

ORIGINAL

Decision No. 82498

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 highway  
carriers relating to the transpor-  
tation of trailer coaches and related  
items as provided in Minimum Rate  
Tariff No. 18.

Case No. 8808  
Petition for Modification  
No. 22  
(Filed July 25, 1973;  
amended December 21, 1973)

Milton W. Flack, Attorney at Law, Donald B. Shields,  
and John K. Grissom, for Highway Carriers  
Association, petitioner.  
Russell & Schureman, by Carl H. Fritze, Attorney at  
Law, for National Trailer Convoy, Inc., respondent.  
R. W. Smith and A. D. Poe, Attorneys at Law, and  
Herbert W. Hughes, for California Trucking  
Association, interested party.  
Raymond Toohy and Leonard Diamond, for the  
Commission staff.

### O P I N I O N

Minimum Rate Tariff 18 (MRT 18) contains minimum rates for the statewide transportation of trailer coaches (mobile homes), travel trailers, and portable camper bodies in initial and secondary movement. The rates in MRT 18 originally became effective October 28, 1967 pursuant to Decision No. 72418 dated May 16, 1967 (67 CPUC 160). The original tariff contained rates for trailers 10 feet wide or less and for campers. Minimum rates for 12 foot wide trailers (mobile homes) were initially established by Decision No. 79427 dated November 30, 1971 in Case No. 8808, Petitions 9 and 14 (unreported). That decision also revised the rate for other trailers and campers. No adjustment has been made in the rates in MRT18 since the effective date of the rates promulgated in Decision No. 79427. The wage levels reflected in the cost data underlying the present rates in

MRT 18 are those which became effective on July 1, 1971 pursuant to collective bargaining agreements between highway carriers and the Teamster Union.

Petitioner, Highway Carriers Association (HCA), seeks an immediate increase in rates averaging approximately 19 percent to offset the increases in driver's wages which were effective on January 1, 1972, July 1, 1972, and July 1, 1973. In the period since the rates were last adjusted the basic driver's wage rate has increased from \$5.02 per hour to \$6.23 per hour. The petition herein alleges that other carrier costs (especially fuel costs) have increased in the same period; however, petitioner seeks only to recover the increased wage costs in its petition herein.

Public hearing was held before Examiner Mallory in Los Angeles on January 10, 1974 and the matter was submitted. Evidence was presented on behalf of petitioner and the Commission staff. No one appeared in opposition to the relief sought.

A transportation consultant employed by petitioner presented three exhibits. Exhibit 22-1 contains proposed increased rates which were developed by increasing existing rates by the percentage increase in costs developed by the witness in his cost Exhibits 22-2 and 22-3. Exhibit 22-2 was developed to show the impact of increased driver's wages on costs for transporting trailer coaches and campers. As the datum plane for this exhibit, the witness used the cost data set forth in Exhibit 14-1 introduced in Petition 14 in Case No. 8808 (Decision No. 74927, supra). The witness substituted current wage costs and the current Transportation Rate Fund tax for the comparable figures set forth in the prior exhibit. He also eliminated the 1-1/2 percent gross receipts tax (so-called B of E tax) which was repealed by the Legislature effective July 1, 1973. The witness used the wage (cost) offset method described in Decision No. 76353 (1969) 70 CPUC 277 in developing the indirect expenses in his Exhibit 22-2. ✓

In Exhibit 22-3, the transportation consultant developed increased costs for 12-wide trailers. As the datum plane for this cost development the witness used the cost data set forth in Exhibit 9-1 (witness Lubich) received in Petition 9 in Case No. 8808 (Decision No. 79427). The witness made adjustments in the cost data in the same manner as described above in connection with Exhibit 22-2. The witness also used the wage (cost) offset method in the development of indirect expenses in his Exhibit 22-3. ✓

An assistant transportation engineer from the Commission's Transportation Division introduced Exhibit 22-4, which is a development of current costs for the movement of 12-wide trailers (mobile homes). The staff engineer pointed out that the rates for 12-wide trailers established in Decision No. 79427 were not based on the estimated costs set forth in Exhibit 9-1, but reflected different cost data adopted in the decision. The staff witness used as the datum plane for the development of increased costs for 12-wide trailers the cost data specifically set forth in Table 1 of that decision. The witness prepared two separate cost developments, one reflecting the wage offset method and the other the direct wage offset method (as described in Decision No. 76353, supra). The engineer did not bring up to date the costs for smaller size trailers and campers.

