

Decision No. 46088

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of)
just, reasonable and nondiscriminatory)
maximum or minimum or maximum and mini-)
mum rates, rules, classifications and)
regulations for the transportation of)
property for compensation or hire over)
the public highways of the City of Los)
Angeles.)

Case No. 4121 ✓

In the Matter of the Investigation into)
the rates, rules, regulations, charges,)
allowances, and practices of all common)
carriers, highway carriers, and city)
carriers relating to the transportation)
of property.)

Case No. 4808

Appearances

Arlo D. Poe, for Motor Truck Association of Southern California, petitioner.

A. A. Asatoorian, R. D. Adams, James F. Bartholomew, R. D. Campbell, J. R. Decker, E. T. Halbert, H. Halverson, Pete Kazarian, Albert Kulla, E. T. Longenecker, Alberto R. Pearson, J. B. Robinson, R. A. Schneyer, O. H. Scott, Morgan Stanley, Clyde Storey, and Matt Williams, for various carriers, interested parties.

P. J. Arturo, John F. Kirkman, J. O. Masters, A. L. Russell, J. A. Sullivan and Robert K. Wilson, for various shippers and shipper organizations, interested parties.

W. G. O'Barr, for Los Angeles Chamber of Commerce, interested party.

Charles H. Jacobsen, for Engineering Staff, Transportation Department, Public Utilities Commission.

SUPPLEMENTAL OPINION

This opinion deals with proposed revisions in the minimum rates, rules and regulations governing the transportation of general commodities by for-hire carriers within the portion of Los Angeles County hereinafter referred to as the "drayage area" and, under specified conditions, within Los Angeles and Orange Counties. The rates are set forth in City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5, which will be referred to as the "drayage tariff".

The rates in the drayage tariff were last adjusted on September 1, 1948. By petition filed in August, 1950, The Motor Truck Association of Southern California sought increases in the minimum rates to compensate for increases in operating costs which assertedly had become effective since the previous rate adjustment. The sought increases were denied for want of sufficient justification. In its decision the Commission pointed out that the evidence which was submitted in support of the petition was unsatisfactory in that it was based substantially upon a 1941 cost study which "was made under conditions prevailing in a prewar era now remote by nearly a decade". The Commission further pointed out that the 1941 study itself was not wholly satisfactory for the purpose of establishing minimum rates because it included assumptions as to load and use factors, average truck speeds, loading and unloading performance, overhead and gross revenue expenses and other basic elements of cost which were not fully supported at the time.¹

In the instant phase of these proceedings the Association again petitions for increases in the drayage rates.² It alleges that the costs of transporting property within the drayage area have increased to such an extent since September 1, 1948, that the present rates do not return a reasonable profit and that they are not generally sufficient to return even the cost of the service. Petitioner asserts that unless the minimum rates are increased by sufficient volume to offset the increased costs, the economic stability of many carriers will be seriously impaired.

Public hearing of the matter was held before Examiner Abernathy at Los Angeles on May 21, 1951.

¹ Decision No. 45160, December 19, 1950

² For convenience The Motor Truck Association of Southern California is referred to as the "Association".

Evidence in support of the petition was submitted by a consulting engineer employed by the Association and by a member of the Association's rate committee. The engineer testified that for the past fifteen years he has been actively engaged in making cost analyses and rate studies in connection with the minimum rates in California. He said that in the course of his work with the Association he is in close contact with the carriers and that information is furnished him continuously concerning various phases of the operations of the transportation industry. With respect to the expense increases referred to by the Association in its petition, he reported increases of approximately 15 per cent in the wage rates of labor; 35 to 45 per cent in the costs of equipment; 58 per cent in the cost of tires; and 10 to 25 per cent in other items of operating expense. He stated that the carriers are becoming very discouraged in endeavoring to cope with the increased costs under rates which have not been adjusted since September, 1948.

