

Decision 100

ORIGINAL

Decision No. 100

Wed May 21.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF CALIFORNIA.

SCOTT, MAGNER & MILLER, (a
corporation), JAMES L. EGAN
and WILLIAM E. EGAN, doing
business under the name and
style of Egan Bros., L. C.
SHELDON and E. S. SMITH, do-
ing business under the name
and style of L. C. Sheldon,

No. 228

Complainants,

vs.

SOUTHERN PACIFIC COMPANY,

Defendant.

Appearances:

J. C. Bracken for Complainant.
George D. Squires for defendant.

DECISION.

Loveland, Commissioner.

This is an action to recover alleged overcharges on shipments of hay from and to various points in California, the alleged right to such recoveries being based upon:

1. The application of class or combination of class and commodity rates where such class or combination rates are less than the commodity rates under which the traffic under consideration moved.
2. The constitutional prohibition as to charging more for a short haul than for a longer haul over the same rails in the same direction.

Shipments involved are alleged to have moved between January 16, 1910, and November 25, 1911, inclusive.

The decision and order of the Commission is subdivided into classes as follows:

1. As to shipments upon which claims for refund for alleged overcharges are barred by the statute of limitations.
2. As to shipments affected by Rule 7-A, Tariff Circular No. 1 of the California Railroad Commission.
3. As to shipments affected by the long and short haul provision of the Constitution.

I.

Claims for refund of alleged overcharge on shipments which moved prior to February 10, 1910, are barred by the statute of limitations. (See Decision of this Commission in case of Scott, Wagner and Miller vs. the Southern Pacific Company, Case No. 222.)

II.

All shipments which moved between May 15, 1909, and November 15, 1910, are subject to Rule 7-A, Tariff Circular No. 1, providing that commodity rates, when in effect, must prevail regardless of whether class rates, or any combination of class and commodity rates make a lower rate. Complainant claims that, notwithstanding that this rule of the Commission was in effect between May 15, 1909, and November 15, 1910, inasmuch as the Southern Pacific Company published a tariff circular, effective on and between those dates, giving class rates which were lower than the commodity rates, he is entitled to such lower rates, although the circular was plainly in conflict with the Commission's order. This contention may be dismissed without comment further than to say that to grant it would be an admission of the carrier's right to disregard rules and orders of the Commission, whereas, the most that can be said for it would be to claim that it was practically an admission on the part of the carrier that its commodity rates

were unreasonable.

All shipments comprehended in this complaint under Class 2 which moved subsequent to November 15, 1910, are entitled to class rates or any combination of rates or commodity rates, which make lower than the published through commodity rates. Complainant and defendant are given twenty days from date hereof in which to agree as to which shipments so moved upon which reparation might be awarded under this decision. Should they fail to agree, it is directed that they come before the Commission again, whereupon the Commission will make a supplemental order specifically designating the claims upon which reparation is to be awarded under this decision.

III.

Our decision and order in this case with reference to subdivision 3, viz: the application of the long and short haul clause- is in consonance with the policy announced in the decision and order in Cases 229 and 241, to wit: to decide each case upon the evidence submitted in that particular case.

In order that there may be no misunderstanding as to the Commission's order and decision affecting shipments originating at points west of Tracy on the Port Costa line and destined to points between Oakland and San Jose, via either the Niles or Newark line, it is held that rates from Tracy to San Jose apply only as a maximum to intermediate points, via Livermore and Niles, and not via the circuitous route through Martinez and Oakland. On all shipments originating at Tracy or points west thereof on the Niles or Livermore line, destined to San Francisco or Oakland, the Tracy to San Francisco or Oakland rate will be held as a maximum, and on such shipments as shown by the record to have been made and set forth in a statement designated Statement No. 1, which is hereunto attached and made a part of this decision and order, it is held that complainants are entitled to recover as reparation

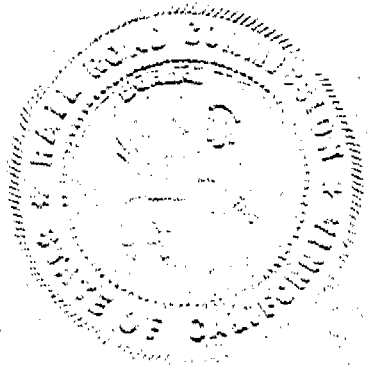
the difference between the rate applied on such shipments and the rate arising from the application of the Tracy to Oakland or San Francisco rate, amounting in the aggregate to \$2150.30, as shown by Statement No. 1 above referred to, and defendant is hereby directed to pay to complainant the said sum of Twenty-one hundred fifty and 30/100 dollars as reparation on such shipments.

It is noted that shipments originating at Bethany destined to San Leandro, Melrose, Alvarado and Santa Clara are alleged by the complainant to be subject to the Tracy-San Jose rate as a maximum, but these cases and all similar cases will not be allowed for the reasons before stated, - that the Tracy-San Jose rate is held not a maximum from intermediate points via this route.

The foregoing decision is hereby approved and ordered filed as the decision of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 14th day of June, 1912.

John M. Eschleman
H. J. Loveland
Walter Jordan
Max Miller
Commissioners.



STATEMENT 1.

STATEMENT OF OVERCHARGES IN CASE NO. 228.

L. C. SEELDON

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES.</u>
Livermore	San Fran.	1906-5/30/11	LW-32525	23,200#	16.24
"	"	1796-5/19/11	UP-68604	17,680#	12.38
"	"	1766-5/17/11	OSL-9300	27,420#	19.19
"	"	1638-5/5/11	UP-66054	17,000#	11.90
"	"	1315-4/11/11	GE-31752	22,240#	15.57
"	"	1293-4/8/11	SP-66431	19,000#	13.30
"	"	1290- "	SP-69694	19,000#	13.30
"	"	1248-4/6/11	SP-69515	19,000#	13.30
"	"	1247- "	UP-69472	17,020#	11.91
"	"	1227-4/5/11	UP-66156	17,570#	12.30
"	"	1215-4/4/11	SP-70115	19,000#	13.30
"	"	1214- "	UP-73774	26,580#	18.61
"	"	1082-3/23/11	UP-67277	17,000#	11.90
"	"	724-2/24/11	XLT-32668	24,230#	16.96
"	"	642-2/17/11	SP-70567	19,000#	13.30
"	"	612-2/15/11	TNO-31328	23,210#	16.25
"	"	295-1/24/11	UP-70384	25,000#	17.50
"	"	271-1/21/11	UP-73799	25,810#	18.07
"	"	121-1/11/11	UP-73878	24,070#	16.85
"	"	109-1/10/11	UP-72692	24,170#	16.92
"	"	99-1/9/11	UP-66040	18,000#	12.60
"	"	64-1/6/11	UP-70631	24,820#	17.37
"	"	50-1/5/11	UP-68898	17,000#	11.90
"	"	59-1/5/11	UP-67362	17,000#	11.90
"	"	30-1/4/11	UP-67858	19,430#	12.90
"	"	22- "	UP-67209	17,860#	12.50
"	"	27- "	UP-68063	17,130#	11.99
				557,440#	390.21

SHOULD BE

557,440# 1.15 320.53

O/C 69.68

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Altamont	Oakland	149-3/25/11	TNO-10862	20,000#	14.00
"	"	74-2/17/11	TNO-12356	20,200#	14.14
"	"	119-3/16/11	ETC-11526	26,000#	18.20
"	"	40-2/7/11	ETC-11647	28,660#	20.06
"	"	327-5/20/11	SP-80473	20,000#	14.00
"	"	301-6/15/11	LW-33681	27,100#	18.97
"	"	104-3/1/11	LW-33818	27,200#	19.04
				169,160#	118.41

SHOULD BE

169,160# 1.15 97.27

O/C 21.14

L. C. SEMLON

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Livermore	Hayward	5175-12/12/10	SP-72467	19,000#	11.40
"	Fruitvale	5463-12/30/10	SP-66096	19,000#	11.40
"	"	191-1/17/11	SP-70595	19,250#	11.55
"	"	6-1/3/11	GE-10438	19,250#	11.55
"	Melrose	5436-12/29/10	ETC-10118	17,000#	10.20
"	"	146-1/12/11	MLT-12454	19,000#	11.40
"	"	5437-12/29/10	UP-66388	18,550#	11.13
"	"			131,050#	78.63
			SHOULD BE	131,050#	1.15 75.35

O/C.....3.28 ✓

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Altamont	San Jose	552-12/30/10	UP-82153	31,600#	21.33
"	"	521-12/30/10	SP-38814	19,000#	12.23
				50,600#	34.16
			SHOULD BE	50,600#	1.15 29.10

