



OREGON MOTOR TRANSPORTATION LAWS

By

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A Thesis

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Approved:



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INTRODUCTION

The following paper was written in an attempt to acquaint the logging truck operator with the Oregon Motor Vehicle Laws and the Motor Transportation Code of Oregon.

In many instances operators are fined or have their Public Utilities Licenses revoked due to noncompliance with Motor Vehicle Laws or the Motor Transportation Code. In many cases the lack of compliance of the operator arises from an attitude of nonconformance on his part. However, in numerous cases the lack of operator conformance to the laws arises from his limited knowledge of the particular situations which arise.

It is the writer's intent to attempt to clarify and combine those laws pertaining to log hauling only, where a public highway must be traversed in transporting logs from the woods to the site of utilization.

The laws contained in this paper are in effect at the present time and will continue to be until the next session of the Oregon State Legislature. The laws are subject to change by each session of the legislature. It is therefore suggested that the offices of the Secretary of State and Public Utilities Commissioner be referred to for additional information and any changes occurring after the writing of this paper.

All material contained in this paper was compiled in accordance with the offices of the Secretary of State and Public Utilities Commissioner.

PROCEDURE

Effective January 1, 1948, all special carriers operating in the State of Oregon must be reclassified as either common, contract or private carriers. Each of these three categories are defined as follows:

Private Carrier

To include those who own the logs, lumber or other commodities to be transported. Logging contractors who perform the entire operation, from woods to mill are not private carriers.

Common Carrier

Any person who transports for hire or who holds himself out to the public as willing to transport for hire, compensation or consideration by motor vehicle, from place to place, persons or property, or both, for those who may choose to employ him.

Contract Carrier

Any person engaged in transportation by motor vehicle of persons or of property, or of both, for compensation, under special and individual agreements, leases or other arrangements, and not included in the term common carrier as hereinbefore defined.

Upon application to the P.U.C. commissioner authority may be granted by that agency for the transportation of logs, poles or piling over public highways. However, justification of such a permit must be clearly stated on the applicant's request for authority.

Before requesting authority for a specific log route, local state highway officials should be consulted to determine local restrictions on highway use. The State Highway Commission has final

authority and recommends or suggests such restrictions as in their opinion should be imposed for the protection of the highway as will best satisfy the interest of the general public.

Authority granted by the P.U.C. commissioner for log routes includes only those roads maintained by the state and classed as state highways. If the log route is to make use of a section of county highway or city street an appropriate authority such as the county commissioners with respect to county highways, and the municipal authority with respect to city streets, should be consulted for authority.

Application for a permit should be submitted to the P.U.C. commissioner's office on Form MP 900a* which is self-explanatory. Common and contract carriers engaged in transporting logs, poles or piling are class B carriers and must submit Form MP 906 in conjunction with their permit request.

In the case of common and contract carriers the application shall state the ownership, financial condition (Form MP 904 C)*, equipment to be used, and the light and combined weights thereof, the physical property of the applicant, character of service, whether transporting property or persons, the district or territory in which the operation is conducted, and if upon a fixed route, the termini thereof, and such other information as the commissioner may require. This information requires the use of the three forms previously mentioned. Forms MP 900a, MP 906 and MP 904 C*.

Private carriers need only to submit a statement of ownership, equipment to be used, the light and combined loads thereof, and the

* See folder on back cover.

character of property to be transported and such other information as the commissioner may request. The above information requires only the use of Forms MP 900a and MP 906.

No vehicle is allowed to operate under more than one of the three classes, except that a private carrier may be operated temporarily as a contract or common carrier exclusively in intrastate transportation. However, authority for such an operation must be granted by the P.U.C. Commissioner.

Identification Plate

Identification plates issued by the commissioner should at all times be visible and legible and be placed as close as possible to the state license plates.

Receipt and Weight

The receipt issued by the commissioner containing the prescribed light and combined weights should be carried on the vehicle. The failure to do so voids the receipt and makes the violator liable to loss of permit.

Temporary Permits

Temporary permits are issued by the commissioner only in case of an emergency where in the public interest it becomes necessary to issue such permits. The temporary permit's termination will be determined by the commissioner.