The witness introduced and explained an exhibit covering a study he had made to determine the cost of transportation service in the drayage area. He asserted that in the development of his study he had endeavored to meet meticulously the Commission's criticisms of the cost evidence which had been submitted previously in these proceedings and that he had obtained figures which he believed to be representative of current operating experience. He said that he had "leaned heavily" on recent time studies of the Commission's staff and of Southern California Freight Lines and that in addition he had made analyses of recent loading and unloading records. His studies showed, he reported, improvements in various of the cost factors, such as operating performance per man hour, with resulting reductions in operating costs particularly with those

relating to the larger shipments. Where he had found no substantial differences between present operating data and data reached in previous studies in these proceedings he had continued the use of the earlier figures.

According to the testimony of the engineer, the development of cost data relating to operations solely within the drayage area is very difficult for the reason that none of the carriers are engaged exclusively in drayage service and their financial records are not separated as to their drayage and other operations. There is not a natural line of demarcation between industrial activity inside and outside of the drayage area. As a result the draymen all extend their transportation operations to points outside of the drayage area. The equipment which the carriers use for the combined drayage and extended service is larger and more expensive than that which would be adequate for drayage operations exclusively. The engineer said that in order to avoid burdening his drayage cost data with costs applicable to the carriers' operations outside of the drayage area, he had used as vehicle costs the costs of the vehicles which would be appropriate for the drayage service only.

The engineer testified that the method which he used in the development of his costs had been designed to arrive at the lowest costs compatible with an efficient operation. Where he found, for example, that lowest cost would be obtained through the direct pickup and delivery of shipments, his exhibit reflected such costs. On the other hand, where the lowest costs are obtained by operation of service where the shipments are picked up and brought to the carriers' depots for redistribution, he had used those cost figures. With regard to employment of helpers he had allowed for the use of the helpers only to the extent that ^{such} use would result in the lowering of

the over-all costs of the service, regardless of whether the carriers employed helpers in this manner in their actual operations.

Two scales of costs for measuring rates were developed by the engineer. In one scale he included a sum for profit equivalent to a rate of return upon the average vehicle investment plus an allowance for working capital. In the other scale costs were expanded on the basis of an operating ratio of 93 percent, before taxes, to allow for profit. The method of allowing a rate of return upon investment is one that was followed in the early development of minimum rates, the witness said. He expressed the opinion, however, that the operating ratio method is the more sound in so far as truck transportation is concerned, and recommended that the drayage rates be increased so as to result in an operating ratio of 93 per cent before income taxes.³

Upon the basis of his cost figures the engineer recommended adjustments in virtually all of the rates in the drayage tariff, including the class rates, the commodity rates, the hourly, weekly, and monthly rates, and the charges for accessorial and incidental services. With respect to the class rates, he recommended in addition to the increases the restoration of the rate relationships which were fixed when the rates were originally established. Because of horizontal increases in the rates since 1941, he said that the original relationships have been distorted. In general, the increases which he proposed in the class rates range from about 10 per cent to 33 per cent, and average about 22 per cent. With respect to commodity rates he proposed increases corresponding to the average

³ The resulting rates would be about 5 per cent higher for shipments in the smaller weight brackets than would the corresponding rates developed to provide an 8 per cent return upon average vehicle investment and working capital.

increases in the class rates applicable to the quantity involved. The increases which he advocated in the hourly, weekly, and monthly vehicle rates applicable in the drayage area and elsewhere in Los Angeles and Orange Counties range from 12 per cent to 30.5 per cent and average 21.5 per cent. Corresponding increases were recommended in the rates for miscellaneous and accessorial services. ⁴

A transportation engineer of the Commission's staff also submitted data relating to the hourly, weekly, and monthly vehicle rates. In addition, he supplied figures pertaining to the separate rental of trailers. In general, his cost figures are somewhat lower than those of the Association's consultant. The differences stem principally from the fact that the Commission witness used more favorable vehicle use factors in the development of his data than did the Association witness. Moreover, he included no allowance in his figures for cargo insurance on the assumption that the shippers themselves assume the liability for loss or damage to shipments transported at the hourly, weekly, and monthly rates. He said that the trailer rental costs had been developed inasmuch as he had found that trailers are rented by themselves apart from any towing equipment.

