

ORIGINAL

Decision No. 88675 APR. 4 1978

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation for the purpose of considering and determining minimum rates for transportation of trailer coaches and campers statewide as provided in Minimum Rate Tariff 18 and the revisions or reissues thereof. Case No. 8808
Petition for Modification of Minimum Rate Tariff No. 43
(Filed September 2, 1977)

Herbert Davis, Attorney at Law, Don B. Shields, and John K. Grisson, for Highway Carriers Association, petitioner.
Ralph J. Staunton, for Purchasing & Stores Dept., County of Los Angeles; Lloyd K. Hoffman, for California Department of General Services; Richard W. Smith, Attorney at Law, and H. W. Hughes for California Trucking Association; Irvin Tull and Fred Rahal, Jr., Attorney at Law, for National Trailer Convoy, Inc.; and Gerald P. Flannery, Attorney at Law, for U.S. Government; interested parties.
James J. Cherry, Attorney at Law, Robert Walker, and Raymond Toohy, for the Commission staff.

O P I N I O N

Petitioner Highway Carriers Association (HCA), a nonprofit corporation composed in part of persons engaged in the for-hire transportation of trailer coaches (including mobile homes) and campers by motor truck, requests the following amendments be made in Minimum Rate Tariff 18 (MRT 18):

- Increase from \$7,500 to \$10,000, the carrier's maximum liability for freight loss or damage to shipments hauled under the minimum rates (Items 50, 132, 150, and 381).

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2. Eliminate the provision of carrier maximum liability of .60¢ per pound per article for damage to the contents of trailer coaches or campers hauled by the carrier (Items 50, 132, 150, and 381).
3. Eliminate the provision requiring a shipper to pay an additional charge equal to 50 percent of the applicable minimum rate where the shipper declares excess value and in its place substitute a flat charge of \$3 per thousand dollars of excess value up to 300 miles and \$4 per thousand dollars of excess value over 300 miles (Items 132 and 150).
4. Add a provision allowing shippers at their request, for an additional charge of \$10, to require the carrier to assume liability for freight loss or damage resulting from "act of God" (Items 132, 150, and 381).
5. Make MRT 18 subject to Distance Table 8 instead of Distance Table 7 to which MRT 18 is now subject (Item 10).
6. Increase accessorial charges set out in Items 170, 190, 210, 220, 230, 240, and 310.
7. Increase minimum rates to offset increased driver labor costs and increased insurance premiums (Section 2).
8. Conditioned upon the Commission's approving the increases set out in numbered paragraphs 6 and 7 above, cancel Supplement M to MRT 18 which imposes a 16 percent surcharge on minimum rates and a 10 percent surcharge on the charges for accessorial services set forth in MRT 18.

Hearings were held on the petition, which was ultimately unopposed, before Administrative Law Judge Pilling on various dates and the matter was submitted on January 10, 1978.

HCA contends that the shipping public has, and does, forcefully object to the \$7,500 maximum limitation of carrier liability for loss or damage to shipments and that discussion among shippers

and carriers indicate that shippers and carriers generally agreed that \$10,000 is a more reasonable amount. The \$7,500 limitation was established in 1967.

HCA states that in past years when mobile homes were four-sided it was common to transport the contents along with the mobile homes but that with the growth of dual and triple wide the former practice has ceased for reasons of safety. HCA contends that the provision limiting carrier liability for damage to the contents of a mobile home should be canceled.

Under the present tariff rule shippers desiring extra valuation coverage must pay 150 percent of the applicable minimum rate whether the extra valuation is \$1,000 or \$100,000. HCA contends this increased cost of transportation has no relation to the carrier's cost for providing the extra coverage and that the provision actually discourages shippers from seeking extra valuation coverage and that the extra charge is unreasonable. In substitution for the present rule, HCA proposes excess valuation charges of \$2 per thousand dollars excess valuation on hauls up to 300 miles and \$4 per thousand dollars over 300 miles. Based on the proposed minimum rate increases, the shipper would pay between \$19 and \$181 less for a haul between 2 and 450 miles than he would pay under the present rule on an excess valuation of \$2,000. On an excess valuation of \$8,000, the savings would be between \$1 and \$157 for the same mileage. Savings on an excess valuation of \$14,000 would begin at 51 miles. HCA was not in a position to determine the gross monetary savings to shippers which will result from its proposed rule.

