

JAN 4 1979

ORIGINAL

Decision No. ~~83340~~

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
tion for the purpose of consid-)
ering 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
No. 45
(Filed September 15, 1978)

OPINION AND ORDER

Petitioner Highway Carriers Association (HCA), a nonprofit corporation composed, in part, of carriers engaged in for-hire transportation of trailer coaches (including mobile homes) and campers by motor truck, requests that the minimum rates in Minimum Rate Tariff 18 (MRT 18) be increased to offset the increases in labor costs that occurred in April 1978.

Decision 88675, dated April 4, 1978, in response to Petition 43 in this proceeding, authorized increases based upon a modified wage offset cost study presented by the staff. This study considered actual increases experienced and updated the basic cost data previously adopted by Decision 82498, dated February 20, 1974, Petition 22 in this proceeding. The present petition is based upon an increase in driver labor costs from \$8.44 to \$9.32 per hour which became effective subsequent to Decision 88675 above. Petitioner requests that any increase authorized in the present proceeding apply only to rates and accessorial charges requiring the use of driver's labor.

Findings

1. Highway Carriers Association seeks an increase in the minimum rates and charges named in MRT 18 to offset recent increases in driver's wages.

2. The operating cost data underlying the existing level of MRT 18 rates and charges do not reflect increases in driver's wages since the last adjustment of MRT 18 in April 1978.

3. The ex parte increases in rates and charges of 5 percent established in the order which follows are just, reasonable and nondiscriminatory minimum rates and charges for the transportation governed thereby. This increase is estimated to aggregate \$587,700 annually.

4. To the extent that the provisions of MRT 18 have been found to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Code, those provisions as hereafter adjusted will be reasonable minimum rate provisions for those carriers. To the extent that the existing rates and charges of common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, such lower rates and charges are, for the future, unjust and unreasonable.

Conclusions

1. Petition for Modification No. 45 in Case 8808 should be granted to the extent provided in the order herein and MRT 18 amended accordingly.

2. Deletion of references to vessel common carriers in MRT 18 should also be accomplished at this time pursuant to Decision 84911 dated September 16, 1975 in Case 5432 (Pet. 772) et al.

3. Common carriers should be authorized to depart from the long- and short-haul provisions of Section 461.5 of the Public Utilities Code and the Commission's tariff circular requirements only to the extent necessary to publish the increases ordered herein.

IT IS ORDERED that:

1. Minimum Rate Tariff 18 (Appendix B of Decision 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 to Decision 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 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 72418, as amended, shall remain in full force and effect.

6. The Executive Director shall serve a copy of this decision on every common carrier, or such carriers' authorized tariff publishing agent, performing transportation services subject to Minimum Rate Tariff 18.

7. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to Minimum Rate Tariff 18.

C. 8808, Pet. 45 - mh

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

Dated at San Francisco, California, this 4th day of JANUARY, 1979.

Robert F. ...
President
Robert D. ...
Clare J. ...

Commissioners

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 18

SIXTH	REVISED	PAGE	15
FIFTH	REVISED	PAGE	17
FIFTH	REVISED	PAGE	18
FIFTH	REVISED	PAGE	19
THIRD	REVISED	PAGE	23
FIFTH	REVISED	PAGE	24
FIFTH	REVISED	PAGE	30
THIRD	REVISED	PAGE	30-B
FIFTH	REVISED	PAGE	31
FIFTH	REVISED	PAGE	32

(END OF APPENDIX A)

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="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;"><u>Rates in Cents per Hour</u></th> </tr> </thead> <tbody> <tr> <td>a. Trailers or campers hauled under Items 351 and 352</td> <td style="text-align: center;">1240</td> </tr> <tr> <td>b. Trailers towed under Items 350 and 350.5</td> <td style="text-align: center;">1185</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. 		<u>Rates in Cents per Hour</u>	a. Trailers or campers hauled under Items 351 and 352	1240	b. Trailers towed under Items 350 and 350.5	1185	0170
	<u>Rates in Cents per Hour</u>						
a. Trailers or campers hauled under Items 351 and 352	1240						
b. Trailers towed under Items 350 and 350.5	1185						
<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>o Increase, Decision No. 89840</p>							
<p>EFFECTIVE Feb 12 1979</p>							
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>							