Representatives of shippers and of organizations participated in the examination of the witnesses. Objections to some of the Association's proposals were raised, but no specific evidence was offered in opposition to the granting of the sought increases.

⁴ For services which involve labor principally, he proposed a rate increase of 15.63 per cent to correspond to the average increase in the carriers' labor costs since September 1, 1948. Increases of 22 per cent were proposed in certain unit rates with the cancellation of rates for quantities of 25,000 units or more per month. Parcel rates would be increased to 16 cents per package plus 1-3/4 cents per pound from 14 cents per package plus one-half cent per pound so as to correspond with rates recently approved for the principal common carrier of parcels in the drayage area. ✓

The evidence herein is convincing that the present drayage rates are no longer sufficient to compensate the carriers adequately for their services and that increases in the rates are justified. Although substantial increases in the rates are indicated, for the most part the increases appear no more than necessary to meet the increased costs and to provide a reasonable margin for profit.

Generally speaking, the cost data which were developed by the engineer are conservatively stated. In some respects it appears that the impact of recent expense increases has been minimized. The costs were constructed on the assumption that they should reflect maximum efficiency in vehicle and helper usage. It is questionable that the carriers can maintain such a level of efficiency in the day-to-day conduct of their operations. Also, the development of costs on the basis of vehicles theoretically suitable for operations within the confines of the drayage area tends to ignore costs applicable to the carriers' present drayage services and assumes that the carriers in the restricted service would be able to maintain the same load and use factors that they now attain. Moreover, in the cost data only measurable expense increases are reflected. No effect was given to expense increases resulting from the so-called "fringe" provisions of the carriers' wage contracts with their employees.

In one respect the costs were overstated. Depreciation expense was developed upon the basis of present vehicle costs rather than upon lower costs corresponding to those applicable to the vehicles in use. As the Commission has hitherto pointed out in a number of its decisions, the use of investment figures in excess of those represented by the property involved leads to inflated

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results. The amount of the adjustment that should be made in the consultant's depreciation expense cannot be determined from the record. Although the depreciation charges are clearly excessive, it appears that in the summation of all of the costs, the excessive charges are substantially offset by the understatement of other expenses in the respects referred to above. More precise information regarding the indicated adjustments would be desired, and should be furnished in further phases of these proceedings; however, to withhold necessary increases pending a further refinement of the record would unreasonably deprive the carriers of revenues needed to provide adequate service to the public. The consultant's cost data, as to its over-all results, will be accepted.

Although the hourly, weekly, and monthly vehicle cost figures which were developed by the consultant are higher than those of the Commission engineer, it appears that the cost figures of the consultant should be preferred as being the more representative of current costs. It appears also that a proposed scale of weekly rates based upon vehicle use for five successive days and proportionate to the rates based upon vehicle use for six successive days should be

5
Petitioner Association argued that depreciation charges should be based upon current vehicle costs so that the carriers will be able to meet increasing costs of new vehicles when necessary to replace present equipment. Thus in effect the Association seeks funds from present rate payers to enable the carriers to meet future capital requirements. The accumulation of capital for the conduct of an enterprise is a function of investors. Rate payers should not be expected to provide capital for the future in addition to paying a reasonable rate of return upon the value of the properties used by the carriers in their operations.

C. 4121 - 4808 - Drayage - AF

adopted in order that rates be provided to conform to present transportation practices. No specific need for trailer rental rates was shown and no changes in the present rate structure will be made in this respect.

In this phase of these proceedings the Association purportedly undertook through its consultant witness to meet fully the Commission's criticisms of evidence received in the prior hearing relating to the drayage rates. The consultant assertedly developed current figures in support of his cost study. The evidence as a whole is convincing that with minor exceptions the increased rates sought by the Association are justified. Increases in the commodity rates will be established on the basis of the increases in costs to the separate zones instead of on the basis of average increases as advocated so that unwarranted increases will not be made in any of the zone rates. The Association's proposed cancellation of unit rates for quantities in excess of 25,000 units per month will be denied for lack of justification. In other respects the increased rates recommended by the consultant will be established.

Upon consideration of all of the facts and circumstances of record, the Commission is of the opinion and hereby finds that the existing drayage rates should be revised to the extent herein indicated and as provided in the order which follows. .