By tariff rule a carrier is not liable for freight loss or damage resulting from an "act of God". However, HCA

indicates that the shipper will invariably insist upon payment by the carrier for such loss or damage alleging that the carrier was contributorily negligent. If the carrier pays the claim, there is always the question whether the carrier was in fact not negligent, and could have upheld its position in a court of law, and therefore had made a rebate. Expensive litigation has usually been the result of "act of God" claims. HCA proposes that provision be made that for an added charge of \$10 a carrier be permitted, at the request of the shipper, to extend carrier liability for freight loss or damage due to "act of God". HCA states that the \$10 charge will cover the cost of the carrier's added insurance coverage. HCA requests the present distance rates (surcharge included) be increased from 22.1 percent at 5 constructive miles to 14.6 percent at 500 constructive miles for the initial towing of 12-foot wide mobile homes, which constitute the preponderance of traffic moved by MRT 18 carriers. Similar increases are requested for other items in MRT 18. HCA states that effective April 1, 1977, driver hourly wages were increased from \$7.70 per hour to \$8.44 per hour under the terms of the Teamsters' "Western States Over-the-Road Freight Agreement" and that since 1974 the average annual insurance premiums paid by carriers hauling under MRT 18 increased from \$1,141 to \$2,230 per vehicle per year. Neither of the two increases as yet have been recouped through an increase in MRT 18 rates. In support of its position for increased rates, HCA presented a cost study (Exhibit 20) using the wage offset method (modified to include increased insurance cost) to show the effect of the increases in driver wages and insurance cost on the total cost to move 12-foot wide mobile homes. The Commission staff also

has reviewed the cost study and has concluded that the proposed increases are warranted.

presented a cost study (Exhibit 12, Table 2) using the wage offset method (modified to include increased insurance cost) to show the effect of the increases in driver wages and insurance costs on the total cost to move 12-foot wide mobile homes. But unlike the HCA's cost study which did not use updated fuel, tax, and license costs, the staff cost study used updated fuel, tax, and license costs. (Commission data bank figures for the month of June of 1977) and the development of fixed and depreciation expense for motor vehicle and equipment. Consequently, HCA's total cost figures are somewhat lower than those arrived at by the staff. Both studies also used a 6 percent profit factor. The total cost per trip at a 94 percent operating cost ratio at critical one-way mileages for 12 wide mobile homes in the initial and secondary movements as found by HCA and the staff, in these studies, as well as the proposed applicable distance rates are as follows:

| Length of Haul in Miles | HCA Cost | Staff Cost | Proposed Rates |
|-------------------------|-------------------------|---------------------|-------------------|
| 5 | i \$ 50.016 s 48.855 | \$ 50.538 49.519 | \$ 51.00 54.00 |
| 30 | i 62.392 s 64.656 | 64.748 67.007 | 65.00 70.00 |
| 75 | i 95.555 s 98.063 | 99.754 104.181 | 99.00 108.00 |
| 150 | i 146.984 s 149.671 | 159.611 162.212 | 156.00 166.00 |
| 300 | i 264.578 s 273.399 | 289.847 299.078 | 267.00 284.00 |
| 500 | i 417.037 s 435.924 | 459.744 478.633 | 416.00 461.00 |
| 700 | i 571.816 s 599.431 | 631.482 660.095 | 571.00 653.00 |

i=initial
s=secondary

Using the same basic modified cost and profit factors the staff used in its modified wage offset study, the staff also introduced a cost study based on the direct wage offset method (Exhibit 21, Table 5) and a study based on the wage (cost) offset method (Exhibit 12, Table 3). These studies on the movement of "12 wides", like the modified wage offset study produced by the staff, used basic cost data accepted in Decision No. 82498 dated February 20, 1974 Petition No. 22, Case No. 8808, revised to reflect the current increase in driver wages and insurance cost and the updated fuel, tax, and license costs. Depending on the length of haul, the total cost per initial move produced by the direct wage offset study was between 23¢ and \$2.82 less than produced by the wage offset study while the total cost per initial move produced by the direct (cost) offset study was between 50¢ and \$21.55 more than produced by the wage offset study. In costing secondary moves, the direct wage offset study produced less total costs per trip between 30¢ and \$4.68 than produced by the wage offset study and the wage (cost) offset study produced a greater total cost per trip between 43¢ and \$8.35 than produced by the wage offset study. We will adopt the staff's modified wage offset cost study.

The staff and HCA estimate that the requested increase in minimum rates will increase carrier revenues 17.8 percent, equal to \$1,732,950, annually.

Findings

1. Increasing the maximum limitation of carrier liability from \$7,500 to \$10,000 for loss and damage to shipments follows the trend of the increasing value of mobile homes since 1967.

2. The need has ceased to exist for continuation of the specific tariff provision limiting carrier liability for loss and damage to the contents of mobile homes.

3. Charging 150 percent of the applicable minimum rate is too imprecise a method for use in recouping carriers' increased costs in handling shipments of excess value.

4. A more refined and accurate method for recouping carrier costs in the handling of excess value shipments would be to levy a charge of \$3 per thousand dollars excess valuation for hauls up to 300 miles and \$4 per thousand dollars excess valuation for hauls over 300 miles.

5. HCA's suggested amendment of MRT 18 to allow shippers at their request, for an additional charge of \$10, to require carriers to assume liability for freight loss or damage resulting from an "act of God" will permit carriers to extend full service liability coverage to shippers on an insurable risk.

6. Driver hourly wages were increased from \$7.70 per hour to \$8.44 per hour under the terms of the Teamsters' "Western States Over-the-Road Freight Agreement".