Annual Reports

Carriers, with the exception of private carriers, must annually, on or before the first day of April, file with the commissioner a verified report, the form of which will be prescribed by the commissioner, covering the previous year, ending December 31st. The report

should include the cost and value of the property, franchises and equipment of the reporting company; the number of employees and officers; the amount expended for improvements, additions and additional equipment, how expended, and the kind and character of such improvements; the gross earning from each branch of business and from all other sources, the operating and other expenses; the balance of profit or loss; a statement of the indebtedness of the reporting motor carrier; and a complete exhibit of the financial operations of the year, with an annual balance sheet; information in regard to rates and regulations concerning fares and freights; agreements, arrangements or contracts with other motor carriers and other common carriers, and such other matters pertaining to its operation as the commissioner may require.

Hearing for Carrier Permits

In case of application for a common carrier it is necessary in some instances to hold hearings to determine whether or not a permit shall be granted. However, hearings are not required for common carrier permits that are issued for the sole purpose of transporting logs, poles or piling.

Hearings are not required for contract carrier permits issued for the express purpose of hauling logs, poles, or piling.

Fees

All vehicle operation under the provisions of the Motor Transportation Code must pay a five dollar (\$5) license fee for any calendar year or fraction thereof.

In addition to the base license fee, a tax for the use of the highway must be paid and shall be determined by the mileage traversed in Oregon and the declared combined weight of vehicle and load.

Mileage Tax Rate Computation

Table 1 gives a complete mileage tax rate table for payment requirements on a weight basis. The weight to be used is that of the combined declared weight. Truck and trailers must be figured as two individual vehicles. However, trailers being towed or hauled empty on the return trip need not be included when figuring extreme mileage.

In computing the tax for each vehicle the extreme mileage traveled in Oregon should be multiplied by the appropriate weight tax group. The act provides that any fuel taxes paid to the state on fuel consumed in connection with the taxable mileage accumulated, can be deducted from the total tax. The tax to be paid can therefore be computed by subtracting the fuel tax from the product derived by multiplying the extreme mileage by the appropriate weight tax group rate.

Table 1

MILEAGE TAX RATE TABLE

Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)	Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)
4,501 to 6,000 inc.	6.00	28,001 to 30,000 inc.	23.00
6,001 to 8,000 inc.	7.50	30,001 to 32,000 inc.	24.00
8,001 to 10,000 inc.	9.00	32,001 to 34,000 inc.	25.50
10,001 to 12,000 inc.	10.50	34,001 to 36,000 inc.	26.50
12,001 to 14,000 inc.	12.00	36,001 to 38,000 inc.	27.50
14,001 to 16,000 inc.	13.50	38,001 to 40,000 inc.	29.00
16,001 to 18,000 inc.	15.00	40,001 to 42,000 inc.	30.50
18,001 to 20,000 inc.	16.50	42,001 to 44,000 inc.	32.00
20,001 to 22,000 inc.	18.00	44,001 to 46,000 inc.	33.50
22,001 to 24,000 inc.	19.50	46,001 to 48,000 inc.	35.00
24,001 to 26,000 inc.	21.00	48,001 and over	36.50
26,001 to 28,000 inc.	22.00		

Mileage Tax Rate Records

All carriers must keep daily records upon forms prescribed by the commissioner (Form MA 740B)*, of all vehicles used during the current month. On or before the twentieth day of the following month, upon the prescribed form (Form MA 740A)*, the operator must submit summaries of his daily records. Daily records shall be kept on file in the carrier's office until written permission for their destruction is received.

Mileage Tax Rate Payments

Payments must be made by all carriers on or before the twentieth day of the following month. If the carrier fails to make payment on or before that time, he must pay a penalty of 1.5 per cent per month of the original fee.

Size of Vehicles and Loads

Width - not to exceed a total outside width of over eight (8) feet, except under special permit issued by the State Highway Department.

Height - not to exceed $12\frac{1}{2}$ feet and not to exceed 11 feet unless operated by permission of the State Highway Department.