O R D E R

An adjourned public hearing having been held in the above-entitled proceeding, and based upon all of the evidence and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended in this proceeding) be, and it hereby is, further amended by substituting for the corresponding pages now contained therein the revised pages attached hereto and by this reference made a part hereof, to become effective September 17, 1951, which pages are numbered as follows:

Fifth Revised Page 16	cancel	Fourth Revised Page 16
Fourth Revised Page 17	cancel	Third Revised Page 17
Sixth Revised Page 18	cancel	Fifth Revised Page 18
Sixth Revised Page 20	cancel	Fifth Revised Page 20
Fifth Revised Page 26	cancel	Fourth Revised Page 26
Fifth Revised Page 28	cancel	Fourth Revised Page 28
Seventh Revised Page 29	cancel	Sixth Revised Page 29
Eighth Revised Page 31	cancel	Seventh Revised Page 31
Fifth Revised Page 32	cancel	Fourth Revised Page 32
Sixth Revised Page 35	cancel	Fifth Revised Page 35
Fifth Revised Page 38	cancel	Fourth Revised Page 38
Fourth Revised Page 39	cancel	Third Revised Page 39
Fifth Revised Page 40	cancel	Fourth Revised Page 40
Sixth Revised Page 41	cancel	Fifth Revised Page 41

IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carriers as a result of the amendments herein of the aforesaid tariff shall be made effective on or before September 17, 1951, on not less than five (5) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that in all other respects the petition of The Motor Truck Association of Southern California, referred to in the preceding opinion, be, and it hereby is, denied.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																						
100.	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Items Nos. 10(i) and 11(j) series from point of origin to point of destination, and include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1.- When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 5 cents per 100 pounds, minimum additional charge 25 cents per shipment, shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for this service in connection with shipments weighing less than 100 pounds.</p>																						
*110-E Cancels 110-D	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$2.43 per man per hour, minimum charge \diamond \$1.21, shall be made for stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>																						
*120-D Cancels 120-C	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided the minimum charge per shipment shall be as follows:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>Weight of shipment (in pounds)</u></th> <th style="text-align: center;">\diamond <u>Charge (in cents)</u></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">52</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">65</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">76</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">91</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">100</td> </tr> </tbody> </table>		<u>Weight of shipment (in pounds)</u>		\diamond <u>Charge (in cents)</u>	<u>Over</u>	<u>But Not over</u>		0	25	52	25	50	65	50	75	76	75	100	91	100	-	100
<u>Weight of shipment (in pounds)</u>		\diamond <u>Charge (in cents)</u>																					
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<p>*Change) \diamond Increase) Decision No. 46088</p>																							
<p>EFFECTIVE SEPTEMBER 17, 1951</p>																							
<p>Issued by the Public Utilities Commission of the State of California San Francisco, California Correction No. 112</p>																							

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
<p>*130-D Cancels 130-C</p>	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for a split delivery shipment, as defined in Item No. 11(j) series, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of property from point of origin to that point of destination of any component part which produces the highest charge, plus an added charge as provided in paragraph (1):</p> <p>(1) Table of added charges:</p> <table border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Number of Deliveries</th> <th style="text-align: left;">◇ Added Charge</th> </tr> </thead> <tbody> <tr> <td>2 _____</td> <td>279 cents</td> </tr> <tr> <td>3 to and including 5 _____</td> <td>372 cents</td> </tr> <tr> <td>6 to and including 10 _____</td> <td>465 cents</td> </tr> <tr> <td>11 or more _____</td> <td>48 cents per delivery</td> </tr> </tbody> </table> <p>(2) At time of tender of shipment carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the point of destination, and the kind and quantity of property in each component part.</p> <p>(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.</p>	Number of Deliveries	◇ Added Charge	2 _____	279 cents	3 to and including 5 _____	372 cents	6 to and including 10 _____	465 cents	11 or more _____	48 cents per delivery
Number of Deliveries	◇ Added Charge										
2 _____	279 cents										
3 to and including 5 _____	372 cents										
6 to and including 10 _____	465 cents										
11 or more _____	48 cents per delivery										
<p>140</p>	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates 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 between the same points of origin and destination, and for the same accessorial services, than results from the application of rates herein provided.</p>										
<p>* Change } ◇ Increase } Decision No. 46088</p>											
<p>EFFECTIVE SEPTEMBER 17, 1951</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 113</p>											