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 (1/2) 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 \$11.85 per hour.</p> <p>(b) The time consumed for each additional man in performing such services shall be charged for at the rate of \$9.50 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. 89840</p>	
<p>EFFECTIVE Feb 12, 1979</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)	ITEM						
<p style="text-align: center;">REPAIRS OR REPLACEMENTS IN TRANSIT</p> <p>When it becomes necessary to repair or replace, while in transit, any part such as undercarriage, wheels, wheel bearings, hitches, springs, frame, or any other part, except as otherwise provided in Item 230, such repairs or replacements will be made and the debtor will be charged for all parts and other expenses, including tow truck service, incurred. In addition to expenses incurred, the following service charge shall be assessed by the carrier: (See Note)</p> <table style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;"><u>Rates in Cents per Hour</u></th> </tr> </thead> <tbody> <tr> <td>a. Trailers or campers hauled under Items 351 and 352</td> <td style="text-align: center;">1240</td> </tr> <tr> <td>b. Trailers towed under Items 350 and 350.5</td> <td style="text-align: center;">1185</td> </tr> </tbody> </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	1240	b. Trailers towed under Items 350 and 350.5	1185	0220
	<u>Rates in Cents per Hour</u>						
a. Trailers or campers hauled under Items 351 and 352	1240						
b. Trailers towed under Items 350 and 350.5	1185						
<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 \$6.00 for removing and replacing wheel plus: <ol style="list-style-type: none"> (a) A charge of 02 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 \$30.15 or 65 cents per mile, whichever is lower, subject to a minimum charge of \$6.00 shall be assessed. The charge of 65 cents per mile shall be based on the round trip distance traveled without a load. 	0230						
<p> <input type="radio"/> Increase, except as noted) <input type="radio"/> No change) Decision No. </p> <p style="text-align: right; font-size: 1.2em; font-weight: bold;">89840</p>							
<p>EFFECTIVE Feb 12 1979</p>							
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>							

Correction

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 \$12.90 per hour, plus 8½ cents per mile computed in accordance with the provisions of Item 70 shall be made for each escort vehicle and driver furnished for the time and distance said vehicle and driver are engaged in such service. (See Note)
 - 2. A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.
 - 3. A charge of \$7.25 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires 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 ¼ hour
23	38	shall be ½ hour
38	53	shall be ¾ hour
53	60	shall be 1 hour

Change)
 Increase) Decision No. 89840

EFFECTIVE Feb 12, 1979

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

MINIMUM RATE TARIFF 18

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates *0 by land ** may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Notes 1, 2, 3 and 4)</p> <p>NOTE 1.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>NOTE 2.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 3.--For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item 11 will be applicable.</p> <p>NOTE 4.--When rail switching charges are applicable in connection with linehaul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p>	#290
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES (Items 300 and 301)</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates *0 by land for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination the rate provided in this tariff, applicable to the entire shipment, for the distance from point of origin to any such team track or private railhead from which the common carrier rate used applies.</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any (1) team track or (2) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate provided in this tariff, applicable to the entire shipment, for the distance from any such team track or private railhead to which the common carrier rate used applies to point of destination.</p> <p style="text-align: center;">(Continued in Item 301)</p>	#300
<p> ⚡ Change) * Addition) ◊ Increase) ** Eliminated) </p> <p style="text-align: right;">Decision No. 89840</p>	
EFFECTIVE Feb 12 1979	
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 style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;"><u>Dollars per Unit</u></th> </tr> </thead> <tbody> <tr> <td>Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)</td> <td style="text-align: center;">0\$11.80</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> </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> </tr> </tbody> </table>		<u>Dollars per Unit</u>	Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)	0\$11.80	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	0310
	<u>Dollars per Unit</u>								
Trailer coaches or campers not exceeding 8 feet 4 inches in width (Minimum, two units)	0\$11.80								
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>§ Change) o Increase) Decision No. 89840</p>									
<p>EFFECTIVE Feb 12 1979</p>									
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>									