Length - not to exceed 35 feet for a single vehicle or 50 feet for a train of vehicles. The total length must be measured from front bumper to extreme end of load in all cases. Poles, piling and logs are not included in this classification and Forms MP 960* and E 270-5M-4-47* must be submitted to the P.U.C. Commissioner

* See folder on back cover.

and the State Highway Department for approval of the route to be traversed and the length of loads to be hauled.

Overhang - not to exceed three feet beyond the front bumper of any vehicle. No loads shall extend unsupported beyond the last axle of a vehicle, a distance greater than one-half of the length of the wheelbase of the vehicle carrying the load. In the case of a truck and trailer, the overhang shall not exceed one-third of the total wheelbase.

Weights of Vehicles and Loads

The motor vehicle laws of the State of Oregon require that no vehicle be driven upon any state highway with more than a maximum individual wheel weight in excess of 8,000 pounds or an axle weight in excess of 16,000 pounds. The total combined weight of any vehicle and load or any combination of vehicles and loads must not exceed 54,000 pounds, regardless of tire width. The combined weight in pounds, subjected to an axle, shall not exceed the product of 600 multiplied by the sum of the tire widths.

On paved highways an individual wheel weight not exceeding 9,000 pounds is lawful. However, in no case shall the combined weight exceed 54,000 pounds.

Subject also to the maximum axle and wheel loads already mentioned, the gross weight of any motor vehicle or combination of vehicles shall not exceed that determined by the following procedure.

The total gross load in pounds, including both vehicle and load or combinations of attached vehicles and loads shall not exceed

the value derived by the formula $700 (L + 40)$ where "L" is the over-all distance in feet between the front and rear axles of the vehicle or first and last axles of a combination of vehicles.

The axle loads here considered are the total load on all wheels spaced longitudinally so that their centers are at least 40 inches apart.

Trucks equipped with a tandem rear axle and pulling a tandem-axled trailer may exceed 54,000 pounds. Weights of these vehicles and loads shall not exceed that determined by the formula $750 (L + 40)$ where "L" is the distance in feet between the first and last axles of all the axles transporting the load. However, where the distance between the first and last axle is 18 feet or less the permissible gross weight shall be determined by the formula $650 (L + 40)$, except where the formula provides a gross weight of less than 32,000 pounds. In such cases 32,000 pounds shall be the gross weight.

In no event shall the combined gross weight of any vehicle exceed 72,000 pounds.

In all weight classes discussed, a 10 per cent tolerance is allowed in the transporting of logs, poles and piling, but should not be consistently overrun.

Insurance

Public liability and property damage must be held by all carriers in the State of Oregon. The policy must be written by an authorized company doing business in the State of Oregon, or have the endorsement of the State of Oregon. It must be in the sum of \$5,000 property damage and \$5,000/\$10,000 liability.

CONCLUSION

The writer has attempted to abbreviate and put into a few short pages motor transportation laws that have been built up over a number of years. As motor transportation progressed so progressed the need for regulation and strict control. The laws herein discussed are not necessarily those which will benefit the logging industry in monetary figures, but will aid in the procuring of a better feeling between the logger and the public.

If roads are badly rutted and full of holes due to logging truck traffic, the public resents it and looks with disfavor upon the operators. A large portion of the present laws was designed to minimize road deterioration and all operators should adhere to the laws in an attempt to keep public favor with the logger and not against him.

The operator who adheres to the laws and cooperates with those agencies set up to enforce and administer them will find himself in a much better position than those who fail to cooperate.

Every effort was made to include in this paper all information necessary for the convenience of the logger or truck operator. Detail and specific information can be obtained promptly from the Secretary of State's office or the Public Utilities Commissioner.

Reports and fees delinquent on the 21st

Motor Carriers' Highway Use Tax Report

(Print name under which permit is issued and address plainly below)

(Name—as shown on permit)

(Postoffice box, street and number, or rural route)

(City)

(State)

Month of _____, 19____
(FULL CALENDAR MONTH)

Careful attention to all details in compiling this report will greatly facilitate its handling in the Commissioner's office and will save all carriers time and expense by eliminating correction inquiries.