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*150-F Cancels 150-E	<p data-bbox="442 420 1139 453">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p data-bbox="348 514 1433 675">(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000.00).</p> <p data-bbox="348 708 1455 1561">(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars (\$2,000.00), payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty (30) days' notice to the Commission.</p> <p data-bbox="348 1592 1438 1783">(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten (10) days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.</p> <p data-bbox="348 1814 1455 1944">(d) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments weighing less than 100 pounds shall be \diamond15 cents for each \$100.00 or fraction thereof.</p> <p data-bbox="348 1974 1438 2071">(e) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments weighing 100 pounds and over shall be as follows:</p>

When the amount collected is

◇ Charge for collecting and remitting will be

Not over \$2.50	-----	\$0.26
Over 2.50 not over \$ 5.00	-----	.30
Over 5.00 not over 10.00	-----	.41
Over 10.00 not over 20.00	-----	.44
Over 20.00 not over 25.00	-----	.47
Over 25.00 not over 40.00	-----	.54
Over 40.00 not over 50.00	-----	.58
Over 50.00 not over 60.00	-----	.73
Over 60.00 not over 80.00	-----	.76
Over 80.00 not over 100.00	-----	.79
Over 100.00 not over 102.50	-----	1.00
Over 102.50 not over 105.00	-----	1.02
Over 105.00 not over 110.00	-----	1.07
Over 110.00 not over 120.00	-----	1.10
Over 120.00 not over 140.00	-----	1.12
Over 140.00 not over 150.00	-----	1.17
Over 150.00 not over 160.00	-----	1.24
Over 160.00 not over 180.00	-----	1.27
Over 180.00 not over 200.00	-----	1.31
Over 200.00 not over 250.00	-----	1.46
Over 250.00 not over 300.00	-----	1.68
Over 300.00 not over 350.00	-----	1.89
Over 350.00 not over 400.00	-----	2.12
Over 400.00 not over 450.00	-----	2.34
Over 450.00 not over 500.00	-----	2.56
Over 500.00 not over 550.00	-----	2.78
Over 550.00 not over 600.00	-----	2.99
Over 600.00 not over 650.00	-----	3.21
Over 650.00 not over 700.00	-----	3.43
Over 700.00 not over 750.00	-----	3.66
Over 750.00 not over 800.00	-----	3.88
Over 800.00 not over 850.00	-----	4.09
Over 850.00 not over 900.00	-----	4.31
Over 900.00 not over 950.00	-----	4.53
Over 950.00 not over 1,000.00	-----	4.75
Over 1,000.00 at rate of \$4.75 per \$1,000.00		

◇ Increase) Decision No. 46088
 * Change)

