involved herein since they were established by Decision No. 72418. The "Wage (Cost) Offset" procedure is appropriate for this proceeding.

An engineering consultant engaged by petitioner recalculated the cost estimates adopted by the Commission in Decision No. 72418 after substituting the following cost factor values:

Towaway labor \$4.085 instead of \$3.25 per hour.
Haulaway labor \$4.21 instead of \$3.75 per hour.
Insurance Costs - There were a number of values which were substituted; the net effect was to increase towaway insurance costs by about \$366 per annum and haulaway insurance costs by about \$210 per annum. The reason for the substantial increase in towaway insurance is attributed to "unidentified trailer insurance" costs.
Registration (Vehicle), \$11 instead of \$8.
Transporter License, \$50 instead of \$8.
P.U.C. Fees, 0.30% instead of 0.33% (a reduction).

The recalculation of the cost studies by the engineer shows increases in the estimated costs of performing towaway transportation which range from 15 to 23 percent depending upon length of haul, increases in haulaway transportation on the order of between 7 percent and 11 percent, and the following changes in the estimates of the standby costs per hour (utilized in the establishment of certain accessorial charges):

<u>Standby Cost for</u>	<u>Former Cost</u>	<u>Present Cost</u>	<u>Increase</u>
Towaway	\$4.56	\$5.75	26.1%
Haulaway	6.13	6.86	11.9
Campers	5.32	5.99	12.6

We shall now give consideration to petitioner's rate proposals.

Item 170: Charges for Delays (Per Hour)

Petitioner proposes a charge of \$6.60 (a 10 percent increase) in connection with haulaway operations, and a charge of \$6.00 (a 20 percent increase) in connection with towaway operations. The charges for delays established in Decision No. 72418 were based upon the estimated standby costs per hour. The proposed increases comport with the increases in the costs.

Item 190: Diverted Shipment

Petitioner proposes increasing the charge from \$5.10 to \$5.90, a 15 percent increase. The present charge of \$5.10 was taken from a comparable rule in Item 90 of Minimum Rate Tariff No. 4-B (Used Household Goods). At present the charge in said Item 90 is \$7.55. This charge is intended to recover the carrier's additional cost resulting from the shipper diverting a shipment in transit. The principal expenses pertain to the interruption of the driver's activity and communication of revised orders to the driver. Adjustment of the charge to reflect the general average of the increases in standby costs is reasonable. The proposed 15 percent increase in this charge is justified.

Item 210: Special Services

These charges, in dollars per man per hour, are for the services of preparing a trailer coach for dwelling after it has been placed in position at point of destination, and preparing a coach which has been used as a dwelling for transportation over the highway. The charge for one man is based upon the standby cost for towaway service. The charge for each additional man is based upon labor cost for towaway operations. Petitioner proposes a charge of \$6.00 for one man (a 20 percent increase) and \$4.60 per hour for each additional man (a 15 percent increase). Said increases do not exceed the increases in cost.

Item 220: Repairs or Replacements in Transit

The present and proposed charges per hour are the same as those prescribed in Item 170, Charges for Delays. They are also based upon the standby costs per hour. Petitioner's proposed charges of \$6.60 per hour for haulaway services and \$6.00 per hour for tow-away reflect the increases in the standby costs per hour.

Item 230: Tire and Tube Repair and/or Replacement

In this item there is prescribed a charge of \$2.50 for removing and replacing a wheel. Petitioner proposes to increase this charge to \$5.00. The service involves towaway operations. The cost of the service is related to the standby cost per hour. Petitioner's proposed charge has not been justified. An increase of the present \$2.50 charge to \$3.00 has been justified.