O/C.....5.06 ✓

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Livermore	Stockyards	1745-5/15/11	SP-88321	27,050#	20.76
"	"	1905-5/30/11	OSL-9267	26,780#	20.58
				53,830#	1.15 41.34
			SHOULD BE	53,830#	1.15 Ton Car 35.95

O/C.....5.39

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Pleasanton	W. Berkeley	413-3/2/11	TNO-31398	21,270#	15.25
"	"	803-5/6/11	CW-10006	24,700#	17.32
"	"	452-3/11/11	MLT-30500	20,000#	14.50
"	"	465-3/13/11	SP-81621	22,300#	15.88
				88,270#	62.95
			SHOULD BE	88,270#	1.15 Ton Car 50.75

O/C.....2.20

Oakland Combination

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Pleasanton	Oakland	926-5/27/11	SP-20640	20,000#	12.00
"	"	1126-7/6/11	LW-32956	22,850#	13.71
"	"	1150-7/10/11	SP-70420	19,000#	11.40
"	"	1127-7/6/11	UP-72570	22,800#	13.68
"	"	1099-6/29/11	SP-82029	20,050#	12.03
"	"	1096-6/28/11	SP-80328	20,200#	12.12
"	"	1160-6/29/11	SP-80303	23,600#	14.16
"	"	1074-6/23/11	SP-88987	24,620#	14.77
"	"	1113-7/3/11	SP-86116	22,290#	13.37
				195,410#	117.24
			SHOULD BE	195,410#	1.15 112.36

O/C.....4.88

L. C. SEELDON.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Sumol	San Fran.	844-12/22/10	CRN-10854	29,960#	17.98
"	"	818-12/5/10	LW-30762	22,720#	13.63
"	"	817-	SP-21108	29,570#	17.74
"	"	812-12/3/10	SP-70363	21,380#	12.83
"	"	821-12/6/10	SP-70568	20,710#	12.46
"	"	795-11/17/10	UP-72512	28,070#	16.84
"	"	807-12/1/10	SP-66040	21,010#	12.61
"	"	796-11/17/10	BEWT 924	24,960#	14.98
"	"	793-11/16/10	SP-82830	21,310#	12.79
"	"	824-12/7/10	UP-67216	18,930#	11.36
"	"	822-12/6/10	UP-68345	19,470#	11.68
"	"	798-11/18/10	SP-33349	23,560#	14.14
				<u>281,650#</u>	<u>169.04</u>

SHOULD BE 281,650# 1.15 161.95

7.09

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Midway	San Fran.	28-6/27/11	CRN-10649	25,450#	18.45
"	"	75-4/19/11	CRN-10715	25,400#	18.42
"	"	76-4/22/11	GE-12504	19,000#	13.78
"	"	114-5/18/11	CRN-10856	27,260#	19.76
"	"	122-5/26/11	OSL-10124	25,470#	18.47
"	"	40-6/10/11	CRN-11431	23,560#	17.08
"	"	82-4/26/11	SP-17243	26,850#	19.27
"	"	78-4/25/11	MLT-30163	20,000#	14.50
"	"	121-5/25/11	MLT-30362	20,000#	14.50
"	"	79-4/25/11	MLT-30286	20,360#	14.76
"	"	36-6/9/11	SP-86390	20,000#	14.50
"	"	70-4/29/11	SP-88626	24,910#	18.06
"	"	69-4/11/11	OSL-1061	24,730#	17.93
"	"	20-6/5/11	UP-67648	17,910#	12.98
"	"	24-6/6/11	TNC-9808	17,000#	12.33
"	"	61-4/6/11	UP-68274	17,750#	12.87
"	"	23-6/6/11	UP-68199	17,000#	12.33
"	"	31-6/8/11	SP-69486	19,000#	13.78
"	"	37-6/9/11	SP-70308	19,000#	13.78
"	"	42-6/10/11	UP-70996	24,020#	17.41
"	"	128-6/2/11	SP-72504	19,000#	13.78
"	"	132-6/3/11	UP-70849	25,250#	18.30
"	"	33-6/8/11	UP-72603	24,230#	17.57
"	"	71-5/2/11	UP-66480	17,000#	12.33
"	"	34-6/9/11	UP-66748	17,000#	12.33
"	"	28-6/7/11	SP-83527	20,000#	14.50
"	"	131-6/3/11	SP-83101	20,000#	14.50
"	"	60-4/6/11	SP-83499	21,300#	15.44
"	"	41-6/10/11	SP-84475	22,070#	16.00
"	"	66-4/10/11	CP-84813	23,780#	17.24
"	"	38-6/10/11	SP-85605	24,120#	17.49
"	"	19-6/5/11	SP-61091	19,000#	13.78
"	"	77-4/22/11	UP-65422	17,300#	12.54
				<u>707,960#</u>	<u>510.76</u>

SHOULD BE 707,960# 1.15 407.08

C/C 105.68

L. C. SEELDON.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Pleasanton	San Fran.	475-3/13/11	CRN-10011	27,520#	18.58
"	"	996-6/9/11	LW-10653	19,000#	12.83
"	"	464-3/13/11	MLT-30476	21,590#	14.57
"	"	871-5/19/11	UP-71465	26,330#	17.77
"	"	533-3/13/11	SP-16855	27,110#	18.30
"	"	988-5/7/11	UP-67176	17,000#	11.48
"	"	981-	UP-70205	25,530#	17.23
"	"	1003-6/10/11	CBQ-32778	19,000#	12.83
"	"	849-5/15/11	SP-85970	26,850#	18.12
"	"	840-5/13/11	SP-81589	24,300#	16.40
"	"	829-5/11/11	SP-81376	24,000#	16.20
"	"	450-3/11/11	SP-80099	21,200#	14.31
"	"	423-3/3/11	SP-84886	26,120#	17.63
"	"	985-6/7/11	SSP-85251	26,910#	18.16
"	"	954-6/1/11	UP-72322	24,590#	16.60
"	"	969-6/3/11	SP-64623	19,000#	12.83
"	"	451-3/11/11	SP-65855	19,800#	13.37
				395,850#	267.21 ✓

SHOULD BE 395,850# 1.15 227.61

o/c 59.60 ✓

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Midway	Fruitvale	17-6/1/11	UP-67333	17,000#	12.32
"	"	16-	GE-31692	22,770#	16.51
"	Elmhurst	113-5/18/11	GE-12561	19,000#	13.78
"	Melros	103-5/9/11	SP-84878	27,470#	19.92
"	"	10-5/22/11	OSL-9548	23,700#	17.18
"	"	9-5/22/11	UP-72294	24,050#	17.44
"	Fruitvale	12-5/22/11	SP-69751	19,000#	13.70
"	"	11-5/22/11	SP-85859	24,200#	17.55
"	Elmhurst	80-4/25/11	SP-66734	17,000#	12.33
				194,190#	140.73 ✓

SHOULD BE 194,190# 1.15 111.66 ✓

o/c 29.07 ✓

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Livermore	Alameda	1955-6/2/11	LW-30808	20,000#	13.50
"	Oakland	1922-5/31/11	GE-10326	19,000#	12.83
"	"	1794-5/19/11	CAC-68548	19,000#	12.83
"	"	1765-5/17/11	HTC-9207	20,550#	13.87
"	"	1756-6/16/11	UP-72322	26,450#	17.85
"	"	1755-6/16/11	CRN-10855	26,050#	17.58
"	"	110-1/10/11	MLT-31980	25,300#	17.08
"	"	126-1/11/11	MLT-32004	25,130#	16.96
"	"	221-1/19/11	LW-32615	25,970#	17.53
"	"	5433-12/29/10	SP-66769	19,700#	13.30
"	"	142-1/12/11	UP-66258	18,600#	12.56
"	"	5390-12/24/10	UP-66343	18,250#	12.32
"	"	5120-12/9/10	UP-66000	17,760#	11.99
"	"	127-1/11/11	UP-73697	28,400#	19.17
"	"	5435-12/29/10	UP-73007	25,260#	17.04
"	"	128-1/11/11	SP-70538	19,450#	13.13
"	"	5306-12/20/10	UP-68241	17,400#	11.75
"	"	5469-12/21/10	UP "	19,350#	13.06
"	"	5147-12/10/10	SP-21246	25,000#	16.98
"	"	141-1/12/11	PRR-16977	24,100#	16.27
"	"	5212-12/14/10	HTC-11717	22,350#	15.09
"	"	5213--	HTC-11428	25,370#	17.12