PLEASE DETACH BEFORE FILING WITH

GEO. H. FLAGG

PUBLIC UTILITIES COMMISSIONER OF OREGON

SALEM, OREGON

Schedule I—Computation of Oregon Highway Use Tax

Schedule II—Fuel Consumption

Schedule III

[illegible]

NOTE—Purchases of gasoline may be shown in totals by vendors. If space provided is not sufficient attach additional sheets.

PLEASE DETACH BEFORE FILING WITH
GEO. H. FLAGG
PUBLIC UTILITIES COMMISSIONER OF OREGON
SALEM, OREGON

Please Do Not Write in This Space

FOLD HERE

Schedule VI

CLASSIFICATION OF SERVICE

Check One

- | | |
|---|--------------------------|
| 1. Common Carrier—Fixed Termini | <input type="checkbox"/> |
| —Anywhere for Hire | <input type="checkbox"/> |
| 2. Contract Carrier | <input type="checkbox"/> |
| 3. Private Carrier | <input type="checkbox"/> |
| 4. Special Carrier | <input type="checkbox"/> |
| 5. Local Cartage | <input type="checkbox"/> |

TYPE OF TRANSPORTATION

Check One

- | | | | | | | | | | | Check One |
|-----|---|---|---|---|---|---|---|---|---|--------------------------|
| 1. | Passengers | . | . | . | . | . | . | . | . | <input type="checkbox"/> |
| 2. | General Commodities | . | . | . | . | . | . | . | . | <input type="checkbox"/> |
| 3. | Household Goods | . | . | . | . | . | . | . | . | <input type="checkbox"/> |
| 4. | Heavy Machinery | . | . | . | . | . | . | . | . | <input type="checkbox"/> |
| 5. | Liquid Petroleum Products | . | . | . | . | . | . | . | . | <input type="checkbox"/> |
| 6. | Dump Trucking | . | . | . | . | . | . | . | . | <input type="checkbox"/> |
| 7. | Logs, Poles and Piling | . | . | . | . | . | . | . | . | <input type="checkbox"/> |
| 8. | Lumber and Forest Products | . | . | . | . | . | . | . | . | <input type="checkbox"/> |
| 9. | Livestock—Agricultural Commodities | . | . | . | . | . | . | . | . | <input type="checkbox"/> |
| 10. | Specific Commodities Not Subgrouped—specify | . | . | . | . | . | . | . | . | <input type="checkbox"/> |

Oregon P. U. C. Permit No. _____

Any carrier engaged in more than one classification of service, and more than one type of transportation, shall designate only the one which is the principal part of its operation.

CERTIFICATION

I hereby certify that this report has been prepared and submitted under my direction from the original papers, files, and records of the said carrier and that I have personally examined same and know same to be a complete and correct statement in respect to each and every matter and detail therein set forth.

Date, 19.....

SIGN HERE

Official Position

COMPUTATION OF TAX

- (1) Total Oregon Highway Use Tax . . . \$ _____
(Total of Column 11—Schedule I)

Deduct:

- (2) Oregon Gasoline Tax Credit

Gallons @ 5¢ per gal. \$ _____
 (Credit may be claimed only on gasoline purchased
 in Oregon and consumed on Oregon public high-
 ways by vehicles reported. In no case may credit
 exceed tax paid on total gallons reported in
 Schedule II, Column 3.)

- (3) Highway Use Tax due state . . . \$_____

- (4) Penalty for Delinquency \$ _____
(1½ per cent per month of tax—Line 3)

- (5) Total due state \$_____

Schedule IV—Motor Vehicle Fuel Stock Summary

		GALLONS OF FUEL				
		Total (Gallons)	Gasoline (Gallons)	Diesel Oil (Gallons)	Stove Oil (Gallons)	(Gallons)
1.	Opening Inventory					
2.	Fuel Purchased					
3.	Other Receipts or Debits					
4.	Total to Account for (Lines 1 to 3)					
5.	Fuel Used in Oregon P. U. C. Vehicles (Schedule II)					
6.	Fuel Used in Non-P. U. C. Vehicles					
7.	Fuel Used for Other Purposes					
8.	Fuel Sales					
9.	Other Disbursements					
10.	Loss or (Gain in Red)					
11.	Closing Inventory					
12.	Total Accounted for (Lines 5 to 11)					