An associate transportation rate expert presented Exhibit 22-5, which is a development of adjusted minimum rates contained in MRT 18 on the direct wage offset method. The witness recommended that this method be used because of the long time period since the cost data underlying the original rates in MRT 18 were introduced in Decision No. 72418, supra, in 1967. The witness did not, however, use a revision of that earlier cost data as a basis for the rate revisions proposed by him. The rate revision for the entire tariff is based on the cost data limited to 12-wide trailers appearing in the staff engineer's Exhibit 22-4. As pointed out above the rates for 12-wide trailers were initially established in Decision No. 79427 in 1971.

Findings

1. Highway carriers subject to MRT 18 have incurred increases in operating costs since the rates in that tariff were last adjusted in Decision No. 79427. Said cost increases result from higher wages paid to drivers and other employees under collective bargaining agreements with Teamster Union employees.

2. The base hourly rate for drivers reflected in cost data used as a basis for the development of rates adopted in Decision No. 79427 was \$5.02 per hour. A base hourly rate of \$6.23 per hour became effective July 1, 1973 under the terms of the Teamster "Western States Area Over-the-Road Motor Freight Supplemental Agreement", to the master contract between trucking employees and teamster unions.

3. Since the rates in MRT 18 were last adjusted the Transportation License tax of 1-1/2 percent of gross revenues was repealed effective July 1, 1973, and the Transportation Rate Fund tax was increased from 1/4 of 1 percent to 1/3 of 1 percent.

4. The cost increases and reduction referred to in Findings 2 and 3 should be reflected in the rates in MRT 18.

5. The Commission staff engineer's Exhibit 22-4 correctly measures such cost changes with respect to the movement of 12-wide trailers, inasmuch as the datum plane used therein is Table 1 of Decision No. 79427, supra.

6. It is reasonable to use the percentage increases in costs for 12-wide trailers set forth in Exhibit 22-4 as a basis for adjusting all rates in MRT 18. This adjustment will increase the rates approximately 12 percent and carrier revenue by \$1,170,000 annually.

7. The cost revision set forth in Exhibit 22-4 is the first offset adjustment made in the original full-scale cost data introduced in the proceeding leading to Decision No. 79427, and the time is relatively short in keeping with the use of the wage offset method (Decision No. 76353) in development of increased rates. That method will be reasonable for the purposes of this proceeding.

8. The minimum rates in MRT 18, adjusted by the wage offset method in the manner described above, are the just, reasonable, and nondiscriminatory minimum rates for the transportation of trailer coaches and related items and for accessorial services in connection therewith.

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

Conclusions

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

2. Common carriers subject to the minimum rates and rules set forth in Minimum Rate Tariff 18 should be required to adjust their tariff rates to conform to the revised minimum rates prescribed herein.

3. In all other respects, Petition No. 22 in Case No. 8808 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 March 23, 1974, the revised pages attached hereto and listed in Appendix A, which revised pages and appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 72418, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.

3. Tariff publications required to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and 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 March 23, 1974.

4. Common carriers, in establishing and maintaining the rates authorized by this order, are 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.

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

6. To the extent not granted herein, Petition No. 22 in Case No. 8808 is denied.

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

Dated at San Francisco, California, this 20th day of FEBRUARY, 1974.

Vernon L. Sturgeon  
President  
William J. Quinn

[Signature]  
[Signature]  
Commissioners

I abstain  
Richard J. [Signature], Commissioner

APPENDIX A

LIST OF REVISED PAGES  
TO MINIMUM RATE TARIFF 18

THIRD REVISED PAGE 15

THIRD REVISED PAGE 16

THIRD REVISED PAGE 17

THIRD REVISED PAGE 18

THIRD REVISED PAGE 19

THIRD REVISED PAGE 24

THIRD REVISED PAGE 30

FIRST REVISED PAGE 30-B

THIRD REVISED PAGE 31

THIRD 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><tr><td></td><td style="text-align: right;"><u>Rates in Cents</u> <u>per Hour</u></td></tr><tr><td>a. Trailers or campers hauled under Items 351 and 352</td><td style="text-align: right;">870</td></tr><tr><td>b. Trailers towed under Items 350 and 350.5</td><td style="text-align: right;">835</td></tr></table> <p>NOTE.--For the purpose of applying this item, the following provisions will be applicable:</p> <p>(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.</p> <p>(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.</p> <p>(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.</p>			<u>Rates in Cents</u> <u>per Hour</u>	a. Trailers or campers hauled under Items 351 and 352	870	b. Trailers towed under Items 350 and 350.5	835	170
	<u>Rates in Cents</u> <u>per Hour</u>							
a. Trailers or campers hauled under Items 351 and 352	870							
b. Trailers towed under Items 350 and 350.5	835							
<p>o Change ) o Increase ) Decision No. 82498</p>								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								



SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>INABILITY TO MAKE DELIVERY</b></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;"><b>DIVERTED SHIPMENTS</b></p> <p>Charges upon a shipment transported under rates provided in Items 350, 350.5, 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 \$7.95 for each diversion in transit.</p>	\$190
<p> <input type="checkbox"/> Change      )  <input type="checkbox"/> Increase    )      Decision No.      <b>82498</b> </p>	
<b>EFFECTIVE</b>	
<p>Correction      ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

## MINIMUM RATE TARIFF 13

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, 350.5, 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, 350.5, 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 \$8.35 per hour.</p> <p>(b) The time consumed for each additional man in performing such services shall be charged for at the rate of \$6.70 per hour.</p> <p>NOTE 1.--Charges do not include furnishing of materials. When such materials are furnished by carrier, a charge equalling 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>◊ Increase, Decision No. <b>82498</b></p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)		ITEM								
<p align="center"><b>REPAIRS OR REPLACEMENTS IN TRANSIT</b></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> <table> <tr> <td></td><td align="right"><u>Rates in Cents per Hour</u></td><td></td></tr> <tr> <td>a. Trailers or campers hauled under Items 351 and 352</td><td align="right">870</td><td align="center" rowspan="2">6220</td></tr> <tr> <td>b. Trailers towed under Items 350 and 350.5</td><td align="right">835</td></tr> </table> <p>NOTE.--All charges covering expenses to become due and payable upon presentation of paid receipts or other evidence.</p>			<u>Rates in Cents per Hour</u>		a. Trailers or campers hauled under Items 351 and 352	870	6220	b. Trailers towed under Items 350 and 350.5	835	
	<u>Rates in Cents per Hour</u>									
a. Trailers or campers hauled under Items 351 and 352	870	6220								
b. Trailers towed under Items 350 and 350.5	835									
<p align="center"><b>TIRE AND TUBE REPAIR AND/OR REPLACEMENT</b></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"> <li>A charge of \$4.20 for removing and replacing wheel plus           <ol style="list-style-type: none"> <li>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.</li> <li>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 \$21.15 or 646 cents per mile, whichever is lower, subject to a minimum charge of \$4.20 shall be assessed. The charge of 646 cents per mile shall be based on the round trip distance traveled without a load.</li> </ol> </li> </ol>		6230								
<p>           x Change )            o Increase ) Decision No. <b>82498</b>            o Reduction )         </p>										
EFFECTIVE										
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 1--RULES (Continued)

ITEM

CHARGES FOR ESCORT SERVICE

In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:

- (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.
- (b) When carrier, or its subsidiary or affiliate, provides escort service, the following additional charges shall be assessed:
  1. A charge of \$9.10 per hour, plus 8¢ 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 overnight delay.

\$240

NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:

MINUTES		
Over	But Not Over	
0	8	-----omit
8	23	-----shall be 1/4 hour
23	38	-----shall be 1/2 hour
38	53	-----shall be 3/4 hour
53	60	-----shall be 1 hour

Change )  
Increase ) Decision No.

82498

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
SAN FRANCISCO, CALIFORNIA.

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><tr><td></td><td style="text-align: right;"><u>Dollars per Unit</u></td><td rowspan="5" style="text-align: center; vertical-align: middle;">0310</td></tr><tr><td>Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)</td><td style="text-align: right;">\$ 8.30</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;">17.80</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;">28.25</td></tr><tr><td></td><td></td></tr></table>			<u>Dollars per Unit</u>	0310	Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)	\$ 8.30	Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width	17.80	Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width	28.25			
	<u>Dollars per Unit</u>	0310											
Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)	\$ 8.30												
Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width	17.80												
Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width	28.25												
<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											
◊ Increase, Decision No. <span style="float: right;">82498</span>													
EFFECTIVE													
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.													
Correction													