L. C. SEELDON.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Livermore	Oakland	5148-12/10/10	ORN-12191	26,650#	17.31
"	"	5434-12/29/10	ORN-10929	26,750#	18.06
"	"			541,840#	365.08
SHOULD BE				541,840#	1.15 310.92

o/c - 54.16

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Livermore	Alameda	1942-6/1/11	OSL-10192	26,890#	18.15
"	"	24-1/4/11	UP-66805	17,200#	12.04
				44,090#	30.19
SHOULD BE				44,090#	1.15 25.35

o/c - 4.84

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Midway	Alameda	47-6/12/11	UP-73593	23,700#	17.18
SHOULD BE				23,700#	1.15 13.63

o/c 3.55

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Livermore	San Fran.	162-1/13/11	CGW-14336	20,000#	14.00
"	"	597-2/14/11	ETC-9322	17,200#	12.04
"	"	610-2/15/11	UP-67344	17,000#	11.90
"	"	1817-5/21/11	CMS-P-24830	23,860#	16.70
"	"	1857-5/25/11	SP-87528	26,120#	18.28
"	"	1872-5/26/11	TNO-31401	24,290#	17.00
"	"	1828-5/23/11	SP-81379	23,440#	16.41
"	"	1897-5/28/11	GE-31619	23,160#	16.22
"	"	1885-5/27/11	ETC-7176	19,000#	13.30
"	"	1959-6/2/11	UP-65270	17,810#	12.47
"	"	1973-6/3/11	SP-69820	19,000#	13.30
"	"	98-1/9/11	TNO-13307	19,000#	13.30
"	"	11-1/4/11	GE-10321	19,000#	13.30
"	"	740-2/25/11	LW-12169	19,000#	13.30
"	"	1731-5/13/11	ORN-12070	26,540#	18.58
"	"	29-1/4/11	LW-10550	19,990#	13.99
"	"	5468-12/31/10	MLT-12414	19,000#	13.30
"	"	87-1/7/11	ORN-11287	25,050#	17.54
"	"	316-1/25/11	ORN-11610	25,490#	17.84
"	"	1316-4/11/11	GE-11808	19,000#	13.30
"	"	678-2/21/11	GE-11777	19,000#	13.30
"	"	259-1/20/11	MLT-30675	20,000#	14.00
"	"	4947-11/26/10	IC-130740	23,720#	16.60
"	"	1277-4/7/11	SP-21580	26,230#	18.36
"	"	1908-5/30/11	SP-20840	25,610#	17.93
"	"	1314-4/11/11	MLT-30085	21,040#	14.73
"	"	86-1/7/11	MLT-30142	21,990#	15.39
"	"	1278-4/7/11	MLT-32747	26,600#	18.62
"	"	4980-11/29/10	MLT-32683	25,910#	18.14
"	"	63-1/6/11	UP-71501	24,360#	17.05

STATEMENT OF OVERCHARGES IN CASE NO. 228.

L. C. SEELDON.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Livermore	San Fran.	1216-4/4/11	SP-86329	25,480#	17.84
"	"	1081-3/23/11	SP-87159	24,280#	17.00
"	"	393-1/31/11	SP-87353	21,310#	14.92
"	"	1722-5/13/11	OSL-9203	25,640#	17.95
"	"	349-1/27/11	OSL-9256	25,350#	17.95
"	"			779,470#	545.85

SHOULD BE

779,470# 1.5 448.20 ✓

97.65 ✓

TOTAL OVERCHARGE... 451.27

STATEMENT 1.

STATEMENT OF OVERCHARGES IN CASE NO. 228.

EGAN BROS.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Altamont	San Fran.	323-4/20/11	SP-17192	29,600#	21.46
"	"	224- "	OSL-9361	24,900#	18.05
"	"	222- "	UP-71792	25,000#	18.13
"	"	324- "	LW-12729	19,000#	13.78
"	"	340-5/25/11	HEWT-2033	25,200#	18.27
"	"	339- "	ORN-10227	22,500#	16.31
"	"	342- "	SP-88853	22,800#	16.53
"	"	415-7/12/11	SP-82055	21,050#	15.26
"	"	458-9/23/11	MLT-32182	22,650#	16.42
"	"	454-9/22/11	SP-89187	28,870#	20.93
"	"	451-9/21/11	OW-12724	34,950#	25.34
"	"	425-7/18/11	MLT-30023	21,290#	15.44
"	"	424-7/16/11	ORN-10906	24,370#	17.67
"	"	422-7/15/11	SP-80766	20,700#	15.01
"	"	421- "	LW-33731	24,260#	17.59
"	"	420-7/14/11	LW-32545	20,710#	15.01
"	"	419-7/13/11	SP-70117	19,010#	13.78
"	"	418- "	SP-70068	19,410#	14.07
"	"	414-7/11/11	OSL-10306	29,890#	21.67
"	"	413- "	SP-83275	21,850#	15.84
"	"	417-7/13/11	UP-67282	18,160#	13.17
"	"	410-7/7/11	GH-12554	19,000#	13.78
"	"	409-7/5/11	SP-82282	21,360#	15.49
"	"	408- "	SP-86992	26,300#	19.21
"	"	285-5/13/11	MLT-8149	17,870#	12.96
"	"	270-5/11/11	UP-66352	18,870#	13.68
"	"	226-4/21/11	UP-68751	18,590#	13.48
Cayley	"	2-8/7/11	SP-87278	24,780#	17.97
Altamont	"	407-7/3/11	SP-64996	19,170#	13.90
"	"	412-7/10/11	MLT-30372	22,890#	16.60
"	"	439-2/11/11	UP-67120	17,000#	12.33
"	"	250-5/5/11	SP-70022	19,570#	14.19
"	"	128-3/20/11	MLT-33478	24,000#	17.40
"	"	356-5/27/11	SP-86620	25,440#	18.44
"	"	343-5/25/11	HEWT-746	19,000#	13.78
"	"	346-5/26/11	SP-88742	27,550#	19.97
"	"	322-5/20/11	TNO-31413	22,740#	16.49
"	"	336-5/23/11	LW-30849	20,000#	14.50
"	"	255-5/8/11	ORN-10664	27,390#	19.86
"	"	257-5/10/11	TNO-31154	24,830#	18.00
"	"	277-5/12/11	SP-65871	20,250#	14.68
"	"	284-5/13/11	OAC-60603	25,810#	18.71
"	"	341-5/25/11	UP-73953	26,400#	19.14
"	"	460-9/28/11	UP-72274	29,590#	21.45
"	"	461- "	SP-88661	29,400#	21.32
"	"	467-12/7/10	OSL-9164	27,840#	20.18
"	"	470-12/8/10	SP-64706	20,460#	14.83
"	"	468-12/7/10	UP-68901	17,780#	12.89
"	"	469-12/10/10	SP-86554	28,030#	20.32
"	"	455-11/19/10	OSL-9221	24,840#	18.00
"	"	454- "	MLT-14276	25,560#	18.53
"	"	474-12/9/10	GH-34298	27,900#	20.23
"	"	519-12/28/10	UP-73981	27,910#	20.23
"	"	516-12/23/10	SP-66373	19,000#	13.78
"	"	1-1/3/11	MLT-30249	20,070#	14.55

EGAN EROS.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Altamont	San Fran.	517-12/27/10	UP-73511	27,620#	20.02
"	"	460-11/24/11	SP-80666	21,160#	14.81
"	"	2-1/3/11	SP-16952	24,310#	17.62
"	"	1347-9/2/11	UP-67456	17,690#	12.83
"	"	90-9/5/11	TNO-12318	19,000#	13.78
"	"	89-9/2/11	UP-70497	20,560#	14.91
"	"	86-8/31/11	O&C-88571	24,610#	17.84
"	"	85-8/30/11	UP-65441	17,000#	12.33
"	"	42-1/7/11	ETC-9458	17,000#	12.33
"	"	15-1/12/11	SP-20657	20,000#	14.50
"	"	14-1/11/11	UP-61705	21,000#	15.23
"	"	13-1/11/11	SP-80592	20,000#	14.50
"	"	12-1/10/11	MLT-33580	20,910#	15.16
"	"	11-1/9/11	SP-38577	15,000#	10.88
"	"	10-1/9/11	UP-68020	17,000#	12.33
Midway	"	9/1/9/11	MLT-30744	20,000#	14.50
Midway	"	6-1/5/11	UP-73391	27,000#	19.58
"	"	5- "	SP-87679	22,490#	16.30
"	"	4-1/4/11	SP-72800	19,000#	13.78
"	"	3- "	SP-38816	15,000#	10.88
"	"	2- "	SP-73908	19,000#	13.78
"	"	1-1/3/11	SP-38378	15,000#	10.88
				1723,710#	1249.37
				1723,710#	15991.14
				o/c	258.25