Schedule V—Interchanged Equipment Operated During the Period

[illegible]

Mileage Tax Rate Table

Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)	Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)	Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)	Declared Combined Weight Groups (Pounds)	Fee Rates Per Mile (Mills)
4,500 to 6,000	6.0	16,001 to 18,000	15.0	28,001 to 30,000	23.0	40,001 to 42,000	30.5
6,001 to 8,000	7.5	18,001 to 20,000	16.5	30,001 to 32,000	24.0	42,001 to 44,000	32.0
8,001 to 10,000	9.0	20,001 to 22,000	18.0	32,001 to 34,000	25.5	44,001 to 46,000	33.5
10,001 to 12,000	10.5	22,001 to 24,000	19.5	34,001 to 36,000	26.5	46,001 to 48,000	35.0
12,001 to 14,000	12.0	24,001 to 26,000	21.0	36,001 to 38,000	27.5	48,001 and over	36.5
14,001 to 16,000	13.5	26,001 to 28,000	22.0	38,001 to 40,000	29.0		

(For Individual)

Appointment of Statutory Agent and Consent to Service

KNOW ALL MEN BY THESE PRESENTS:

That _____, hereinafter referred to as Principal, does hereby give his irrevocable consent that suits, actions or proceedings growing out of the violation of any provision of the "Motor Transportation Code" of Oregon, may be commenced against him, the said Principal, in the State of Oregon by the service upon the Commissioner of Public Utilities of Oregon and his successors in office of any process, summons, pleadings or notices in any action, suit or proceeding against him caused by or relating to the operation of motor vehicles by him within the State of Oregon under said "Motor Transportation Code" of Oregon, and said Principal stipulates and agrees that such service of such process, summons, pleadings or notices on such Commissioner and his successors in office shall be taken and held in all courts of Oregon to be of the same force and effect and as valid and binding as if due and legal service had been made on said Principal personally and in person within the State of Oregon.

IN WITNESS WHEREOF, I have hereunto affixed my hand and seal this _____ day of _____, 19_____.

STATE OF _____ }
County of _____ } ss.

Now on this _____ day of _____, 19_____, personally came before me, a Notary Public in and for said county and state, the within named Applicant, to me personally known as the individual described in and who executed the foregoing instrument and acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

In TESTIMONY WHEREOF, I have hereunto set my hand and official seal this _____ day of _____, 19_____.

(NOTARIAL SEAL)

Notary Public for _____

My commission expires _____

(For Corporations)

Appointment of Statutory Agent and Consent to Service

KNOW ALL MEN BY THESE PRESENTS:

That _____, hereinafter referred to as Principal, a corporation organized and existing and by virtue of the laws of _____, does hereby give its irrevocable consent that suits, actions or proceedings growing out of the violations of any provision of the "Motor Transportation Code" of Oregon, may be commenced against it, the said Principal, in the State of Oregon by the service upon the Commissioner of Public Utilities of Oregon and his successors in office of any process, summons, pleadings or notices in any action, suit or proceeding against it caused by or relating to the operation of motor vehicles by it within the State of Oregon under said "Motor Transportation Code", and said Principal stipulates and agrees that such service of such process, summons, pleadings or notices on such Commissioner and his successors in office shall be taken and held in all courts of Oregon to be of the same force and effect and as valid and binding as if due and legal service had been made upon said Principal in the State of Oregon.

IN WITNESS WHEREOF, _____

has caused his corporate name to be signed hereto by his officers thereto, duly authorized, and his corporate seal to be affixed this _____ day of _____, 19_____.

(CORPORATE SEAL)

By _____ President

By _____ Secretary

STATE OF _____ }
County of _____ } ss.