This item also prescribes a rate of 36 cents per mile, subject to a maximum charge of \$12.00 and a minimum charge of \$2.50 when the carrier is required to unhook the towing equipment from the trailer coach and go to a facility to purchase a new tire or tube for a trailer coach or to have the same repaired. Decision No. 72418, together with the Examiner's Proposed Report leading to said decision, sets forth the bases of the rate and the maximum charge. The 36 cents per mile rate represents the same rate in Item 350 for towing 8-wide trailers in initial movement. Said rate should be adjusted to reflect the same relationship. The maximum charge was developed by applying a 24 cents per mile en route cost to 40 miles and adding one-half hour of standby cost per hour. The 24 cents per mile en route cost was an estimate computed by Trailer Coach Association by dividing the standby cost per hour by 30 miles per hour and adding the running cost per mile, and then expanding the sum by a cost-rate relationship of 93 percent. Following precisely the same

procedure and substituting the revised estimate of standby cost per hour for towing operations into the calculation provides a percentage increase in cost of 19.6 percent. Petitioner's proposed maximum charge represents an increase of 20 percent. It is reasonable and the increase is justified. The minimum charge of \$2.50 is related to the standby cost per hour for towing operations. Petitioner proposes a minimum charge of \$5.00 (a 100 percent increase). Said increase is not justified by the increase in the standby cost. An increase in the minimum charge to \$3.00 is justified.

Item 240: Charges for Escort Service

In the proceeding leading to the establishment of Minimum Rate Tariff 18, the Commission staff had recommended a rate of 36 cents per mile when escort service is provided by the carrier. The Commission rejected that proposal and determined that the rule in Minimum Rate Tariff No. 2, modified to provide a rate of \$5.00 per hour and 8-3/4 cents per mile instead of the rate of \$6.85 per hour and 8-3/4 cents per mile should be established. The lower hourly rate was based upon the fact that labor costs of trailer coach transporters are lower than those incurred by highway carriers of general commodities. The present hourly rate in Minimum Rate Tariff No. 2 for escort service is \$8.50. Petitioner proposes that said hourly rate be provided for escort service in transporting trailer coaches. No evidence was presented which would support this change. In Decision No. 72418 the Commission indicated that the \$5.00 rate is based upon the wages and conditions prevailing for these carriers. The lower wages are in the field of towing services. The evidence shows a 20 percent increase in the wages of employees in towing service. An increase from the rate of \$5.00 to \$6.00 is justified. Increases in the mileage rate and the rate for subsistence were not sought.

Item 260: Charges for Permit Shipments

A charge of \$7.40 was established in Decision No. 72418 to compensate the carrier for the cost of obtaining from State and local authorities a special permit to transport loads that exceed the lengths and widths allowed on public highways and streets. The \$7.40 charge was taken from Item 128 of Minimum Rate Tariff No. 2. Petitioner proposes to increase the charge to \$9.65 which amount was the charge prescribed in Item 128 in March 1970. Insofar as the transportation of trailer coaches is concerned, special permits ordinarily have been required only in connection with 12-wides (trailer coaches exceeding 10 feet in width).

Evidence was presented showing that there are several entrepreneurs, at least in southern California, engaged in the business of obtaining permits from governmental agencies for carriers engaged in transporting trailer coaches. The customary charge for the service has been \$2.00 for each permit secured (which includes mailing the permit to the carrier) and a separate charge for personal delivery of the permit, which charge varies from \$5.00 to \$10.00 per delivery. Carriers engaged in transporting trailer coaches, particularly those originating from manufacturers, utilize such services.

It was also shown that carriers who regularly transport trailer coaches requiring a special permit from the Los Angeles office of the Division of Highways have subscribed to telecopter service under which the permit is transmitted by signals over telephone lines from said office to the carrier's place of business. If the carrier has traffic that requires ten or more permits per month to be issued by the Los Angeles office of the Division of Highways there is a cost savings to the carrier.

It has also been shown that some cities authorize trailer coach transporters to post a bond and will then issue special permits by telephone. There is also evidence that the State Division of Highways has initiated a procedure whereby a trailer coach transporter may secure an annual permit for towing 12-wides. There was some uncertainty among the witnesses regarding the application of that procedure to specific operations. The charge of \$7.40 does not apply when a trailer is transported under an annual permit; it applies only when transported under a special permit.

The obtaining of special permits is not an occasional event with most of the carriers engaged in transporting 12-wides. Many of them utilize the services of persons at the aforementioned fees to obtain permits for them and others have found other ways in which to avoid sending a man to the office of the governmental agency to fill out an application for a permit and wait for its issuance. When carriers can obtain the services of an individual or business concern to route a shipment, obtain a permit and deliver it to the carrier without delay for fees totaling \$7.00, an increase in the present charge of \$7.40 the carrier is required to charge the shipper for such service is not justified.