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Livermore	San Fran.	430-2/3/11	MLT-30090	21,800#	15.26
"	"	498-2/8/11	UP-71497	24,890#	17.42
"	"	544-2/10/11	SP-82836	20,420#	14.29
"	"	563-2/11/11	SP-82335	20,800#	14.56
"	"	545-2/10/11	SP-83520	20,620#	14.43
"	"	623-2/16/11	CRN-6457	17,000#	11.90
"	"	2159-6/19/11	SP-81776	24,490#	17.14
"	"	1448-4/19/11	UP-70365	27,290#	19.10
"	"	1292-4/8/11	TNO-10738	19,000#	13.30
"	"	1303-4/9/11	SP-38902	16,450#	11.52
"	"	1276-4/7/11	UP-68573	17,000#	11.90
"	"	1246-4/6/11	UP-73960	25,190#	17.63
"	"	1166-3/30/11	CRN-10004	26,060#	18.24
"	"	1495-4/22/11	CRN-11292	20,400#	14.28
"	"	1478-4/21/11	UP-66525	17,000#	11.90
"	"	1447-4/19/11	SP-83742	21,250#	14.88
"	"	639-2/17/11	SP-64740	19,000#	13.30
"	"	967-3/16/11	UP-68838	17,900#	12.53
"	"	966- "	UP-68290	17,820#	12.47
"	"	1496-4/22/11	SP-38707	16,050#	11.24
"	"	2932-8/24/11	SP-66154	20,300#	14.21
"	"	5233-12/19/10	ATSF-30590	20,000#	14.00
"	"	5272-12/17/10	ETC-7300	19,000#	13.30
"	"	5239-12/16/10	CRN-7071	17,030#	11.92
"	"	5228-12/15/10	UP-68454	17,000#	11.90
"	"	5238-12/16/10	SP-38899	15,770#	11.04
"	"	4920-11/23/10	MS-24496	22,970#	16.08
"	"	88-1/7/11	TNO-10745	19,000#	13.30
"	"	8-1/3/11	CRN-10827	28,250#	19.78
"	"	624-2/16/11	SP-82148	20,730#	14.51

STATEMENT OF OVERCHARGES IN CASE NO. 228.

EGAN EROS.

FROM	TO	WAYBILL	CAR	WEIGHT	CHARGES
Livermore	San Fran	625-2/16/11	UP-67732	17,000#	11.90
"	"	627-2/16/11	SP-65751	19,200#	13.44
"	"	598-2/15/11	GE-11843	19,000#	13.30
"	"	608-2/15/11	TNO-11631	19,000#	13.30
"	"	626-2/16/11	SP-70258	19,080#	13.36
"	"	609-2/15/11	TNO-31243	24,800#	17.36
"	"	595-2/15/11	UP-67508	17,160#	12.01
"	"	741-2/25/11	UP-66050	17,190#	12.03
"	"	3062-9/21/11	ORW-10381	25,000#	17.50
"	"	226-9-9/29/11	UP-70416	27,200#	19.04
"	"	2827-8/23/11	MLT-33164	29,000#	20.50
"	"	2274-5/30/11	CWRN-13336	26,270#	18.39
"	"	2273- "	SP-84849	26,150#	18.30
"	"	2220-6/24/11	UP-67490	17,530#	12.27
"	"	2197-6/22/11	GE-10466	19,000#	13.30
"	"	2196-6/20/11	SP-66345	19,000#	13.30
"	"	1469-4/20/11	SP-33356	23,270#	16.28
"	"	641-2/17/11	MLT-33231	24,260#	16.98
"	"	485-2/7/11	SP-65298	19,000#	13.30
"	"	484-2/7/11	SP-83759	20,390#	14.27
"	"	449-2/4/11	SP-83316	21,620#	15.13
"	"	384-1/30/11	UP-65890	17,840#	12.49
"	"	391-1/31/11	LW-32947	23,910#	16.74
"	"	385-1/30/11	SP-82055	21,640#	15.15
"	"	392-1/31/11	OSL-9567	24,190#	16.93
"	"	5294-12/19/10	SP-73865	19,000#	13.30
"	"	334-1/26/11	GE-10192	19,470#	13.63
"	"	291-1/24/11	SP-87084	27,060#	18.94
"	"	282-1/23/11	SP-83414	20,820#	14.57
"	"	219-1/19/11	SP-69338	19,440#	13.61
"	"	3278-10/10/11	SP-32866	24,630#	17.24
"	"	3277- "	GE-31515	27,880#	19.52
"	"	3440-10/24/11	SP-94956	28,140#	19.70
"	"	3442-10/24/11	OSL-12972	28,040#	19.63
"	"	3441- "	OSL-12964	19,600#	13.72
"	"	2451-10/25/11	UP-68839	22,490#	15.64
"	"	3465-10/26/11	SP-32975	28,700#	20.09
"	"	5146-12/1/10	UP-71536	24,670#	17.88
"	"	725-2/24/11	SP-84282	23,660#	16.56
"	"	763-2/27/11	OW-10029	24,590#	17.21
"	"	902-3/11/11	UP-68939	17,380#	12.17
"	"	144-1/12/11	SP-80754	21,060#	14.74
"	"	261-1/20/11	LW-32420	24,810#	17.37
"	"	9-1/3/11	UP-73065	17,000#	11.90
				1586,630#	1111.23
					1.15
		Should be		1586,630#	912.31
					198.82

TOTAL OVERCHARGE..... 457.05

STATEMENT 1.

STATEMENT OF OVERCHARGES IN CASE NO. 228.

SCOTT, MAGNER & MILLER.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Altamont	San Fran.	458-10/2/11	SP-38485	15,000#	10.88
"	"	467-10/7/11	SP-80598	20,870#	15.13
"	"	397-6/21/11	CRN-11085	24,850#	18.02
"	"	393-5/16/11	SP-69529	19,000#	13.78
"	"	391- "	SP-21379	32,830#	23.80
"	"	363-5/30/11	OSI-10392	27,970#	20.28
"	"	362- "	OC-88422	24,120#	17.49
"	"	360-5/29/11	UP-71500	23,750#	17.22
"	"	526-12/31/10	SP-89317	28,300#	20.52
"	"	18-1/21/11	UP-71212	27,900#	20.22
"	"	524-12/31/10	UP-68151	17,000#	12.33
"	"	79-1/21/11	SP-17184	27,400#	19.86
"	"	525-12/31/10	TNO-10787	19,400#	14.07
"	"	10-1/11/11	UP-71696	26,440#	19.20
"	"	13- "	UP-73183	25,110#	18.20
"	"	11- "	GE-33890	26,140#	18.95
"	"	12- "	SP-89579	26,130#	18.95
"	"	5- "	UP-67593	18,140#	13.15
"	"	8- "	UP-65780	17,800#	12.90
"	"	7- "	UP-65404	17,300#	12.54
"	"	473-10/13/11	LW-33006	23,090#	16.74
Cayley	"	6-8/25/11	CRN-11729	22,310#	16.17
Midway	"	431-12/19/10	SP-73943	19,000#	13.78
"	"	430- "	SP-66712	19,000#	13.78
"	"	436-12/22/10	SP-65751	19,000#	13.78
"	"	435- "	UP-65297	17,000#	12.53
"	"	432-12/19/10	SP-38856	18,140#	13.15
"	"	433- "	LW-30826	20,000#	14.50
"	"	434-12/20/10	CRN-8073	25,610#	18.57
"	Oakland	110-11/10/11	SP-73237	19,470#	14.12
"	"	113-11/13/11	SP-32881	19,000#	13.78
Altamont	San Fran.	506-11/10/11	SP-72471	19,000#	13.78
"	"	494-11/1/11	UP-50225	34,970#	25.35
"	"	477-10/18/11	LW-32308	20,780#	15.07
"	"	501-11/1/11	MLT-32807	21,930#	15.90
Midway	"	108-5/9/11	UP-73466	28,820#	20.89
"	"	106-5/8/11	UP-67959	17,000#	12.33
"	"	105- "	SP-66089	19,000#	13.78
"	"	104- "	LW-12821	19,000#	13.78
"	"	101-5/6/11	UP-71266	22,790#	16.52
"	"	100-5/6/11	UP-70718	22,370#	16.22
"	"	99- "	SP-85125	22,820#	16.54
"	"	98- 5/5/11	CRN-10775	21,850#	15.84
"	"	97- "	MLT-33503	22,750#	16.49
"	"	96- 5/4/11	SP-85498	25,760#	18.68
"	"	95- "	SP-89350	22,720#	16.47
"	"	94- "	UP-73236	21,900#	15.87
"	"	91- "	SP-20874	25,970#	18.83
"	"	74-5/2/11	MLT-33570	27,990#	20.29
"	"	47-3/17/11	SP-80160	21,620#	15.67
Ellis	"	3-6/1/11	GE-10341	19,560#	14.18
"	"	6-6/5/11	TNO-30996	21,290#	15.43