THIS CERTIFIES, that on this _____ day of _____, 19_____, before the undersigned, a _____, in and for _____, personally appeared the within named _____, the _____ President, and _____, the _____ Secretary, of _____, the corporation mentioned in and which executed the foregoing Application of Statutory Agent and Consent to Service and acknowledged that they executed the same by the authority and on behalf of said corporation pursuant to a resolution of the board of _____ of said corporation, duly adopted on the _____ day of _____, 19_____; and _____, the Secretary of said corporation further acknowledged that the Corporate Seal hereinbefore attached and impressed herein is the Corporate Seal of said Corporation and was affixed thereto by him.

IN TESTIMONY WHEREOF, I have hereunto set my hand and _____ seal this _____ day of _____, 19_____.

(NOTARIAL SEAL)

Notary Public for _____

My commission expires _____

IMPORTANT—This form must be accompanied by a copy of the resolution passed by the Board of Directors of the Corporation authorizing its officers to execute it, certified by the Secretary of the Corporation.

MP 900a



GEO. H. FLAGG

Public Utilities Commissioner

SALEM, OREGON

APPLICATION FOR PERMIT

Docket No. FMC _____

Sub. No. _____

In the matter of the application of _____ }
_____ }
_____ }
for permit to operate as a motor carrier as defined in Oregon Motor Transportation Code, in intrastate commerce in Oregon. }
File No. AF _____
Class _____

1. The applicant hereby applies for a permit to conduct the following operation:

☐ COMMON CARRIER } OF { ☐ PROPERTY
☐ CONTRACT CARRIER } { ☐ PASSENGERS
☐ PRIVATE CARRIER } { ☐ PASSENGERS AND NEWSPAPERS, EXPRESS, MAIL AND/OR BAGGAGE
OF PASSENGERS IN THE SAME VEHICLE WITH PASSENGERS.

All questions on this application must be fully and completely answered. If the reply "none" or "not applicable" truly and completely answers any inquiry it should be so answered. Answer only the questions required for class of permit sought by applicant. If spaces provided are not adequate attach exhibits, identifying by number.

Common or contract carriers, intrastate, Class A or Class C, shall attach exhibit setting forth the authority applied for, (Form MP 905), and financial statement of applicant, (Form MP 904 or MP 904C) and file tariffs, time schedules or contracts.

Filing fee \$25.00 Class A or Class C intrastate.

Class B carriers shall attach exhibit setting forth the authority applied for, (Form MP 906).

IDENTITY OF APPLICANT

2. State whether applicant is an individual, partnership, association, corporation, or other form of organization, and describe fully. If operations under trade name and style attach certificate of filing of assumed business name or trade name. _____

3. Address of principal office.

STREET CITY STATE

4. Address to be used in connection with this application and permit if other than address of principal office.

STREET CITY ZONE STATE

5. Give the names of all partners, including silent or limited, and state the proportion of their interest.

NAME	ADDRESS	PROPORTION OF INTEREST

NOTE: All applications for Class A or Class C permits must be submitted in duplicate.

6. If a corporation, association, or other similar form of enterprise, state:
- A. Incorporation or organization under the laws of _____ on _____, 19_____.
(Certified copy of articles of incorporation must be attached to this application.)
- B. The names and titles of the principal general officers are:

NAME	TITLE	ADDRESS

7. Carriers transporting logs, piling or poles shall state the complete route over which operation is to be conducted. State loading point and unloading point and name all highways, county roads, private roads, and city streets to be used:

8. Applicant proposes to use the following motor vehicles: (List trucks, tractors, trailers, semi-trailers separately.)

State License Number	Co. No.	Trade Name of Vehicle	Motor Number	Light Weight	Maximum Load	Combined Weight	Type of Body	Kind of Fuel	Method of Fee Payment

NOTE: Each vehicle listed hereon must be inspected by an officer of the Oregon State Police.