Item 31.0: Charges for Services Not Included in Common Carrier Rates

These charges are seldom utilized. They were placed in the tariff in the event that the carload rates of railroads for the transportation of trailer coaches would provide a lower charge than the otherwise applicable minimum rates. Railroad carload rates ordinarily do not include the service of loading the car at the consignor's place of business nor of unloading the car at the consignee's place of business. The rates in this item are intended to recognize the lesser rail service in the establishment of rates for

highway carriers. Petitioner proposes that the rates in this item be increased 15 percent. This is consistent with the increases in standby costs generally.

Item 350: Distance Towaway Rates per Trailer Coach

Except in the case of the rates for 8-wide trailer coaches in initial movement (Column A rates), it is petitioner's intention that the rates be increased by the percentages of increases in cost. In the case of the rates for the 8-wides, petitioner proposes that the rates for distances over 50 miles be brought up to the full costs shown in the cost estimates. In Decision No. 72418, the Commission established those rates at a level slightly below full cost, but in excess of the direct costs of the service, because of competition from dealers. It has not been shown that circumstances requiring that action no longer exist. Increases in the rates in excess of the percentages of increase measured by the "Wage (Cost) Offset" procedures have not been justified.

It often occurs that in the application of various percentages of increases to rates within a rate structure, and in the rounding off of the results, the progression of rates within the structure becomes distorted. This can cause untoward consequences, particularly if additional cost increase "offsets" are applied to those rates. We have made minor adjustments in the rates resulting from the application of the increases in order to avoid such effects.

Item 351: Distance Haulaway Rates per Trailer Coach, and
Item 352: Distance Haulaway Rates per Shipment of Coaches and/or Campers

It is petitioner's intention that the rates in said items be increased by the percentages of increases in cost. As in the case of the rates in Item 350 minor adjustments are necessary to preserve a progression of rates within the rate structures. The

rates so adjusted are substantially the same as those proposed by petitioner. The increases are justified.

Ultimate Findings and Conclusions

We find that:

1. Highway Carriers Association has petitioned for increases in the rates and charges in Minimum Rate Tariff 18 to the extent necessary to offset increases in labor costs, insurance costs and fees required to be paid to governmental agencies.

2. The Wage (Cost) Offset procedure described in Decision No. 76353, supra, is the appropriate method in this proceeding to measure the adjustments in rates necessary to offset the changes in cost.

3. The revised cost estimates presented by petitioner in this proceeding were developed by the Wage (Cost) Offset procedure and are appropriate as a measure of adjustment of the minimum rates.

4. Except in the case of the minimum charge for obtaining a permit (Item 260), the adjustments in the minimum rates which will be made herein reflect the increases shown by the revised cost estimates.

5. Said minimum rates, as adjusted, are the just, reasonable and nondiscriminatory minimum rates for the transportation of trailer coaches and related items and for accessorial services in connection therewith.

6. Increases resulting from the establishment of said adjustments in the minimum rates have been shown to be justified.

7. There are a number of services available to carriers of trailer coaches under which permits authorizing movement of oversized loads on public highways and streets can be obtained from governmental agencies, and be delivered to the carrier without delay, for fees

centering about \$7.00; and the availability of said services does not justify an increase in the present minimum charge of \$7.40 for obtaining said permit.

We conclude that:

1. Minimum Rate Tariff 18 should be amended to incorporate the adjustments in the minimum rates hereinbefore found to be reasonable.

2. Common carriers subject to the minimum rates and regulations established by the Commission in its Decision No. 72418 should be required to adjust the rates in their tariffs so as to maintain rates no lower in volume or effect than the minimum rates prescribed herein.

3. In all other respects Petition for Modification No. 8 herein should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 18 (Appendix B of Decision No. 72418, as amended) is further amended by incorporating therein, to become effective July 18, 1970, the revised pages attached hereto, and listed in Appendix A, which revised pages and appendix by this reference are made a part hereof.

2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and shall be made effective not later than July 18, 1970.

3. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent

necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

4. In all other respects Decision No. 72418, as amended, shall remain in full force and effect.

5. Except as otherwise provided herein, Petition for Modification No. 8 is denied.

The effective date of this order shall be twenty-four days after the date hereof.

Dated at San Francisco, California, this 9th
day of JUNE, 1970.

William J. Jones - President
Augusta
J. J. Williams
John W. ...
Vernon L. Sturgeon - Commissioners

APPENDIX A TO DECISION NO. 77336

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 18
AUTHORIZED BY SAID DECISION

FIRST REVISED PAGE 15

FIRST REVISED PAGE 16

FIRST REVISED PAGE 17

FIRST REVISED PAGE 18

FIRST REVISED PAGE 19

FIRST REVISED PAGE 24

FIRST REVISED PAGE 30

FIRST REVISED PAGE 31

FIRST REVISED PAGE 32

(END OF APPENDIX A LIST)

SECTION 1--RULES (Continued)	ITEM						
<p style="text-align: center;">DELAYS IN DELIVERY</p> <p>Whenever a carrier is unable to make delivery of a shipment for which a confirmation of shipping instruction document has been issued (See Items 130, 131 and 132) on the date or during the period specified in the receipt or shipping order, the carrier shall notify the consignor, or person designated, by the consignor, by telegram or telephone, at the carrier's expense, of the reason for the delay and of the date on which delivery of the shipment will be made; such notification to be given as soon as possible but in no event later than the agreed delivery date, provided, that the requirement of this paragraph shall not apply where the carrier is unable to obtain from the consignor an address or telephone number for such notification.</p>	160						
<p style="text-align: center;">CHARGES FOR DELAYS</p> <p>In addition to all other applicable charges, the following charges shall be assessed by the carrier for delays resulting from the consignee's inability to accept immediate delivery: (Subject to Note)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;"></th><th style="text-align: right; border-bottom: 1px solid black;">Rates in Cents per Hour</th></tr> </thead> <tbody> <tr> <td>a. Trailers or campers hauled under Items 351 and 352</td><td style="text-align: right;">660</td></tr> <tr> <td>b. Trailers towed under Item 350</td><td style="text-align: right;">600</td></tr> </tbody> </table> <p>NOTE.--For the purpose of applying this item, the following provisions will be applicable:</p> <ol style="list-style-type: none"> (1) When the carrier tenders delivery at the time specified on the confirmation of shipping instructions, the time for compiling such delay charges shall commence at the specified time. (2) When the shipping instructions provide the carrier with a telephone number which may be called in order to notify the consignee of the estimated time of arrival and such notification is made at least one hour prior to arrival, the time for computing the charge for delays shall commence upon the tender of delivery by the carrier, but not earlier than the notified estimated time of arrival. (3) In other cases, upon arrival the carrier shall attempt to locate the consignee and upon locating him and notifying him of the arrival at destination, the time for computing delay charges shall commence 30 minutes after such notification. 		Rates in Cents per Hour	a. Trailers or campers hauled under Items 351 and 352	660	b. Trailers towed under Item 350	600	170
	Rates in Cents per Hour						
a. Trailers or campers hauled under Items 351 and 352	660						
b. Trailers towed under Item 350	600						
<p>o Increase, Decision No. 77336</p>							
EFFECTIVE							
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction 8</p>							