7. Since 1974 the average annual insurance premiums paid by carriers hauling under present MRT 18 minimum rates increased from \$1,141 to \$2,230 per vehicle per year.

8. The Commission's data bank figures for the month of June 1977 correctly reflect an increase in the carriers' taxes, licenses, and fuel costs since the cost of those items were included was last considered in an MRT 18 rate proceeding.

9. The increased costs set out in Findings 6, 7, and 8 have not been recouped in any previous MRT 18 rate increase.

10. The resultant total cost per move arrived at in the staff's modified wage offset cost study using the increased costs set out in Findings 6, 7, and 8 accurately approximates the cost of transportation service performed, including a 6 percent profit factor.

11. The level of minimum rates proposed by HCA and the staff on hauls less than 300 miles will, little more than, allow carriers to recoup their increased costs and give carriers an overall 6 percent profit.

12. While the staff costs, including a 6 percent profit, are somewhat higher than the proposed rates for hauls 300 miles and over, these hauls constitute a small percentage of the "overall moves" and in recognizing this cost-rate variance carriers can set their rates accordingly.

13. Distance Table 7 has been superseded by Distance Table 8.

14. The increases in rates and charges and the amendments to MRT 18 as proposed by HCA are just, reasonable, and nondiscriminatory; and the present rates, charges, and provisions proposed to be amended, insofar as they differ from those prescribed by this decision, are for the future unjust, unreasonable, and discriminatory.

Conclusions

1. The limitation of carriers' maximum liability as set forth in Items 50, 132, and 150 should be increased from \$7,500 to \$10,000.
2. The provision limiting carrier liability to a maximum of .60¢ per pound per article for damage to the contents of mobile homes as set forth in Items 50, 132, and 150 should be deleted.
3. The provisions in Items 50, 132, and 150 requiring a shipper to pay an additional charge equal to 50 percent of the applicable minimum rate where shipper declares excess value should be deleted and in their place there should be substituted a flat charge of \$3 per thousand dollars of excess value up to 300 miles and \$4 per thousand dollars of excess value over 300 miles.
4. Item 150 should be amended to include a provision allowing shippers at their request, for an additional charge of \$10, to require carriers to assume liability for freight loss or damage resulting from "act of God".

5. Item 10 should make reference to Distance Table 8 instead of Distance Table 7.

6. Supplement 11 to MRT 18 should be canceled upon the effective date of this order.

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 thirty-nine days after the date hereof, the revised pages contained in Appendix A 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 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 may be filed not earlier than the effective date of this order and made effective thirty-nine days after the date hereof, on not less than five days' notice to the Commission and to the public.

4. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 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.

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

Dated at San Francisco, California, this 4th day of APRIL, 1978.

Robert Bateman
President
William J. Brown
Vernon L. Sturgeon
Calvin R. Harsh
Lois J. Daniels
Commissioners

APPENDIX A

LIST OF SUPPLEMENT AND REVISED PAGES
TO MINIMUM RATE TARIFF 18

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| FOURTH | REVISED PAGE 32 |
| FIRST | REVISED PAGE 34 |
| FIRST | REVISED PAGE 37 |

(END OF APPENDIX A)

SUPPLEMENT 13
(Cancels Supplements 11 and 12)
(Supplements 5 and 13 Contain All Changes)

TO

MINIMUM RATE TARIFF 18

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF

TRAILER COACHES AND CAMPERS

OVER THE PUBLIC HIGHWAYS WITHIN

THE STATE OF CALIFORNIA.

BY

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

Decision No.

88675

EFFECTIVE

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- SECTION 1--Rules
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* Addition, Decision No. **88675**