Correction

MINIMUM RATE TARIFF 18

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	36	46	49	51	
5	10	39	52	52	55	
10	15	43	56	55	59	
15	20	46	61	59	62	
20	25	50	64	62	66	
25	30	53	69	65	70	
30	35	56	73	68	74	
35	40	59	77	72	78	
40	50	64	84	79	87	
50	60	70	92	85	95	
60	70	75	99	92	104	
70	80	81	107	99	112	
80	90	87	114	106	119	
90	100	92	121	112	127	
100	115	100	131	122	137	
115	130	109	141	132	148	
130	145	117	152	142	159	350
145	160	125	162	152	170	
160	180	137	178	167	187	
180	200	149	193	181	204	
200	225	164	213	199	226	
225	250	180	233	218	247	
250	275	195	252	236	269	
275	300	210	272	254	290	
300	325	225	292	272	311	
325	350	240	311	290	333	
350	375	254	331	308	354	
375	400	269	350	326	375	
400	425	284	370	344	396	
425	450	299	389	362	418	
450	475	313	409	380	439	
475	500	328	428	398	460	
500	525	343	448	416	481	
525	550	358	467	434	503	
550	575	372	487	452	524	
575	600	387	506	470	545	
600	-	65 cents per mile or fraction thereof.	84 cents per mile or fraction thereof.	79 cents per mile or fraction thereof.	90 cents per mile or fraction thereof.	

(Continued in Item 350.1)

o Increase, Decision No.

89840

EFFECTIVE Feb 12, 1979

Correction

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

MINIMUM RATE TARIFF 18

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	54	57	200	225	217	231		
5	10	57	60	225	250	238	252		
10	15	60	64	250	275	259	274		
15	20	63	67	275	300	279	296		
20	25	66	71	300	325	298	319		
25	30	69	74	325	350	318	342		
30	35	72	78	350	375	337	365		
35	40	76	82	375	400	356	388		
40	50	83	90	400	425	375	410		
50	60	90	97	425	450	395	433		
60	70	97	105	450	475	414	456		
70	80	104	113	475	500	433	479		
80	90	112	121	500	525	452	502		9350.5
90	100	119	128	525	550	472	525		
100	115	130	140	550	575	491	548		
115	130	142	151	575	600	510	571		
130	145	153	163	600	-	85 cents per mile or frac- tion thereof.	94 cents per mile or frac- tion thereof.		
145	160	164	174						
160	180	180	191						
180	200	197	209						

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.

◊ Increase, Decision No. **89840**

EFFECTIVE **Feb 12, 1979**

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

Correction

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	68	80	
5	10	81	90	
10	25	102	122	
25	50	121	151	
50	75	152	182	
75	100	180	216	
100	125	211	254	
125	150	242	291	
150	175	269	322	
175	200	299	358	
200	-	148 cents per mile or fraction thereof.	175 cents per mile or fraction 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>◊ Increase, Decision No. 89240</p>				
EFFECTIVE Feb 12, 1979				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

SECTION 2--RATES (Concluded)				ITEM
DISTANCE HAULAWAY OR HAUL AND TOW RATES IN DOLLARS PER SHIPMENT OF TRAILER COACHES AND/OR CAMPERG, AND IN CENTS PER SHIPMENT PER MILE OVER 200 MILES				
MILES		NUMBER PER SHIPMENT (See Note)		
Over	But Not Over	2 or less	3	4 or more
0	5	44	55	62
5	10	54	60	70
10	25	63	70	80
25	50	80	87	99
50	75	101	108	117
75	100	119	129	133
100	125	140	148	154
125	150	163	169	180
150	175	182	189	197
175	200	202	212	218
200	-	102 cents per mile or fraction thereof.	105 cents per mile or fraction thereof.	110 cents per mile or fraction thereof.

0352

NOTE.--Rates in this item do not apply to trailer coaches over 8 feet 4 inches in width.

o Increase, Decision No. **89840**

EFFECTIVE **Feb 12 1979**

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