FROM	TO	WAYBILL	CAR	WEIGHT	CHARGES
Ellis	San Fran.	1-6/31/11	LW-33832	27,690#	20.08
"	Oakland	5-6/5/11	UP-65622	17,800#	12.91
"	"	1-6/1/11	LW-10545	19,000#	13.78
"	"	2-6/1/11	SP-16908	33,010#	23.93
Midway	"	109-5/10/11	TNO-31050	20,620#	14.95
"	"	102-5/9/11	GE-31734	20,000#	14.50
"	"	93-5/6/11	LW-12195	19,000#	13.78
"	"	90- "	SP-65836	19,000#	13.78
"	"	77-5/4/11	LW-32528	21,620#	15.67
"	"	75- "	MLT-30185	20,000#	14.50
"	"	72- "	GE-31752	20,860#	15.12
"	"	48-3/21/11	SP-72503	19,000#	13.78
Altamont	San Fran.	266-5/10/11	OW-10428	25,550#	18.52
"	"	256-5/8/11	UP-72546	25,260#	18.31
"	"	249-5/5/11	UP-56420	17,000#	12.32
"	"	299-5/16/11	SP-70198	19,000#	13.78
"	"	289-5/15/11	UP-67192	17,240#	12.50
"	"	283-5/13/11	SP-87222	25,500#	18.18
"	"	276-5/13/11	SP-83595	20,460#	14.83
"	"	269-5/11/11	HTC-11354	26,210#	19.00
"	"	311-5/18/11	CRN-12230	24,730#	17.93
"	"	310-5/18/11	SP-81824	20,000#	14.50
"	"	326-5/20/11	NEWT-672	19,000#	13.78
"	"	388-6/13/11	SP-65082	19,000#	13.78
"	"	184-4/7/11	TNO-10722	19,830#	14.38
"	"	168-4/1/11	CRN-10701	26,210#	19.00
"	"	179-4/6/11	TNO-12314	19,656#	14.25
"	"	192-4/10/11	MLT-30175	20,240#	14.67
"	"	188-4/8/11	SP-85866	26,490#	19.20
"	"	176-4/5/11	SP-86468	26,130#	18.94
"	"	53-2/9/11	UP-67471	18,660#	13.53
"	Oakland	135-3/21/11	UP-67171	17,150#	12.43
"	San Fran.	58-2/10/11	UP-67047	18,900#	13.70
"	"	34-2/4/11	UP-68531	19,800#	14.36
"	"	146-3/24/11	UP-68864	17,550#	12.72
"	"	133-3/21/11	UP-68619	17,430#	12.64
"	"	42-2/7/11	UP-68571	19,560#	14.18
"	"	47-2/8/11	SP-69401	19,490#	14.13
"	"	31-2/2/11	SP-70793	19,860#	14.40
"	"	29-2/1/11	SP-73978	19,400#	14.07
"	"	143-3/23/11	UP-66460	18,680#	13.54
"	"	186-4/8/11	SP-83527	20,650#	14.97
"	"	41-2/7/11	SP-82808	22,300#	16.17
"	"	167-4/1/11	SP-82043	21,900#	15.88
"	"	219-4/18/11	MLT-33633	25,000#	18.13
"	"	158-3/28/11	SP-64541	19,000#	13.78
"	"	215-4/17/11	UP-65205	18,730#	13.58
"	"	52-2/9/11	SP-65855	20,330#	14.74
"	"	145-3/24/11	UP-65456	17,420#	12.63
"	"	212-4/15/11	SP-65026	19,660#	14.25
"	"	182-4/7/11	SP-33382	25,690#	18.63
Midway	"	107-5/9/11	UP-72621	29,191#	21.03
Altamont	"	6-1/10/11	SP-64495	19,000#	13.78
"	Oakland	313-3/20/11	UP-73631	33,000#	23.10
"	"	499-11/3/11	CRN-11222	28,210#	20.45
"	"	495-11/1/11	UP-68926	29,520#	21.40
"	"	492-10/28/11	UP-71776	31,330#	22.71
"	"	488-10/25/11	GE-10422	19,000#	13.78
"	"	480-10/19/11	SP-33359	28,610#	20.74
"	"	479-10/19/11	MLT-32176	23,650#	17.15
"	"	475-10/14/11	SP-38612	17,880#	12.96
"	"	471-10/13/11	SP-38906	18,180#	13.18
"	"	92-5/5/11	GE-11859	19,000#	13.78
Altamont	to Oakland	496-12/10/10	SP60058	21810#	15.81
"	"	466-12/7/10	CSL8060	25890#	18.77
"	"	473-12/9/10	SP68138	19350	14.01

Statement No. 1.
Scott, Wagner & Miller.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Altamont	San Fran.	470-10/11	SP-84419	26,260#	19.04
"	"	469-10/8/11	SP-33370	25,620#	18.57
"	"	466-10/7/11	SP-32934	27,230#	19.74
"	"	464-10/5/11	UP-65004	17,950#	13.01
"	"	463-10/4/11	SP-83977	26,200#	18.99
"	"	331-5/22/11	SP-21138	32,500#	23.56
"	"	329-5/20/11	LW-32908	26,800#	19.43
"	"	324- "	SP-69251	19,800#	14.36
"	"	323- "	TNO-13307	19,400#	14.07
"	"	319-5/19/11	UP-72642	26,800#	19.43
"	"	318- "	UP-65614	18,300#	13.27
"	"	317-5/19/11	ORN-10942	26,900#	19.50
"	"	316- "	ORN-10723	27,400#	19.87
"	"	306-5/17/11	ETC-11308	28,200#	20.45
"	"	305- "	UP-67254	18,200#	13.20
"	"	296-5/16/11	ETC-11682	27,210#	19.73
"	"	295- "	SP-69369	19,980#	14.49
"	"	294- "	SP-65107	19,010#	13.78
"	"	264- 5/9/11	SP-80131	21,400#	15.52
"	"	263- "	CSL-8098	24,000#	17.40
"	"	262- "	SP-70776	19,100#	13.85
"	"	261- "	TNO-11611	19,000#	13.78
"	"	260- "	ORN-10179	27,300#	19.79
"	"	462-9/30/11	ORN-11530	26,100#	18.92
"	"	459-9/27/11	SP-86508	26,370#	19.12
"	"	455-9/22/11	SP-80777	20,110#	14.58
"	"	431-7/31/11	I&V-32847	26,710#	19.36
"	"	430-7/29/11	SP-80122	22,770#	16.51
"	"	429-7/25/11	ORN-11912	21,970#	15.93
"	"	404-6/27/11	ETC-11892	30,570#	22.16
"	"	402-6/23/11	TNO-12939	25,650#	18.60
"	"	398-6/21/11	SP-16940	27,590#	20.00
"	"	347-5/25/11	UP-67128	17,000#	12.33
"	"	312-5/18/11	SP-85411	25,880#	18.76
"	"	302-5/17/11	GE-11219	19,910#	14.43
"	"	300-5/16/11	SP-87374	24,760#	17.95
"	"	287-5/15/11	UP-71283	28,330#	19.83
"	"	282-5/13/11	UP-65319	17,450#	12.65
"	"	281-5/12/11	SP-81480	23,670#	17.16
"	"	273-5/7/11	TNO-11623	19,000#	13.78
"	"	272-5/11/11	LW-32320	21,070#	15.28
"	"	259-5/9/11	UP-72667	21,920#	15.89
"	"	254-5/6/11	SP-83297	20,900#	15.15
"	"	253- "	SP-83586	20,800#	15.08
"	"	251-5/5/11	ETC-11238	23,780#	17.24
"	"	245-5/3/11	SP-86505	25,370#	18.39
"	"	239-4/27/11	UP-65887	18,230#	13.22
"	"	238- "	SP-70630	19,240#	13.95
"	"	228-4/21/11	UP-65171	17,000#	12.33
"	"	227- "	UP-65445	18,150#	13.16
"	"	218-4/18/11	SP-82261	20,900#	15.15
"	"	213-4/15/11	UP-70347	24,850#	18.02
"	"	206-4/13/11	GE-33993	24,380#	17.68
"	"	178-4/6/11	SP-88827	24,280#	17.60
"	"	175-4/4/11	SP-70038	19,000#	13.79
"	"	174-4/4/11	TNO-10927	19,000#	13.78
"	"	150-3/25/11	MLT-30510	20,210#	14.65
"	"	147-3/24/11	SP-82082	23,800#	17.26
"	"	142-3/23/11	SP-32349	17,400#	12.62
"	"	141-3/23/11	UP-72841	27,700#	20.08
"	"	140- "	CSL-9384	26,850#	19.47
"	"	127-3/17/11	ORN-10855	29,000#	20.03