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

Correction

| SECTION 1--RULES | ITEM |
|---|--|
| <p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 10, 11 and 12)</p> <p>CAMPER means a portable structure containing one or more accommodations for cooking, eating, sleeping, or sanitary facilities, and designed to be mounted upon a motor vehicle.</p> <p>CARRIER means a radial highway common carrier, or highway contract carrier, as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck, truck tractor, or other self-propelled highway vehicle, trailer, semitrailer, or any combination of such highway vehicles operated as a single unit for the transportation of property over public highways.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>CONSIGNEE means the person, firm or corporation shown on the shipping document as the party to whom the property is physically delivered by the carrier.</p> <p>CONSIGNOR means the person, firm or corporation shown on the shipping document as the party who physically delivers the property to the carrier for transportation.</p> <p>DEBTOR means the person obligated to pay the transportation charges to the carrier, whether consignor, consignee, or other party.</p> <p>DISTANCE TABLE means Distance Table 8 and reissues thereof.</p> <p>ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p>HAUL AND TOW means any combination of Haulaway and Towaway at the same time with one unit of carrier's equipment.</p> <p>HAULAWAY means the movement of one or more trailer coaches or campers with the weight of the trailer coaches or campers resting wholly on carrier's equipment.</p> <p style="text-align: center;">(Continued in Item 11)</p> | <p style="text-align: center;">610</p> |
| <p>Change, Decision No. 88675</p> | |
| <p style="text-align: center;">EFFECTIVE</p> | |
| <p>Correction</p> | <p style="text-align: center;">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;">APPLICATIONS OF RATES</p> <p>Rates provided in this tariff are for the transportation of commodities described in Item 40, from point of origin to point of destination. The rates include a driver with a single unit of carrier's equipment and the following services:</p> <p>1. (a) <u>For Towaway Service</u></p> <p>Attaching and detaching unit of equipment, preparing trailer coach for movement over the highways in accordance with Vehicle Code of the State of California and Division of Highways or political subdivision permit requirements; inspecting and checking trailer coach contents against inventory sheet, taping interior of trailer coach, loading and unloading trailer coach blocks and steps, and inflating tires.</p> <p>(b) <u>For Haulway Service</u></p> <p>Loading onto and unloading from carrier's equipment, inspecting and taping interior of trailer coach or camper, checking trailer coach or camper contents against inventory sheet, loading and unloading trailer coach blocks and steps, and inflating tires.</p> <p>(c) <u>For Haul and Tow Service</u></p> <p>Loading onto and unloading from carrier's equipment, attaching and detaching trailer coach to be towed, inspecting, checking trailer coach or camper contents against inventory sheet, taping interior of trailer coach or camper, and inflating tires.</p> <p>2. Rates and charges provided in this tariff are subject to a value of \$510,000 for each trailer coach or camper transported, including integral parts, ** unless a higher declared valuation is specifically designated in writing and higher rates applied in accordance with the provisions of Item 150.</p> <p>3. Gross receipts taxes to be paid to the California Board of Equalization and California Public Utilities Commission.</p> | <p>650</p> |
| <p> ♂ Change) ○ Reduction) Decision No. 88675 ** Eliminated) </p> | |
| <p>EFFECTIVE</p> | |
| <p>Correction</p> | <p>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;">CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION (Other than from a place of manufacture, a sales lot or storage facility) (Items 130, 131 and 132)</p> <p>1. When either the point of origin or point of destination is other than the place of manufacture or sales lot or storage facility of a trailer coach or camper dealer or lessor of trailer coaches or campers and the transportation charges are paid by other than a trailer coach or camper dealer or manufacturer or lessor, a confirmation of shipping instructions and rate quotation document shall be prepared in duplicate by the carrier for each shipment tendered for transportation. Such document shall be signed by the carrier and by the consignor, agent of consignor or debtor prior to the commencement of performance of any service specified therein, and the signed original or duplicate thereof delivered to the consignor, agent of consignor or debtor prior to or at the time such service is begun. Such documents shall contain the following information:</p> <ul style="list-style-type: none"> (a) Date of issuance. (b) Date and time of pickup requested or other arrangement. (c) Name and address of carrier or carriers. (d) Names of consignor or consignees. (e) Description of notification and delivery arrangements. (See Note 2--Item 131). (f) Points of origin and destination. (g) Description of shipment. (h) Description of transportation and accessorial services to be performed. (i) Rates and charges (minimum charges, when they are to be applied) quoted for the services described in the documents. (See Note 3--Item 131). (j) Valuation of shipment. (See Notes 4* and 5--Item 132) (k) Signature of carrier. (l) Signature of consignor or agent of consignor. (m) Name, address and telephone number of a person to whom notification shall be given except when this cannot be obtained from the shipper. (See Note 1--Item 131) (n) Preferred delivery date or the period of time within which delivery of the shipment may be expected to be made at destination. <p>2. The form of confirmation of shipping instructions and rate quotation document in Items 380 and 381 will be suitable and proper. Such form may be combined with the shipping document form into a single document, provided such combined form and the issuance thereof are in compliance with the provisions of this item and Items 340 and 341 and properly identified as to what it purports to be.</p> <p style="text-align: center;">(Continued in Item 131)</p> | <p>6130</p> |

§ Change) Decision No. **88675**
 * Addition)

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 SAN FRANCISCO, CALIFORNIA.