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">INABILITY TO MAKE DELIVERY</p> <p>(a) In all instances where carrier is unable to locate the consignee one hour after arrival on the date specified on the confirmation of shipping instructions in order to effect delivery, notification of inability to make delivery will be mailed or telegraphed to the consignee, consignor or debtor, or written notice delivered to the premises where actual delivery was to be effected or to other notifying address, and the shipment will be placed in the nearest storage facility of the carrier, or at the option of the carrier at the nearest public storage facility, and upon such placement the carrier's liability shall cease and liability shall thereafter be that of the warehouseman in possession.</p> <p>(b) In all instances where the consignee is unable to take delivery or declines to accept delivery of the shipment, or where the shipment remains in carrier's possession, pursuant to instructions of the consignor or consignee, and is not stored in transit under the provisions of Item 250 the shipment will be placed in the nearest storage facility of the carrier, or at the option of the carrier at the nearest public storage facility; and upon such placement the carrier's liability shall cease and liability shall thereafter be that of the warehouseman in possession.</p> <p>(c) When storage is performed at carrier's storage facility the rates for storage provided in Item 250 will apply.</p> <p>(d) In cases where a "subsequent delivery" is made, charges will be assessed for such "subsequent delivery," on the basis of charges lawfully applicable from carrier's storage facility or from public storage facility (as the case may be) to the point of destination, but in no event more than the charge applicable for 25 constructive miles.</p>	180
<p style="text-align: center;">DIVERTED SHIPMENTS</p> <p>Charges upon a shipment transported under rates provided in Items 350, 351, and 352 which has been diverted shall be computed at the applicable rate or charge in effect on date of shipment for the distance from point of origin via each point where diversion occurs to final destination, plus an additional charge of \$5.90 for each diversion in transit.</p>	◊190
◊ Increase, Decision No. 77336	
EFFECTIVE	
Correction 9	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">RETURNED SHIPMENTS (See Note)</p> <p>Trailer coaches or campers refused by consignee may be returned to original consignor and to original point of shipment at one-half the rate (applicable to the number of trailer coaches or campers returned) current at time of returned movement, as provided in Items 350, 351 and 352 of this tariff.</p> <p>Rates or charges which may be assessed in connection with a returned movement, other than transportation charges published in Items 350, 351 and 352, shall be those rates or charges which are published in individual items of this tariff.</p> <p>NOTE.--Shipments may not leave possession of carrier at original billed destination.</p>	200
<p style="text-align: center;">SPECIAL SERVICES</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed by the carrier for special services involved in preparing each trailer for transportation and/or preparing each trailer coach for occupancy: (Subject to Notes 1 and 2)</p> <p>(a) The time consumed by one man in performing such services shall be charged for at the rate of \$6.00 per hour.</p> <p>(b) The time consumed for each additional man in performing such services shall be charged for at the rate of \$4.60 per hour.</p> <p>NOTE 1.--Charges do not include furnishing of materials. When such materials are furnished by carrier, a charge equaling the actual cost to carrier of such materials shall be made.</p> <p>NOTE 2.--Charges for special services may be quoted and assessed based upon a unit of measurement different from that set forth in this item provided:</p> <p>(a) That the charge collected shall not be less than the charge applicable under the hourly rates in this item.</p> <p>(b) That the carrier shall set forth and maintain on the accessorial service document required to be issued pursuant to Items 340 and 341, the times, dates and locations at which the carrier commenced and completed the special services, the number of hours and fractions thereof involved and a description of all of the services rendered.</p>	0210
<p>o Increase, Decision No. 77336</p>	
EFFECTIVE	
<p>Correction 10</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 1--RULES (Continued)	ITEM				
<p style="text-align: center;">REPAIRS OR REPLACEMENTS IN TRANSIT</p> <p>When it becomes necessary to repair or replace, while in transit, any part such as undercarriage, wheels, wheel bearings, hitches, springs, frame, or any other part, except as otherwise provided in Item 230, such repairs or replacements will be made and the debtor will be charged for all parts and other expenses, including tow truck service, incurred. In addition to expenses incurred, the following service charge shall be assessed by the carrier: (See Note)</p> <div style="text-align: right; margin-right: 100px;"> Rates in Cents per Hour </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">a. Trailers or campers hauled under Items 351 and 352</td><td style="width: 40%; text-align: right;">660</td></tr> <tr> <td>b. Trailers towed under Item 350</td><td style="text-align: right;">600</td></tr> </table> <p>NOTE.--All charges covering expenses to become due and payable upon presentation of paid receipts or other evidence.</p>	a. Trailers or campers hauled under Items 351 and 352	660	b. Trailers towed under Item 350	600	0220
a. Trailers or campers hauled under Items 351 and 352	660				
b. Trailers towed under Item 350	600				
<p style="text-align: center;">TIRE AND TUBE REPAIR AND/OR REPLACEMENT</p> <p>When carrier repairs or replaces any of the tires or tubes of the trailer coach due to failure, the following charges shall be applied in addition to all other applicable charges provided in the tariff:</p> <ol style="list-style-type: none"> 1. A charge of \$3.00 for removing and replacing wheel plus <ol style="list-style-type: none"> (a) A charge of 2 cents a mile when carrier uses his own tire as a replacement. The actual miles shall be computed from point of tire failure to the point where the faulty tire is repaired or replaced. (b) When the carrier is required to unhook carrier's equipment from trailer coach to find and obtain a tire and/or tube replacement or repair, an additional charge of either \$14.40 or 42 cents per mile, whichever is lower, subject to a minimum charge of \$3.00, shall be assessed. The charge of 42 cents per mile shall be based on the round trip distance traveled without a load. 	0230				
<div style="display: flex; justify-content: space-between;"> <div> 0 Charge) 0 Increase) </div> <div> Decision No. 77336 </div> </div>					
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<div style="display: flex; justify-content: space-between;"> <div>Correction 11</div> <div> ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA </div> </div>					