Scott, Wagner & Miller

FROM	TO	WAYBILL	CAR	WEIGHT	CHARGES
Altamont	San Fran.	126-3/17/11	CRN-10331	29,800#	21.61
"	"	124- "	SP-21622	32,300#	23.42
"	"	123- "	SP-81477	22,200#	16.10
Ellis	"	11-7/17/11	SP-86733	25,770#	18.68
"	"	640-7/20/11	LW-12173	19,000#	13.78
"	"	639- "	SP-84514	21,290#	15.44
"	"	10-7/15/11	UP-73367	26,150#	18.96
"	"	8-7/14/11	UP-72376	22,640#	16.41
"	"	9-7/15/11	SP-21009	26,490#	19.20
"	"	18-9/11/11	GE-34225	27,250#	19.76
"	"	19- "	UP-72463	26,800#	19.43
Cayley	"	5-8/19/11	SP-86180	24,160#	17.52
"	"	4-8/15/11	SP-87162	25,290#	18.33
"	"	3-8/14/11	SP-80665	22,510#	16.32

4,586,627# 5,137.84

SHOULD BE

4,586,627#
@ 1.15 2,522.51

O/C \$ 655.53

FROM	TO	WAYBILL	CAR	WEIGHT	CHARGES *
Livermore	San Fran.	2106-6/13/11	SP-17593	25,800#	18.06
"	"	2207-6/23/11	OSL-9066	26,320#	18.42
"	"	2206- "	TNO-31082	20,860#	14.60
"	"	2161-6/19/11	UP-72470	27,300#	19.11
"	"	2143-6/17/11	UP-66734	18,300#	12.81
"	"	3572-11/6/11	UP-55089	17,000#	11.90
"	"	3689-11/7/11	SP-77579	19,000#	13.30
"	"	778-2/27/11	IAV-32846	26,760#	18.73
"	"	667-2/20/11	SP-70187	19,000#	13.30
"	"	656-2/18/11	GE-31652	20,120#	14.08
"	"	640-2/17/11	O&C-68607	19,000#	13.30
"	"	629-5/16/11	UP-67356	17,240#	12.07
"	"	613-2/15/11	CRN-7082	17,710#	12.40
"	"	596-2/14/11	SP-66171	19,000#	13.30
"	"	579-2/13/11	SP-81767	22,890#	16.02
"	"	566-2/11/11	LW-10601	19,490#	13.64
"	"	542-2/10/11	SP-38353	16,930#	11.85
"	"	526-2/9/11	SP-69857	19,180#	13.43
"	"	495-2/8/11	UP-70890	25,370#	17.75
"	"	2249-6/28/11	UP-68531	17,000#	11.90
"	"	2272-6/30/11	MLT-30461	21,050#	14.74
"	"	2248-6/28/11	SP-80745	20,680#	14.48
"	"	2334-7/8/11	LW-30825	17,260#	12.10
"	"	2333- "	SP-82704	20,000#	14.00
"	"	2938-9/6/11	MLT-30152	20,000#	14.00
"	"	3141-9/28/11	SP-38299	15,400#	10.78
"	"	2988-9/12/11	HIC-6213	19,180#	13.43
"	"	2910-9/2/11	GE-31783	20,000#	14.00
"	"	2165-9/30/11	CRN-12724	26,950#	18.87
"	"	3164- "	CRN-11822	26,630#	18.66
"	"	3131-9/28/11	SP-38807	15,210#	10.65
"	"	1597-5/2/11	SP-86266	26,650#	18.66
"	"	1665-5/7/11	SP-85614	27,950#	19.57
"	"	1617-5/4/11	SP-86210	26,700#	18.69
"	"	1647-5/6/11	UP-73558	28,160#	19.71
"	"	1635-5/5/11	UP-72930	22,400#	15.68
"	"	1634- "	SP-69252	19,200#	13.44
"	"	1596-5/2/11	MLT-33195	26,870#	18.80
"	"	1648-5/6/11	TNO-31358	25,650#	17.96
"	"	1666-5/7/11	SP-20503	28,070#	19.65
"	"	1636-5/5/11	CRN-11848	20,000#	14.00
"	"	1477-4/21/11	MLT-30736	20,000#	14.00

Scott, Wagner & Miller

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
"	"	1466-4/20/11	ETC-11350	23,570#	16.50
"	"	1446-4/19/11	MLT-32141	21,520#	15.06
"	"	1430-4/18/11	UP-70936	24,260#	16.98
"	"	1419-4/15/11	SP-66281	19,000#	13.30
"	"	1410-4/15/11	MLT-32020	23,980#	16.79
"	"	1409- "	LW-12839	19,160#	13.41
"	"	1408- "	SP-22937	27,030#	18.92
"	"	1405- "	SP-61045	19,000#	13.30
"	"	1380-4/14/11	SP-89169	26,340#	18.44
"	"	1379- "	TNO-12998	27,130#	18.99
"	"	1377- "	GH-10446	19,000#	13.30
"	"	1361-4/13/11	SP-83615	21,900#	15.83
"	"	1360-4/13/11	SP-80761	21,970#	15.38
"	"	1359- "	UP-68404	18,610#	13.03
"	"	1357- "	UP-67416	17,000#	11.90
"	"	1341-4/12/11	GH-11244	19,000#	13.30
"	"	1340- "	SP-83590	21,710#	15.20
"	"	1339- "	SP-83140	21,060#	14.74
"	"	1338- "	HEWT-880	23,430#	16.40
"	"	1320-4/11/11	SP-69948	19,000#	13.30
"	"	1288-4/8/11	UP-65455	17,000#	11.90
"	"	1226-4/5/11	ORN-1256	25,260#	17.68
"	"	1225- "	JP-68799	17,370#	12.16
"	"	1195-4/2/11	UP-65178	17,101#	11.90
"	"	423-3/14/11	GH-12153	19,000#	13.30
"	"	1168-3/30/11	MLT-30211	20,000#	14.00
"	"	1092-3/25/11	UP-67168	17,460#	12.22
"	"	1094- "	UP-68587	18,310#	12.82
"	"	192-1/17/11	SP-80338	20,000#	14.00
"	"	120-1/11/11	SP-80331	20,000#	14.00
"	"	96-1/9/11	SP-80248	21,480#	15.04
"	"	260-1/20/11	SP-80129	20,120#	14.08
"	"	197-1/17/11	ETC-7237	19,000#	13.30
"	"	2797-8/9/11	UP-72167	25,100#	17.57
"	"	2893-8/31/11	SP-84493	20,380#	14.27
"	"	2839-8/25/11	UP-74120	26,800#	18.75
"	"	2810-8/27/11	OW-13138	25,900#	18.13
"	"	2786-8/18/11	ETC-7277	19,200#	13.44
"	"	2822-8/23/11	UP-1967	28,300#	19.81
"	"	2824-8/23/11	SP-89034	21,730#	15.21
"	"	2949-8/25/11	SP-66304	20,240#	14.17
"	"	2897-8/18/11	UP-70722	22,530#	15.77
"	"	2894-8/19/11	LW-12187	19,000#	13.30
"	"	2715-8/10/11	SP-84919	25,610#	17.93
"	"	2725-8/11/11	SP-70347	19,900#	13.93
"	"	2745-8/14/11	SP-21578	27,020#	18.91
"	"	2686-8/8/11	UP-68358	17,230#	12.06
"	"	2652-8/5/11	UP-66386	17,940#	12.56

1,930,860# 1351.63
 1,930,860# 1.15 1110.24

SHOULD BE

O/C 241.39

STATEMENT NO. 1.