Correction

| SECTION 1--RULES (Continued) | ITEM |
|--|---|
| <p style="text-align: center;">CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION (Concluded) (Other than from a place of manufacture, a sales lot or storage facility) (Items 130, 131 and 132)</p> <p>NOTE 4.--Valuation and liability shall be shown in the following manner:</p> <p>IMPORTANT NOTICE - RELEASED VALUATION AND CARRIER LIABILITY:</p> <p>Maximum liability for loss or damage, including integral parts, at the rates named in this tariff is \$10,000. Recovery for loss or damage to contents is limited to actual cost of repairs or replacement in kind. Contents may not include articles of unusual value. Any shipper who desires the carrier to provide coverage above the \$10,000 shall state such amount and agree to pay the charge provided in this tariff.</p> <p>The carrier's liability does not include loss or damage caused by natural events (Act of God) such as floods, fires, earthquakes and wind unless the shipper requests such coverage and agrees to pay the charge provided in this tariff.</p> <p style="text-align: center;">§ AGREEMENT</p> <p>I understand the foregoing and hereby request the carrier to provide the following (check):</p> <p><input type="checkbox"/> I want \$_____ additional value coverage for which I agree to pay \$_____.</p> <p>* <input type="checkbox"/> I want coverage for all loss or damage resulting from natural causes (Act of God) for which I agree to pay a charge of \$10.00.</p> <p style="text-align: right;">Signed _____, Shipper.</p> <p>NOTE 5.--When the carrier takes shipping instructions by telephone and cannot obtain the shipper's signature in advance, the carrier shall make a notation of the name of the person giving the instructions, the name of the person taking the order and the date in the appropriate place on the shipping order or bill of lading, and such notation shall be deemed to be the signature of the shipper.</p> | <p style="text-align: center;">§132</p> |
| <p> § Change) * Addition) Decision No. 88675 ○ Reduction) </p> | |
| EFFECTIVE | |
| <p>Correction</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;">OBSERVANCE OF QUOTED RATES AND CHARGES</p> <p>Rates and charges no higher than those specified in the Confirmation of Shipping Instructions and Rate Quotation document issued pursuant to the provisions of Items 130, 131 and 132 shall be assessed on each shipment transported over the line of a single carrier, or over the lines of two or more carriers under a joint or agency arrangement, except as provided in paragraphs (a) and (b) below:</p> <p>(a) When charges determined on the quoted basis are lower than those resulting under the minimum rates provided in this tariff, the latter shall be used.</p> <p>(b) If, prior to the rendition of any transportation, the carrier fails to issue a Confirmation of Shipping Instructions and Rate Quotation document, or if such document is issued but does not contain the information specified in subparagraphs 1, 2, 3, 4, and 5 below, rates and charges no higher than the minimum rates and charges named in this tariff shall be assessed.</p> <ol style="list-style-type: none"> 1. A description of the transportation and accessorial services ordered to be undertaken. 2. Rates, including minimum charges, (when they are to be applied) quoted for the services so described. 3. Declared value ** of the trailer coach. 4. Signature of consignor or agent of consignor. 5. Signature of carrier. | <p>0140</p> |
| <p style="text-align: center;">CHARGE FOR EXCESS VALUATION AND *ACT OF GOD COVERAGE</p> <p>(a) Rates and charges assessed in this tariff include coverage for the carrier's legal liability up to a maximum of \$10,000 for each trailer coach or camper transported including integral parts. In the event the shipper desires the carrier to assume liability in excess of the above amount the shipper shall declare the amount desired and agree to payment of the following additional charge:</p> <p style="text-align: center;">\$3.00 per thousand dollars up to 300 miles \$4.00 per thousand dollars over 300 miles</p> <p>(b) The shipper may request the carrier to provide coverage for loss or damage caused by natural events (Act of God) for which the carrier is not otherwise liable subject to payment of an added charge of \$10.00.</p> | <p>0150</p> |
| <p> * Change) * Addition) Decision No. 88675 ** Eliminated) </p> | |
| <p>EFFECTIVE</p> | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | |

Correction

| 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%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: center; 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: center;">1180</td> </tr> <tr> <td>b. Trailers towed under Items 350 and 350.5</td> <td style="text-align: center;">1130</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 | 1180 | b. Trailers towed under Items 350 and 350.5 | 1130 | 0170 |
| | Rates in Cents per Hour | | | | | | |
| a. Trailers or campers hauled under Items 351 and 352 | 1180 | | | | | | |
| b. Trailers towed under Items 350 and 350.5 | 1130 | | | | | | |
| <p style="text-align: center;">HANDLING OF CLAIMS FOR LOSS OR DAMAGE</p> <p>Claims for loss or damage shall be governed by the provisions of General Order No. 139.</p> | 175 | | | | | | |
| <p>◊Increase, Decision No. 88675</p> | | | | | | | |
| <p>EFFECTIVE</p> | | | | | | | |
| <p style="text-align: center;">Correction 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;">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, 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 \$10.75 for each diversion in transit.</p> | 0190 |
| <p>o Increase, Decision No. 88675</p> | |
| <p>EFFECTIVE</p> | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | |

Correction

| 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 \$11.30 per hour.</p> <p>(b) The time consumed for each additional man in performing such services shall be charged for at the rate of \$9.05 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>o Increase, Decision No. 88675</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;">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> <table style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 60%;"></th> <th style="text-align: center; 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: center;">1180</td> </tr> <tr> <td>b. Trailers towed under Items 350 and 350.5</td> <td style="text-align: center;">1130</td> </tr> </tbody> </table> <p>NOTE.--All charges covering expenses to become due and payable upon presentation of paid receipts or other evidence.</p> | | Rates in Cents per Hour | a. Trailers or campers hauled under Items 351 and 352 | 1180 | b. Trailers towed under Items 350 and 350.5 | 1130 | 0220 |
| | Rates in Cents per Hour | | | | | | |
| a. Trailers or campers hauled under Items 351 and 352 | 1180 | | | | | | |
| b. Trailers towed under Items 350 and 350.5 | 1130 | | | | | | |
| <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 \$5.70 for removing and replacing wheel plus <ol style="list-style-type: none"> (a) A charge of 62 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 \$28.70 or 62 cents per mile, whichever is lower, subject to a minimum charge of \$5.70 shall be assessed. The charge of 62 cents per mile shall be based on the round trip distance traveled without a load. | 0230 | | | | | | |
| <p>◊ Increase, except as noted) Decision No. 88675 ○ No change</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>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 \$12.30 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. <p>NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table style="margin-left: 40px; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td>-----omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td>-----shall be ¼ hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td>-----shall be ½ hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td>-----shall be ¾ hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td>-----shall be 1 hour</td> </tr> </tbody> </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 | <p>Ø240</p> |
| 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 | | | | | | | | | | | | | | | | | | | | |