9. State whether motor vehicles to be operated are equipped with speedometers to establish correct mileage traveled. _____
Answer Yes or No

10. If the equipment proposed to be operated is held under lease (not conditional sales contract) copies of the lease or leases must be submitted with this application, in accordance with the rules of the Commissioner governing leases. If not licensed in the name of applicant, and not under lease, give details as to date of purchase and other evidence of ownership:

11. State whether applicant is over 21 years of age _____
Answer Yes or No

12. Has applicant, or his or its employees, been arrested for traffic law or Motor Transportation Code violations?

Answer Yes or No, and if Yes give full details

13. State whether applicant has pending any suits, civil or criminal, against him. _____
Answer Yes or No

14. State whether applicant has held permit of any class from the Public Utilities Commissioner of Oregon or has had an interest in any such permit or has performed any service requiring permit since July 1, 1933, giving full details as to the permit number and the date or dates during which time the operation was conducted. _____

15. Applicant is engaged in the business of _____

16. Private carriers or Class B carriers state commodities to be transported. _____

17. Applicant will pay fees for the use of the highways on the basis checked below:

- ☐ COMMON CARRIER ☐ MILEAGE ☐ PRIVATE CARRIER ☐ MILEAGE
☐ CONTRACT CARRIER ☐ FLAT FEE (see note) ☐ FLAT FEE (see note)

Note: For fee purposes each truck or tractor and each trailer or semi is a separate vehicle.

Flat Fee:

Common and contract carrier not over 4,500 lbs. gross combined weight must pay on flat fee basis of \$12.00 per annum per vehicle, payable quarterly in advance.

Common, contract, or private carriers of property may pay on flat fee basis as follows: Fee based on combined weight:

Over 4,500 lbs. and not over 6,000 lbs. @ .45 per cwt. per annum payable quarterly in advance.

Over 6,000 lbs. and not over 12,000 lbs. @ .70 per cwt. per annum payable quarterly in advance.

18. Applicant certifies that no material fact or answer to the several questions herein contained has been omitted from this application.

19. Applicant understands that the filing of this application does not in itself constitute authority to operate.

CERTIFICATE

This is to certify that I have carefully examined all of the statements contained in the within Application for Permit, together with exhibits attached thereto and made a part thereof; that I have knowledge of the matters set forth therein and that all such statements made and matters set forth therein are true and correct to the best of my knowledge, information and belief; and that no material fact has been omitted therefrom.

That I am the applicant herein or duly authorized to sign the same on behalf of the applicant herein.

Dated and signed at _____ this _____ day of _____, 19_____

Statutory Agent agreement on next page must be completed by all applicants whose residence or principal place of business is located outside the State of Oregon.

APPLICATION FOR PERMIT LONG LOGS AND/OR PILING

Oregon State Highway Commission
Salem, Oregon

Date

I hereby request permission to truck-haul LOGS, POLES, PILING (**cross out words not applicable**) over the state highways hereinafter mentioned. If this application is approved, I agree faithfully and conscientiously to abide by such rules and regulations as the State Highway Commission may prescribe.

1. ROUTE: (Name each **State Highway** and state accurately where the loads will enter and leave. Describe entrance and exit points by giving distance from the nearest mile post, important county road junction, highway junction, bridge, city street, or from some well-defined physical feature on the highway. If within a city or town, describe route by city streets. Also state on which side of the highway loads enter and leave.)

.....

.....

.....

.....

.....

2. DESTINATION: (Give name of mill, reload siding, log dump, etc., and state on which side of the highway it is located.)

.....

.....

3. OWNERSHIP: (State name and address of legal owner of logs, poles, piling.)

.....

.....

4. LENGTH OF LOGS, POLES, PILING: (Maximum): feet.

If commodity is logs, state necessity for excess length:

.....

If commodity is piling describe equipment as follows:

Is truck equipped with a stinger? Is stinger adjustable?

If stinger is adjustable state minimum and maximum lengths.,
(Min.) (Max.)

Is trailer equipped with a **hand** steering device?

5. OVERALL LENGTH FROM BUMPER OF TRUCK TO REAR END OF LOAD: feet.

6. GROSS WEIGHT OF COMBINATION VEHICLE AND LOAD: lbs.



See Reverse Side for Additional Information To Be Furnished

7. DESCRIPTION OF HAULING EQUIPMENT

[illegible]

8. INSURANCE: Name of insurance company carrying insurance:

Policy No.: _____; Expiration date: _____

9. MAILING ADDRESS: Mail permit to _____

Address

10. Home Telephone No. _____, Business Telephone No. _____


Yours truly,

(Signature of Registered Owner)

(Name of Street or R. F. D.)