SECTION 1--RULES (Continued)		ITEM																					
<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) When carrier arranges for escort service from an independent contractor not associated with the carrier and escort service is provided by said independent contractor, the charges paid by carrier to independent contractor for escort service shall be added to the transportation charges.</p> <p>(b) When carrier, or its subsidiary or affiliate, provides escort service, the following additional charges shall be assessed:</p> <ol style="list-style-type: none"> 1. A charge of \$6.00 per hour, plus 8½ cents per mile computed in accordance with the provisions of Item 70 shall be made for each escort vehicle and driver furnished for the time and distance said vehicle and driver are engaged in such service. (See Note) 2. A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car. 3. A charge of \$7.25 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay. <p>NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table> <tr> <th colspan="2">MINUTES</th><th></th></tr> <tr> <th>Over</th><th>But Not Over</th><th></th></tr> <tr> <td>0</td><td>8</td><td>----- omit</td></tr> <tr> <td>8</td><td>23</td><td>----- shall be ¼ hour</td></tr> <tr> <td>23</td><td>38</td><td>----- shall be ½ hour</td></tr> <tr> <td>38</td><td>53</td><td>----- shall be ¾ hour</td></tr> <tr> <td>53</td><td>60</td><td>----- shall be 1 hour</td></tr> </table>		MINUTES			Over	But Not Over		0	8	----- omit	8	23	----- shall be ¼ hour	23	38	----- shall be ½ hour	38	53	----- shall be ¾ hour	53	60	----- shall be 1 hour	6240
MINUTES																							
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<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction 12</p>																							

SECTION 1--RULES (Continued)	ITEM								
<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event under the provisions of Items 290 and 300 a common carrier rate is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges shall be added:</p> <p>(a) For attaching and detaching, or loading and unloading carrier's equipment, a charge not less than that provided below shall be assessed for each trailer coach or camper.</p> <table style="width: 100%; margin-top: 20px;"> <thead> <tr> <th></th><th style="text-align: right;"><u>Dollars per Unit</u></th></tr> </thead> <tbody> <tr> <td>Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)</td><td style="text-align: right;">\$ 6.10</td></tr> <tr> <td>Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width</td><td style="text-align: right;">12.75</td></tr> <tr> <td>Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width</td><td style="text-align: right;">22.00</td></tr> </tbody> </table>		<u>Dollars per Unit</u>	Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)	\$ 6.10	Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width	12.75	Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width	22.00	0310
	<u>Dollars per Unit</u>								
Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)	\$ 6.10								
Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width	12.75								
Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width	22.00								
<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Items 320 and 321)</p> <p>1. A collect on delivery shipment, hereinafter referred to as a C.O.D. shipment, means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum or sums of moneys by the carrier making delivery thereon and the return of said moneys to the consignor or other payee designated by the consignor.</p> <p>2. Every carrier handling C.O.D. shipments shall:</p> <p>(a) Establish and maintain a separate bank account or accounts wherein all moneys (other than checks or drafts payable to consignor or payee designated by consignor) collected on C.O.D. shipments will be held in trust until remitted to payee, except C.O.D. moneys which are remitted within five days after delivery.</p> <p style="text-align: center;">(Continued in Item 321)</p>	320								
<p>o Increase, Decision No. 77336</p>									
EFFECTIVE									
Correction 13	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								