Ø Change) Decision No. **88675**
 Ø Increase)

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;">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 border="0" style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: center; width: 15%;">Dollars per Unit</th> <th style="width: 5%;"></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: center;">\$11.25</td> <td style="text-align: center; vertical-align: top;">0310</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: center;">24.10</td> <td></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: center;">38.25</td> <td></td> </tr> </tbody> </table> | | Dollars per Unit | | Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units). | \$11.25 | 0310 | Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width | 24.10 | | Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width | 38.25 | | |
| | Dollars per Unit | | | | | | | | | | | | |
| Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units). | \$11.25 | 0310 | | | | | | | | | | | |
| Trailer coaches over 8 feet 4 inches in width, but not exceeding 10 feet 4 inches in width | 24.10 | | | | | | | | | | | | |
| Trailer coaches over 10 feet 4 inches in width, but not exceeding 12 feet 4 inches in width | 38.25 | | | | | | | | | | | | |
| <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 | | | | | | | | | | | | |
| <p>◊ Increase, Decision No. 88675</p> | | | | | | | | | | | | | |
| EFFECTIVE | | | | | | | | | | | | | |
| Correction | 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 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 | 34 | 43 | 46 | 48 | |
| 5 | 10 | 39 | 52 | 49 | 52 | |
| 10 | 15 | 43 | 56 | 55 | 58 | |
| 15 | 20 | 46 | 61 | 56 | 62 | |
| 20 | 25 | 49 | 64 | 59 | 65 | |
| 25 | 30 | 50 | 65 | 61 | 66 | |
| 30 | 35 | 53 | 69 | 65 | 71 | |
| 35 | 40 | 56 | 73 | 69 | 76 | |
| 40 | 50 | 61 | 80 | 76 | 83 | |
| 50 | 60 | 66 | 87 | 83 | 90 | |
| 60 | 70 | 73 | 95 | 89 | 99 | |
| 70 | 80 | 77 | 102 | 94 | 107 | |
| 80 | 90 | 82 | 106 | 98 | 112 | |
| 90 | 100 | 88 | 114 | 104 | 119 | |
| 100 | 115 | 96 | 124 | 115 | 132 | 0350 |
| 115 | 130 | 103 | 135 | 125 | 143 | |
| 130 | 145 | 111 | 145 | 136 | 154 | |
| 145 | 160 | 119 | 155 | 145 | 163 | |
| 160 | 180 | 130 | 171 | 161 | 179 | |
| 180 | 200 | 144 | 188 | 177 | 194 | |
| 200 | 225 | 153 | 207 | 194 | 212 | |
| 225 | 250 | 170 | 226 | 210 | 234 | |
| 250 | 275 | 184 | 257 | 226 | 257 | |
| 275 | 300 | 201 | 261 | 243 | 279 | |
| 300 | 325 | 215 | 279 | 259 | 298 | |
| 325 | 350 | 228 | 298 | 277 | 318 | |
| 350 | 375 | 243 | 317 | 294 | 338 | |
| 375 | 400 | 257 | 336 | 312 | 360 | |
| 400 | 425 | 271 | 355 | 329 | 381 | |
| 425 | 450 | 286 | 368 | 347 | 401 | |
| 450 | 475 | 300 | 393 | 364 | 421 | |
| 475 | 500 | 315 | 412 | 382 | 443 | |
| 500 | 525 | 327 | 426 | 398 | 462 | |
| 525 | 550 | 342 | 442 | 414 | 482 | |
| 550 | 575 | 356 | 459 | 432 | 502 | |
| 575 | 600 | 369 | 476 | 448 | 523 | |
| 600 | - | 62 cents per mile or frac-tion thereof. | 81 cents per mile or frac-tion thereof. | 76 cents per mile or frac-tion thereof. | 87 cents per mile or frac-tion thereof. | |