(Name of City or Town)

(State)

IMPORTANT:  Please give full and complete information so as to avoid delay in issuing your permit.

**PUBLIC UTILITIES COMMISSIONER
OF OREGON**

Motor Carriers' Highway Use Tax Report

Schedule VII—Vehicle Trip and Fuel Consumption Record

.....
(Name and address of reporting carrier)

Month of _____, 19____

P. U. C. Plate No. _____ Company No. _____ Make _____ Motor No. _____

DETAILED RECORD OF "FUEL" CONSUMED

[illegible]

Total Gallons of Fuel Consumed

COMPUTATION OF AVERAGE RATE OF FUEL CONSUMED

- | | | |
|---|-----------|-------|
| 1. Total Miles Traveled (from reverse side of this sheet—column 5) | . . . . . | ..... |
| 2. Total Gallons of Fuel Consumed (column 6 above) | . . . . . | ..... |
| 3. Average Rate, Miles Per Gallon, of Fuel Consumed (obtained by dividing total of line 1 by total of line 2) | . . | ..... |

(OVER)

11:15

Speed. reading
end of month ..

Total
miles[illegible]

Exhibit

FINANCIAL STATEMENT**Class A, B, C****Annual Gross Revenue of \$25,000 or less**

If application is for common or contract carrier in intrastate commerce in Oregon give a complete exhibit of the carrier's financial condition as of the date of filing of application, or the nearest date thereto for which the financial statement is available.

BALANCE SHEET STATEMENT OF

..... as of, 19.....

ASSETSAcct.
No.

10	Cash on Hand or in Bank	\$
12	Accounts and Notes Receivable . . . . .	.....
14	Material, Supplies and Other Current Assets . . . . .	.....
16	Cost of Motor Carrier Property and Equipment	\$
	Less: Depreciation . . . . .	.....
17	Cost of Non-Carrier Property	\$
	Less: Depreciation . . . . .	.....
18	Investments . . . . .	.....
19	Prepayments . . . . .	.....
	Total Assets	<u>\$</u>

LIABILITIES AND NET WORTH

20	Accounts and Wages Payable	\$
22	Other Current Liabilities . . . . .	.....
24	Motor Carrier Equipment and Long Term Obligations . . . . .	.....
25	Non-Carrier Long Term Obligations . . . . .	.....
26	Capital Stock . . . . .	.....
27	Proprietors' Account . . . . .	.....
29	Surplus or Deficit . . . . .	.....
	Total Liabilities and Net Worth	<u>\$</u>

.....
Applicant

COMMON OR CONTRACT CARRIERS CLASS B AND ALL CARRIERS
TRANSPORTING LOGS, POLES OR PILING

Request for Authority and Log Route

☐ Common Carrier Class B

☐ Contract Carrier Class B

Following authority hereby requested:

☐ LOGS, POLES, PILING—

Transportation of logs, piling, poles from point of origin to mill, retail yard or shipping point. Tariff or contract required.

☐ LUMBER-SHINGLES—

Transportation of rough or planed lumber, including shingles, from point of origin to mill, retail yard or shipping point. Tariff or contract required.

☐ WOOD—

Transportation of cordwood, sawdust or hog fuel.

☐ DUMP TRUCKS—

Transportation exclusively in connection with highway or building construction only with trucks equipped with dump bodies. Tariff or contract required.

☐ MINES, PITS OR QUARRIES—

Transportation exclusively of metallic ores or concentrates, or raw, non-metallic products, crushed or otherwise, from mines, pits or quarries, or supplies to and from such mines, pits or quarries.

☐ FISH SCRAP—

Authorizing transportation of fish scrap from fish packing and processing plants to rendering or reduction plants.

Log Route for Logs, Poles or Piling

Loading point

Roads and highways used

Unloading point

Transporting for
(Name) (Address)

Transporting under
(Tariff or Contract)

C. O. D. shipments will be accepted
(Yes or No)

Tariff or contract **must** be attached if not now on file with Public Utilities Commissioner.

Dated
(Applicant)