

LTC

Decision No. 82615

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
for the purpose of considering and)
determining revisions in and) Case No. 8808
reissues of Minimum Rate Tariff)
No. 18.)

SUPPLEMENTAL OPINION AND ORDER

On May 21, 1973, there was sent to interested parties for comments or suggestions a report prepared by the Commission's Transportation Division Freight Economics Branch staff, concerning the method of towing mobile homes under the provisions of Minimum Rate Tariff 18 (MRT 18). The parties were informed that, in the absence of objection but subject to possible modifications suggested by the parties, consideration may be given to the issuance of an ex parte order revising Minimum Rate Tariff 18 in accordance with the staff recommendations.

The present definition of trailer coach in Item 12 of MRT 18 limits the application of the minimum rates in said tariff to those trailer coaches which are designed to be drawn by means of a ball-hitch coupling. Trailer coaches, which are designed to be drawn by any other connecting arrangement, are generally subject to higher class rates named in Minimum Rate Tariff 2.

According to the staff report, trailer coaches are now being manufactured and transported which have couplings other than ball-hitch. The fifth-wheel coupling, which is the most popular of the new couplings, consists of a special hitch located on the bed of a pickup truck or on the top of an automobile with the tongue of the trailer coach to be towed connected to the hitch. The report indicates that trailer coaches compete in the marketplace without regard to the method of towing, and the transportation characteristics of trailer

coaches are the same no matter what method is used to connect the trailer coach to the motive power vehicle.

Written comments have been received from Department of General Services of the State of California, Highway Carriers' Association, Trailer Coach Association, Transit Homes, Inc. and Traffic Management Office, Services and Supply Division, Marine Corps Recruit Depot, San Diego. No objection to the tariff amendment recommended by the staff has been received nor has any party requested that the matter be set for public hearing. The staff proposal will be adopted.

The staff's report and written replies thereto are respectively received in evidence as Ex Parte Exhibits 1 and 2 in Case No. 8808.

Upon consideration of the evidence in this proceeding, the Commission finds that the proposed staff amendment to Minimum Rate Tariff 18 is reasonable and the resulting rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation involved. A public hearing is not necessary. The Commission concludes that Minimum Rate Tariff 18 should be amended accordingly.

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 April 18, 1974, First Revised Page 6 attached hereto and by this reference made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject to Decision No. 72418, as amended, are hereby authorized to establish in their tariffs the amendment necessary to conform with the further adjustments ordered herein.
3. Tariff publications authorized 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 may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff page incorporated in this order.

4. Common carriers, in establishing and maintaining the amendment 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 amendment 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.

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

Dated at San Francisco, California, this 19th day of March, 1974.

Vernon L. Stenger
President
William J. Moran
William J. Moran
William J. Moran
Commissioners

SECTION 1--RULES (Continued)

ITEM

DEFINITION OF TECHNICAL TERMS (Concluded)
(Items 10, 11 and 12)

SPLIT SHIPMENT means a shipment of two or more trailer coaches and/or campers, or transportation charges computed upon no less than two trailer coaches and/or campers, picked up by a carrier within one calendar day from one or more consignors at more than one point of origin, said shipment being consigned and delivered to one consignee at one or more points of destination. (See Note)

NOTE.--All charges must be collected from the consignee.

STORAGE IN TRANSIT means storage of shipment at request of consignor or consignee at one point between point of origin and point of destination for a period not in excess of 30 days.

TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally.

TOWAWAY means transportation of one trailer coach on its own wheels by towing.

TRAILER COACH means a structure with two or more outer walls, including a roof, built on a mobile chassis, containing sleeping accommodations, and/or eating, cooking, or sanitary facilities, or designed for industrial, educational, professional or commercial uses, and designed to be drawn on its own wheels.

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TRAILER COACH PARK means any area or tract of land where one or more trailer coach lots or spaces are rented or held out for rent and/or sale.

TRAILER COACH DEALER means a person, corporation or organization offering for sale, trailer coaches and/or campers, which person, corporation or organization is defined under Section 285, and registered under Section 11701, Article 1, Chapter 4, of the Vehicle Code of the State of California.

TRAILER COACH SHOW means a display of trailer coaches and/or campers by more than one manufacturer and/or dealer for the purpose of exhibition to the public, which trailer coaches and/or campers are not for sale while on exhibition.

TRAILER COACH WIDTH means the distance measured from the extreme right side to extreme left side (including attachments and the trailer running lights).

Change, Decision No.

82615

EFFECTIVE

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

Correction