SECTION 2--RATES						ITEM
DISTANCE TOWAWAY RATES IN DOLLARS PER TRAILER COACH AND IN CENTS PER MILE OVER 600 MILES. (Items 350 and 350.1)						
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, but not over 10 feet 4 inches in width (See Notes 1 and 2)		
Over	But Not Over	COL. A	COL. B	COL. A	COL. B	
0	5	24	30	32	33	
5	10	27	36	34	36	
10	15	30	39	38	40	
15	20	32	42	39	43	
20	25	34	44	41	45	
25	30	36	46	43	47	
30	35	38	49	46	50	
35	40	40	52	49	54	
40	50	44	57	54	59	
50	60	47	62	59	64	
60	70	52	68	63	70	
70	80	55	73	67	76	
80	90	60	77	71	81	
90	100	64	83	75	86	
100	115	70	90	83	95	
115	130	75	98	90	103	
130	145	81	105	98	111	
145	160	88	114	106	119	
160	180	96	126	118	131	
180	200	106	138	130	142	0350
200	225	113	152	142	155	
225	250	125	166	154	171	
250	275	136	189	166	188	
275	300	148	192	178	204	
300	325	159	206	191	219	
325	350	169	220	204	234	
350	375	180	234	217	249	
375	400	190	248	230	265	
400	425	201	262	243	280	
425	450	212	272	256	295	
450	475	222	290	269	310	
475	500	233	304	282	326	
500	525	243	316	295	341	
525	550	254	328	307	356	
550	575	264	340	320	371	
575	600	274	353	332	386	
600	-	46 cents per mile or fraction thereof.	60 cents per mile or fraction thereof.	56 cents per mile or fraction thereof.	64 cents per mile or fraction thereof.	
(Continued in Item 350.1)						
Increase, Decision No. 82498						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

SECTION 2--RATES							ITEM
DISTANCE TOWAWAY RATES IN DOLLARS PER TRAILER COACH AND IN CENTS PER MILE OVER 600 MILES (See Notes 1 and 2)							
OVER 10 FEET 4 INCHES IN WIDTH							
<u>MILES</u> Over	But Not Over	COL. A	COL. B	<u>MILES</u> Over	But Not Over	COL. A	COL. B
0	5	36	38	200	225	153	159
5	10	38	41	225	250	169	177
10	15	40	43	250	275	184	194
15	20	42	45	275	300	199	210
20	25	44	47	300	325	213	227
25	30	46	49	325	350	227	244
30	35	49	52	350	375	242	260
35	40	53	56	375	400	256	277
40	50	57	61	400	425	270	294
50	60	62	67	425	450	284	310
60	70	67	72	450	475	298	327
70	80	73	79	475	500	312	344
80	90	78	84	500	525	326	361
90	100	83	89	525	550	340	388
100	115	92	97	550	575	354	405
115	130	100	106	575	600	368	422
130	145	108	114	600	-	62 cents per mile or frac- tion thereof.	68 cents per mile or frac- tion thereof.
145	160	116	123				
160	180	127	134				
180	200	138	146				
<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 2 of Item 70.</p>							0350.5
<p>♦ Increase, Decision No. <b>82498</b></p>							
EFFECTIVE							
<p>Correction</p> <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>							

SECTION 2--RATES (Continued)				ITEM
DISTANCE HAULAWAY RATES IN DOLLARS PER TRAILER COACH AND IN CENTS PER MILE OVER 200 MILES				
MILES		Over 8 feet 4 inches in width (See Note)		
Over	But Not Over	COL. A	COL. B	
0	5	45	52	
5	10	53	59	
10	25	67	80	
25	50	81	101	
50	75	102	121	
75	100	123	147	
100	125	144	173	
125	150	165	198	
150	175	187	223	
175	200	208	248	0351
200	-	104 cents per mile or frac- tion thereof.	123 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) and 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>				
<p>o Increase, Decision No. <b>82498</b></p>				
EFFECTIVE				
Correction	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
<u>MILES</u>		NUMBER PER SHIPMENT (See Note)			
Over	But Not Over	2 or less	3	4 or more	
0	5	31	38	43	
5	10	38	42	49	
10	25	44	49	56	
25	50	57	62	70	
50	75	72	77	83	
75	100	86	93	96	
100	125	101	107	111	
125	150	118	122	129	
150	175	133	138	144	
175	200	148	155	159	
200	-	75 cents per mile or fraction thereof.	77 cents per mile or fraction thereof.	81 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.					
82498					
EFFECTIVE					
Correction					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					