SECTION 2--RATES						ITEM
DISTANCE TOWAWAY RATES IN DOLLARS PER TRAILER COACH AND IN CENTS PER MILE OVER 200 MILES						0350
Miles		Not over 8 feet 4 inches in width, nor over 40 feet in length (See Note 1)		Over 8 feet 4 inches in width, or over 40 feet in length (See Notes 1 and 2)		
Over	But Not Over	COL. A	COL. B	COL. A	COL. B	
0	5	18	23	25	28	
5	10	21	28	29	31	
10	25	25	33	34	36	
25	50	31	39	39	43	
50	75	37	50	49	55	
75	100	43	62	59	68	
100	125	53	74	70	81	
125	150	63	85	81	93	
150	175	73	96	91	105	
175	200	83	108	101	117	
200	-	42 cents per mile or frac- tion thereof	54 cents per mile or frac- tion thereof	51 cents per mile or frac- tion thereof	59 cents per mile or frac- tion thereof	
<p>NOTE 1.--Col. A rates apply to (a) shipments when either the point of origin or point of destination is: (1) a place of manufacture or a manufacturer's storage facility; (2) an established place of business of a trailer coach dealer, as defined in Section 320 of the Vehicle Code of the State of California, or a trailer coach dealer's storage facility, and the bill of lading or other shipping document contains certification by the consignor or consignee that the trailer coach is for sale, exchange, lease or rent; and (3) a trailer coach show, or (b) transportation of all special purpose trailers.</p> <p>Col. B rates shall apply to all shipments not subject to Col. A Rates.</p> <p>NOTE 2.--The computation of distances for permit shipments shall be computed in accordance with Exception 1 of Item 70.</p>						
◊ Increase, Decision No. 77336						
EFFECTIVE						
Correction 14						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

SECTION 2--RATES (Continued)				ITEM
DISTANCE HAULWAY RATES IN DOLLARS PER TRAILER COACH AND IN CENTS PER MILE OVER 200 MILES				0351
Miles		Over 8 feet 4 inches in width (See Note)		
Over	But Not Over	COL. A	COL. B	
0	5	35	41	
5	10	41	46	
10	25	50	58	
25	50	64	78	
50	75	82	98	
75	100	100	118	
100	125	118	140	
125	150	136	162	
150	175	154	184	
175	200	172	204	
200	-	86 cents per mile or frac- tion thereof	102 cents per mile or frac- tion thereof	
<p>NOTE.--Col. A rates apply to (a) shipments when either the point of origin or point of destination is: (1) a place of manufacture or a manufacturer's storage facility; (2) an established place of business of a trailer coach dealer, as defined in Section 320 of the Vehicle Code of the State of California, or a trailer coach dealer's storage facility, and the bill of lading or other shipping document contains certification by the consignor or consignee that the trailer coach is for sale, exchange, lease or rent; and (3) a trailer coach show, or (b) transportation of all special purpose trailers.</p> <p>Col. B rates apply to all shipments not subject to Col. A rates.</p>				
o Increase, Decision No. 77336				
EFFECTIVE				
Correction 15		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		

SECTION 2--RATES (Concluded)					ITEM
DISTANCE HAULAWAY OR HAUL AND TOW RATES IN DOLLARS PER SHIPMENT OF TRAILER COACHES AND/OR CAMPERS, AND IN CENTS PER SHIPMENT PER MILE OVER 200 MILES					0352
Miles		NUMBER PER SHIPMENT (See Note)			
Over	But Not Over	2 or less	3	4 or more	
0	5	24	29	33	
5	10	29	33	38	
10	25	34	39	43	
25	50	45	49	54	
50	75	58	62	66	
75	100	70	75	78	
100	125	83	87	90	
125	150	96	100	105	
150	175	108	113	118	
175	200	121	126	130	
200	-	61 cents per mile or fraction thereof	63 cents per mile or fraction thereof	66 cents per mile or fraction thereof	
NOTE.--Rates in this item do not apply to trailer coaches over 8 feet 4 inches in width.					
◊ Increase, Decision No. 77336					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction 16					