SCOTT, MAGNER & MILLER-----

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Midway	San Francisco	78- 8/14/11	SP-82085	75,200#	58.28
			SHOULD BE....	75,200#	43.24
				1.15	15.04
				O/C	
Midway	W. Berkeley	35- 6/9/11	UP-70954	25,280#	20.83
"	Stockyards	45- 6/12/11	SP-64492	20,250#	17.18
				45,430#	38.01
			SHOULD BE....	45,530#	31.18
				1.15	6.83
				2.50	
Sunol	San Francisco	712-10/21/11	GH-10222	22,240#	15.34
"	"	558- 8/19/11	GH-10113	51,500#	30.90
"	"	516- 8/15/11	SP-70341	21,000#	12.60
"	"	660- 9/25/11	HFC-11997	39,090#	25.45
"	"	657- 9/23/11	MIT-33154	30,930#	18.56
"	"	662- 9/26/11	SP-60159	23,330#	14.00
"	"	652- 9/22/11	SP-20911	37,330#	22.40
"	"	646- 9/19/11	UP-66365	21,810#	13.09
"	"	644- 9/18/11	UP-89369	27,960#	16.78
"	"	609- 9/6/ 11	SP-81701	20,000#	12.00
"	"	546- 8/22/11	SP-83244	21,700#	13.02
"	"	492- 8/10/11	OW-8130	26,600#	15.96
"	"	486- 8/9/ 11	SP-70630	20,400#	12.24
"	"	524- 8/17/11	SP-89054	27,800#	16.68
"	"	532- 8/18/11	MIT-11446	20,100#	12.06
"	"	500- 8/12/11	SP-84286	23,400#	14.04
"	"	509- 8/14/11	UP-68534	18,800#	11.28
"	"	520- 8/16/11	UP-68939	18,280#	10.97
Livermore	San Leandro	647- 2/17/11	UP-71237	27,750#	16.65
Pleasanton	Oakland	2231-11/6/11	SP-83060	22,930#	13.76
"	"	2209-11/3/11	GH-14750	26,990#	16.19
"	"	2190-11/2/11	CP-76737	21,060#	12.64
"	"	2179-11/1/11	MIT-14531	27,510#	16.51
"	"	2158-10/31/11	IC-39506	24,670#	14.80
"	"	2156- "	SP-73940	20,780#	12.47
"	"	2145- "	SP-77571	20,830#	12.50
"	"	2100-10/24/11	LE-14074	28,670#	17.20
"	"	2089-10/23/11	OPN-13128	29,030#	17.42
"	"	2049-10/20/11	GH-10150	23,300#	13.98
"	"	2080-10/19/11	HFC-11674	27,720#	16.63
"	"	2020-10/18/11	SP-89369	29,900#	17.94
"	"	2005-10/17/11	MIT-11403	20,050#	12.03
				823,460#	494.09
			SHOULD BE.....	823,460#	473.49
				OC.....	20.60

Statement No. 1.
 Scott, Wagner & Miller.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Pleasanton	San Francisco	1250-9/8/11	OC-88524	24,900#	16.81
"	"	1577-9/11/11	SP-76566	20,000#	13.50
"	"	1597-9/13/11	SP-76572	20,000#	13.50
"	"	1599-	SP-81350	23,300#	15.73
"	"	1598-	SP-77600	20,000#	13.50
"	"	1653-9/6/11	UP-62176	23,500#	15.86
"	"	1635-9/15/11	CP-84748	25,400#	17.15
"	"	1600-9/13/11	MLT-12454	19,000#	12.83
"	"	1654-9/16/11	SP-70965	19,000#	11.83
"	"	1676-9/19/11	SP-86137	20,000#	13.50
"	"	1863-10/5/11	SP-88970	20,000#	13.50
"	"	1248-7/27/11	LW-12206	19,000#	12.83
"	"	1216-7/21/11	TMO-12361	19,460#	13.14
"	"	1184-7/15/11	SP-86486	26,320#	17.76
"	"	1165-7/12/11	GH-33869	25,030#	16.90
"	"	55-3/23/11	GH-33965	26,470#	17.87
"	"	562-3/24/11	UP-68437	17,000#	11.48
"	"	3916-12/30/10	SP-80733	20,460#	13.81
"	"	5874-12/26/10	UP-67704	17,000#	11.48
"	"	3873-12/24/10	MLT-33343	26,050#	17.58
"	"	3872-	SP-72504	19,000#	12.83
"	"	3867-12/23/10	GH-31575	23,710#	16.00
"	"	1475-8/30/11	SP-83289	21,570#	14.42
"	"	1467-8/29/11	CRN-7077	18,000#	12.15
"	"	1466-	SP-69262	20,700#	13.97
"	"	1465-	GH-10276	20,130#	13.59
"	"	1464-	SP-89573	26,100#	17.62
"	"	1464-	SP-21164	35,780#	24.15
"	"	1439-8/26/11	SP-86755	25,580#	17.26
"	"	1438-8/26/11	UP-68148	18,500#	12.49
"	"	1436-	SP-80100	20,700#	13.97
"	"	1426-8/25/11	LW-9725	19,000#	12.83
"	"	1425-	OSL-10036	27,000#	18.23
"	"	1408-8/22/11	UP-68148	17,650#	11.91
"	"	1406-	UP-66670	17,450#	11.78
"	"	1405	UP-68429	18,000#	12.15
"	"	1404-	OW-10065	23,720#	16.01
"	"	1395-8/25/11	OW-11030	25,480#	17.20
"	"	1393-	LW-30778	21,360#	14.42
"	"	1355-8/15/11	TMO-31401	23,460#	15.83
"	"	1292-8/3/11	GH-10377	19,480#	13.15
"	"	1291-8/3/11	ORN-10401	26,070#	17.60
"	"	1289-	UP-70327	26,310#	17.76
"	"	1278-8/1/11	UP-72908	25,660#	17.32
"	"	2119-10/27/11	UP-66498	18,228#	12.30
"	"	2113-10/25/11	SP33356	19,000#	12.83
"	"	2102-10/24/11	SP-75866	19,000#	12.83
"	"	1999-10/17/11	UP-60915	19,000#	12.83
"	"	1983-10/16/11	SP-89514	27,190#	18.35
"	"	1982-	SP-38465	17,230#	11.63
"	"	1973-10/13/11	MLT-30692	22,680#	15.31
"	"	1972	SP-80034	22,610#	15.26
"	"	1969-10/12/11	LW-14040	25,700#	17.35
"	"	1941-10/11/11	OSL-13400	26,070#	17.60
"	"	1937-10/10/11	OSL-8177	21,480#	14.50
"	"	1936-	UP-73137	20,000#	13.50
"	"	1926-10/9/11	SP-69729	19,970#	13.48
"	"	1900-	SP-52938	24,140#	16.29
"	"	1899-10/9/11	SP-38890	17,320#	11.69
				1,291,718#	870.95