(Continued in Item 350.1)

o Increase, Decision No. **88675**

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 | | | | | | | |
| MILES Over But Not Over | | COL. A | COL. B | MILES Over But Not Over | | COL. A | COL. B |
| 0 | 5 | 51 | 54 | 200 | 225 | 206 | 215 |
| 5 | 10 | 54 | 58 | 225 | 250 | 227 | 239 |
| 10 | 15 | 57 | 61 | 250 | 275 | 247 | 262 |
| 15 | 20 | 60 | 64 | 275 | 300 | 267 | 284 |
| 20 | 25 | 62 | 67 | 300 | 325 | 284 | 304 |
| 25 | 30 | 65 | 70 | 325 | 350 | 303 | 327 |
| 30 | 35 | 68 | 72 | 350 | 375 | 323 | 349 |
| 35 | 40 | 74 | 78 | 375 | 400 | 341 | 371 |
| 40 | 50 | 79 | 85 | 400 | 425 | 360 | 394 |
| 50 | 60 | 86 | 93 | 425 | 450 | 379 | 416 |
| 60 | 70 | 93 | 100 | 450 | 475 | 397 | 439 |
| 70 | 80 | 99 | 108 | 475 | 500 | 416 | 461 |
| 80 | 90 | 106 | 115 | 500 | 525 | 433 | 482 |
| 90 | 100 | 113 | 122 | 525 | 550 | 452 | 518 |
| 100 | 115 | 125 | 133 | 550 | 575 | 470 | 540 |
| 115 | 130 | 136 | 145 | 575 | 600 | 489 | 562 |
| 130 | 145 | 147 | 156 | 600 | - | 82 cents per mile or frac- tion thereof. | 91 cents per mile or frac- tion thereof. |
| 145 | 160 | 156 | 166 | | | | |
| 160 | 180 | 171 | 181 | | | | |
| 180 | 200 | 185 | 197 | | | | |

0350.5

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.

Col. B rates shall apply to all shipments not subject to Col. A rates.

NOTE 2.--The computation of distances for permit shipments shall be computed in accordance with Exception 2 of Item 70.

o Increase, Decision No.

88675

EFFECTIVE

Correction

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 | | | | |
| MILES | | Over 8 feet 4 inches in width (See Note) | | |
| Over | But Not Over | COL. A | COL. B | 0351 |
| 0 | 5 | 65 | 76 | |
| 5 | 10 | 77 | 86 | |
| 10 | 25 | 97 | 116 | |
| 25 | 50 | 115 | 144 | |
| 50 | 75 | 145 | 173 | |
| 75 | 100 | 171 | 206 | |
| 100 | 125 | 201 | 242 | |
| 125 | 150 | 230 | 277 | |
| 150 | 175 | 256 | 307 | |
| 175 | 200 | 285 | 341 | |
| 200 | - | 141 cents per mile or fraction thereof. | 167 cents per mile or fraction thereof. | |

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.

Col. B rates apply to all shipments not subject to Col. A rates.

♦ Increase, Decision No. **88675**

EFFECTIVE

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

Correction

| SECTION 2--RATES (Concluded) | | | | | ITEM |
|---|--------------|--|---|---|------|
| DISTANCE HAULWAY 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 | | | | | 0952 |
| MILES | | NUMBER PER SHIPMENT (See Note) | | | |
| Over | But Not Over | 2 or less | 3 | 4 or more | |
| 0 | 5 | 42 | 52 | 59 | |
| 5 | 10 | 51 | 57 | 67 | |
| 10 | 25 | 60 | 67 | 76 | |
| 25 | 50 | 76 | 83 | 94 | |
| 50 | 75 | 96 | 103 | 111 | |
| 75 | 100 | 113 | 123 | 127 | |
| 100 | 125 | 133 | 141 | 147 | |
| 125 | 150 | 155 | 161 | 171 | |
| 150 | 175 | 173 | 180 | 188 | |
| 175 | 200 | 192 | 202 | 208 | |
| 200 | - | 97 cents per mile or fraction thereof. | 100 cents per mile or fraction thereof. | 105 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. **88675**

EFFECTIVE

Correction

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

| SECTION 3--FORMS OF DOCUMENTS | ITEM | | | | | | | | | | | | | |
|---|--|--|---------------------------|--|--|---|----------------------|-------------------|---|--|------|---------------|--|--|
| SHIPPING DOCUMENT AND FREIGHT BILL FOR TRAILER COACHES AND CAMPERS | | | | | | | | | | | | | | |
| <table style="width:100%; border: none;"> <tr> <td style="width:50%;">Name of Carrier _____ (Same as shown on permit)</td> <td style="width:50%;">Bill No. _____ Date Issued _____</td> </tr> <tr> <td>Point of Origin _____</td> <td>Consignee _____</td> </tr> <tr> <td>Consignor _____</td> <td>Street Address _____</td> </tr> <tr> <td>Street Address _____</td> <td>City _____</td> </tr> <tr> <td>City _____</td> <td></td> </tr> </table> | Name of Carrier _____ (Same as shown on permit) | Bill No. _____ Date Issued _____ | Point of Origin _____ | Consignee _____ | Consignor _____ | Street Address _____ | Street Address _____ | City _____ | City _____ | | 6360 | | | |
| Name of Carrier _____ (Same as shown on permit) | Bill No. _____ Date Issued _____ | | | | | | | | | | | | | |
| Point of Origin _____ | Consignee _____ | | | | | | | | | | | | | |
| Consignor _____ | Street Address _____ | | | | | | | | | | | | | |
| Street Address _____ | City _____ | | | | | | | | | | | | | |
| City _____ | | | | | | | | | | | | | | |
| Description of each trailer coach or camper in the shipment (Serial No., width, and length of each trailer) rate, charges | | | | | | | | | | | | | | |
| _____ _____ _____ _____ | | | | | | | | | | | | | | |
| Released Valuation-Trailer Coach _____ ** Total _____ | | | | | | | | | | | | | | |
| Point of Diversion or Reconsignment | | 6360 | | | | | | | | | | | | |
| Points Where Split Shipment Service Accorded | | | | | | | | | | | | | | |
| Accessorial Services _____ Charges _____ | | | | | | | | | | | | | | |
| Total to Collect _____ | | | | | | | | | | | | | | |
| <table style="width:100%; border: none;"> <tr> <td style="width:33%;">_____ (Shipper's Name)</td> <td style="width:33%;">Received by Carrier in Good Condition Except As Noted: _____</td> <td style="width:33%;">Received by Consignee in Good Condition Except As Noted: _____</td> </tr> <tr> <td>_____ (Signature of Shipper or Agent of Shipper)</td> <td>_____ By _____</td> <td>_____ By _____</td> </tr> <tr> <td>_____ (Address of Shipper or Agent of Shipper)</td> <td></td> <td></td> </tr> <tr> <td>_____ Date</td> <td></td> <td></td> </tr> </table> | | | _____ (Shipper's Name) | Received by Carrier in Good Condition Except As Noted: _____ | Received by Consignee in Good Condition Except As Noted: _____ | _____ (Signature of Shipper or Agent of Shipper) | _____ By _____ | _____ By _____ | _____ (Address of Shipper or Agent of Shipper) | | | _____ Date | | |
| _____ (Shipper's Name) | Received by Carrier in Good Condition Except As Noted: _____ | Received by Consignee in Good Condition Except As Noted: _____ | | | | | | | | | | | | |
| _____ (Signature of Shipper or Agent of Shipper) | _____ By _____ | _____ By _____ | | | | | | | | | | | | |
| _____ (Address of Shipper or Agent of Shipper) | | | | | | | | | | | | | | |
| _____ Date | | | | | | | | | | | | | | |
| ♂ Change) Decision No. 88675 ** Eliminated) | | | | | | | | | | | | | | |
| EFFECTIVE | | | | | | | | | | | | | | |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | | | | | | | |

| SECTION 3--FORMS OF DOCUMENTS (Concluded) | ITEM |
|--|------|
| CONFIRMATION OF SHIPPING INSTRUCTIONS AND RATE QUOTATION DOCUMENT (Concluded) (Items 380 and 381) | |
| <p>Important Notices</p> <p>Charges under the rates quoted herein are subject to designated minimum provisions, notwithstanding any previous quotation, estimate or representation to the contrary. The rates herein quoted, including minimum charge or other minimum provisions, supersede any previous understanding with respect to rates and charges. They are believed to be not lower than the minimum rates prescribed by the California Public Utilities Commission and promulgated in Minimum Rate Tariff 18 and are to be applied unless in conflict with the rates or other minimum provisions of that tariff. The Commission's tariff must be applied as the minimum basis. Copies of it are open for public inspection at the Commission's offices in the State Building at San Francisco and Los Angeles and</p> <p><u>(The carrier's office or offices--designate their location)</u></p> <p>IMPORTANT NOTICE - RELEASED VALUATION AND CARRIER LIABILITY:</p> <p>Maximum liability for loss or damage, including integral parts, at the rates named in this tariff is \$10,000. Recovery for loss or damage to contents is limited to actual cost of repairs or replacement in kind. Contents may not include articles of unusual value. Any shipper who desires the carrier to provide coverage above the \$10,000 shall state such amount and agree to pay the charge provided in this tariff.</p> <p>The carrier's liability does not include loss or damage caused by natural events (Act of God) such as floods, fires, earthquakes and wind unless the shipper requests such coverage and agrees to pay the charge provided in this tariff.</p> <p style="text-align: center;">§ AGREEMENT</p> <p>I understand the foregoing and hereby request the carrier to provide the following (check):</p> <p><input type="checkbox"/> I want \$ _____ additional value coverage for which I agree to pay \$ _____.</p> <p><input type="checkbox"/> I want coverage for all loss or damage resulting from natural causes (Act of God) for which I agree to pay a charge of \$10.00.</p> <p style="text-align: right;">Signed _____, Shipper.</p> <p>_____ (Shipper's Name)</p> <p>_____ (Name of Carrier)</p> <p>_____ (Signature of Shipper or Agent of Shipper)</p> <p>By _____ (Show name in full)</p> <p>_____ (Address of Shipper or Agent of Shipper)</p> <p>_____ (Date)</p> <p>§ Change, Decision No. 88675</p> <p style="text-align: center;">END OF TARIFF</p> <p style="text-align: center;">EFFECTIVE</p> <p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | |
| #381 | |