SHOULD BE 1,291,718# 1.15 742.74

O/C 128.21

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Livermore	Oakland	2142-6/17/11	GE-34779	26,630#	17.98
Pleasanton	San Fran.	2177-11/1/11	SP-33116	21,070#	14.22
"	"	2112-10/26/11	SP-80398	22,680#	15.31
"	"	2144-10/30/11	UP-62327	19,000#	12.83
"	"	1879-10/6/11	UP-68919	20,000#	13.50
"	"	2155-10/31/11	OSL-9369	26,360#	17.79
"	"	2235-11/6/11	SP-84010	19,000#	12.83
"	"	2206-11/3/11	OSL-12882	19,000#	12.83
"	"	2192-11/2/11	SP-66320	19,350#	13.06
"	"	2208-11/3/11	UP-60922	19,000#	12.83
"	"	2207-11/3/11	SP-75849	19,300#	13.03
"	"	2191-11/2/11	SP-70332	19,840#	13.39
Livermore	Oakland	3632-11/11/11	GE-74739	23,480#	15.85
Pleasanton	San Fran.	1782-9/28/11	UP-72713	20,000#	13.50
"	"	1655-9/16/11	OSL-12830	20,000#	13.50
"	"	1626-9/14/11	MLT-32820	25,250#	17.04
"	"	1625-9/14/11	SP-85579	26,040#	17.58
"	"	1624-	MLT-35192	25,480#	17.20
"	"	1613-	LW-14082	22,720#	15.34
"	"	1612-	OSL-9136	25,640#	17.31
"	"	1611-	UP-71364	26,390#	17.81
"	"	1610-	UP-84377	22,730#	15.34
"	"	1609-	MLT-30534	20,680#	13.96
"	"	1596-9/13/11	MLT-14245	24,610#	16.61
"	"	1552-9/8/11	UP-65752	18,200#	12.29
"	"	1551-9/8/11	MLT-32112	23,900#	16.13
"	"	1549-9/8/11	UP-67361	19,210#	13.03
"	"	1547-	SP-69271	19,670#	13.28
"	"	1546-	GE-31748	23,000#	15.53
"	"	1545-9/8/11	UP-72695	26,930#	18.18
"	"	1544-	UP-72744	26,600#	17.96
"	"	1543-	UP-61119	20,000#	13.50
"	"	1542-	UP-67370	18,300#	12.35
"	"	1525-9/6/11	MLT-30657	20,790#	14.03
"	"	1523-	OSL-13951	26,490#	17.88
"	"	1521-	MLT-14569	25,190#	17.00
"	"	1509-9/5/11	UP-67956	17,550#	11.83
"	"	1508-	TNO-30936	22,500#	15.19
"	"	1507-	UP-70935	27,690#	18.69
"	"	1553-9/8/11	GE-10443	19,400#	13.10
"	"	1548-	MLT-52090	19,000#	12.83
"	"	1531-9/6/11	SP-82395	20,000#	13.50
"	"	1530-	UP-67537	18,200#	12.29
"	"	1529-	LW-30798	21,100#	14.24
"	"	1528-	UP-65551	19,300#	13.03
"	"	1527-9/6/11	UP-66367	17,000#	11.48
"	"	1526-	SP-75625	19,600#	13.23
"	"	1489-9/1/11	SP-83685	22,410#	15.13
"	"	1488-	MLT-30430	20,830#	14.06
"	"	1487-	OSL-9579	27,200#	18.36
"	"	1486-	SP-88719	26,200#	17.69
"	"	1484	SP-84837	20,000#	13.50
"	"	1483	UP-76068	17,010#	11.48
"	"	1482-	ETC-12001	32,100#	21.67
"	"	1481-	MLT-33429	26,440#	17.85
"	"	1480	OSL-9598	26,660#	18.00
"	"	1479	UP-65449	18,760#	12.56
"	"	1061-6/21/11	TNO-9848	17,000#	11.48
"	"	1002-6/10/11	UP-70949	23,020#	15.54
"	"	995-6/9/11	SP-82704	20,000#	13.50
"	"	975-6/5/11	SP-88661	23,640#	15.96
"	"	927-5/27/11	GE-31806	20,350#	13.74
"	"	2126-10/18/11	SP-60007	26,970#	18.20
"	"	2114-10/25/11	SP-73886	19,000#	12.83
"	"	2101-10/24/11	UP-61291	19,620#	13.24

CORRECTION

CORRECTION

THIS DOCUMENT

HAS BEEN REPHOTOGRAPHED

TO ASSURE LEGIBILITY

FROM	TO	WAYBILL	CAR	WEIGHT	CHARGES
Livermore	Oakland	2142-6/17/11	GH-34779	26,630#	17.98
Pleasanton	San Fran.	2177-11/1/11	SP-33116	21,070#	14.22
"	"	2112-10/26/11	SP-80398	22,680#	15.31
"	"	2144-10/30/11	UP-62327	19,000#	12.83
"	"	1879-10/6/11	UP-68919	20,000#	13.50
"	"	2155-10/31/11	OSL-9369	26,360#	17.79
"	"	2235-11/6/11	SP-84010	19,000#	12.83
"	"	2206-11/3/11	OSL-12882	19,000#	12.83
"	"	2192-11/2/11	SP-66320	19,350#	13.06
"	"	2208-11/3/11	UP-60922	19,000#	12.83
"	"	2207-11/3/11	SP-75849	19,300#	13.03
"	"	2191-11/2/11	SP-70532	19,840#	13.39
Livermore	Oakland	3632-11/11/11	GH-74739	23,480#	15.85
Pleasanton	San Fran.	1782-9/28/11	UP-72713	20,000#	13.50
"	"	1655-9/16/11	OSL-12830	20,000#	13.50
"	"	1626-9/14/11	MLT-32820	25,250#	17.04
"	"	1625-9/14/11	SP-85579	26,040#	17.58
"	"	1624-	MLT-35192	25,480#	17.20
"	"	1613-	LW-14082	22,720#	15.34
"	"	1612-	OSL-9136	25,640#	17.31
"	"	1611-	UP-71364	26,390#	17.81
"	"	1610-	UP-84377	22,730#	15.34
"	"	1609-	MLT-30534	20,680#	13.96
"	"	1596-9/13/11	MLT-14245	24,610#	16.61
"	"	1552-9/8/11	UP-65752	18,200#	12.29
"	"	1551-9/8/11	MLT-32112	23,900#	16.13
"	"	1549-9/8/11	UP-67361	19,210#	13.03
"	"	1547-	SP-69271	19,670#	13.28
"	"	1546-	GH-31748	23,000#	15.53
"	"	1545-9/8/11	UP-72695	26,930#	18.18
"	"	1544-	UP-72744	26,600#	17.96
"	"	1543-	UP-61119	20,000#	13.50
"	"	1542-	UP-67570	18,300#	12.35
"	"	1525-9/6/11	MLT-30657	20,790#	14.03
"	"	1523-	OSL-13951	26,490#	17.88
"	"	1521-	MLT-14569	25,190#	17.00
"	"	1509-9/5/11	UP-67956	17,530#	11.83
"	"	1508-	WNO-30936	22,500#	15.19
"	"	1507-	UP-70935	27,690#	18.69
"	"	1553-9/8/11	GH-10443	19,400#	13.10
"	"	1548-	MLT-52090	19,000#	12.83
"	"	1531-9/6/11	SP-82395	20,000#	13.50
"	"	1530-	UP-67537	18,200#	12.29
"	"	1529-	LW-30798	21,100#	14.24
"	"	1528-	UP-65551	19,300#	13.03
"	"	1527-9/6/11	UP-65367	17,000#	11.48
"	"	1526-	SP-75625	19,600#	13.23
"	"	1489-9/1/11	SP-83685	22,410#	15.13
"	"	1488-	MLT-30430	20,830#	14.06
"	"	1487-	OSL-9579	27,200#	18.36
"	"	1486-	SP-88719	26,200#	17.69
"	"	1484	SP-84837	20,000#	13.50
"	"	1483	UP-76068	17,010#	11.43
"	"	1482-	WTC-12001	32,100#	21.67
"	"	1481-	MLT-33429	26,440#	17.85
"	"	1480	OSL-9598	26,660#	18.00
"	"	1479	UP-65449	18,760#	12.66
"	"	1061-6/21/11	WNO-9848	17,000#	11.48
"	"	1002-6/10/11	UP-70949	23,020#	15.54
"	"	995-6/9/11	SP-82704	20,000#	13.50
"	"	975-6/5/11	SP-88661	23,640#	15.96
"	"	927-5/27/11	GH-31806	20,350#	13.74
"	"	2126-10/18/11	SP-60007	26,970#	18.20
"	"	2114-10/25/11	SP-73886	19,000#	12.83
"	"	2101-10/24/11	UP-61291	19,620#	13.24

Statement No. 1.
 Scott, Magner & Miller.

<u>FROM</u>	<u>TO</u>	<u>WAYBILL</u>	<u>CAR</u>	<u>WEIGHT</u>	<u>CHARGES</u>
Pleasanton	San Francisco	2091-10/25/11	UP-75544	19,690#	13.29
"	"	2090-10/23/11	SP-77311	19,160#	12.93
"	"	2063-10/21/11	SP-77163	19,000#	12.83
"	"	2050-10/20/11	UP-68228	19,800#	13.37
"	"	2048- "	SP-38809	17,540#	11.84
"	"	2051-10/19/11	SP-76980	20,670#	13.95
"	"	2030- "	MLT-32677	27,950#	18.87
"	"	2029- "	SP-74403	20,230#	13.65
"	"	2022-10/18/11	UP-73256	26,010#	18.91
"	"	2021- "	OC-74454	24,270#	16.38
"	"	1988-10/17/11	OSL-13847	24,750#	16.71
"	"	1988-10/16/11	UP-62120	26,100#	17.62
"	"	1987-10/16/11	SP-75622	19,950#	13.47
"	"	1898-10/9/11	SP-33752	22,460#	15.16
				<u>1,740,540#</u>	<u>1175.08</u>
SHOULD BE				<u>1,740,540#</u>	<u>1.15 1000.78</u>
				O/C	174.38
TOTAL OVERCHARGE					1241.98

Recapitulation of Overcharges.

L. C. Sheldon.....	\$ 451.27
Magan Bros.....	457.05
Scott, Magner & Miller.....	<u>1241.98</u>
Grand Total.....	\$ 2150.30