EFFECTIVE SEPTEMBER 17, 1951

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 114

Cancel

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)														
*165-E Cancel 165-D	<p style="text-align: center;">POOL CARS</p> <p>(a) For the service of unloading, segregating, or unloading and segregating property tendered to the carrier in pool cars, the following charges shall be made in addition to transportation charges:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: right;">◇ Rates in cents</td> </tr> <tr> <td></td> <td style="text-align: right;">per 100 pounds</td> </tr> <tr> <td>(1) Merchandise classified as</td> <td></td> </tr> <tr> <td> First Class</td> <td style="text-align: right;">18½</td> </tr> <tr> <td> Second Class</td> <td style="text-align: right;">15</td> </tr> <tr> <td> Third Class</td> <td style="text-align: right;">11</td> </tr> <tr> <td> Fourth Class, or lower</td> <td style="text-align: right;">10</td> </tr> </table> <p>(1) Subject to minimum charge of ◇ 47 cents for each point of destination involved.</p> <p>(b) The term "Pool Car" as used in this item means a rail car or motor vehicle (other than carrier's equipment) containing property intended for delivery to two or more points of destination located within the zones described in Items Nos. 30 to and including 33 series.</p> <p>(c) Classification ratings shall be based upon the L.C.L. (less than carload) ratings in the Western Classification, Exception Sheet or this tariff.</p> <p>(d) Articles taking a rating higher than first class shall be computed upon the percentage of the first class rating, as set forth in the Western Classification, Exception Sheet or this tariff.</p> <p>(e) When rail pool cars are unloaded and segregated at and deliveries made from carrier's established depot, said depot will be considered as being located within Zone 1-A for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Zone 1-A as point of origin.</p>		◇ Rates in cents		per 100 pounds	(1) Merchandise classified as		First Class	18½	Second Class	15	Third Class	11	Fourth Class, or lower	10
	◇ Rates in cents														
	per 100 pounds														
(1) Merchandise classified as															
First Class	18½														
Second Class	15														
Third Class	11														
Fourth Class, or lower	10														
170	<p style="text-align: center;">DELAYED DELIVERY OF SHIPMENTS</p> <p>(a) Where carrier cannot effect delivery upon arrival of shipment at point of destination, a free storage period of 48 hours from the first 7:00 A.M. thereafter may be allowed. After said free storage period, storage charges shall be assessed at not less than 1½ cents per 100 pounds per day for each of the first five days and at not less than 3 cents per 100 pounds per day for the sixth and each succeeding day until such time as instructions regarding disposition of the shipment are received by the carrier. In computing time, Sundays and legal holidays shall be excluded.</p> <p>(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>														
180	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a percentage of another rate, the rule shall be observed in the disposition of fractions:</p> <p>Fractions of less than ½ or .50 of a cent, omit.</p> <p>Fractions of ½ or .50 of a cent or greater, increase to next whole figure.</p>														
<p>* Change } Decision No. 4688 ◇ Increase } </p>															
<p>EFFECTIVE SEPTEMBER 17, 1951</p>															
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 115</p>															

Item No.	SECTION NO. 3 - CLASS RATES ⁰ In Cents per 100 Pounds												
	Rate Basis	Minimum Weight in Pounds											
		Any quantity				500				2,000			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	80	72	64	56	57	52	46	40	44	39	35	31
	B	81	73	65	57	58	53	47	41	47	42	38	33
	C	82	74	66	58	59	54	48	42	54	49	43	38
*310-E Cancels 310-D													
	Rate Basis	Minimum Weight in Pounds											
		4,000				10,000				20,000			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	26	23	21	18	19	17	15	13	15	13½	12	10½
	B	28	25	22	20	21	19	17	15	15½	14	12½	11
	C	37	33	30	26	27	24	21	19	19	17	15	13
*Change ◊ Increase, except as noted ° No change		} Decision No. 46088											
EFFECTIVE SEPTEMBER 17, 1951													
Issued by The Public Utilities Commission of the State of California San Francisco, California													
Correction No. 116													

Item No.	SECTION NO. 4 - COMMODITY RATES								
*325-B Cancels 325-A	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Note 1.</p> <p style="text-align: center;">RATE</p> <p>◇ 16 Cents per package or per piece, plus ◇ 1-3/4 cents for each pound or fraction thereof of its gross weight.</p> <p>Note 1.—Rates named in this item apply only to shipments weighing less than 100 pounds, and are not subject to the provisions of Item No. 120 series.</p>								
*330-D Cancels 330-C	<p>FREIGHT transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series and between points at which facilities are maintained for the loading of property into or upon, and the unloading of property from, rail cars, including truck loading and unloading facilities of plants or industries located at such rail loading and unloading points:</p> <p>Apply the railroad switching rates in effect on date of shipment as published in the tariffs of the rail carriers on file with the Public Utilities Commission of the State of California, plus an added charge as provided herein.</p> <hr/> <p>Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</p> <p style="text-align: right;">◇ Added charges in cents per 100 pounds</p> <hr/> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">1st Class or Higher</td> <td style="border-bottom: 1px solid black; text-align: right;">8¹/₂</td> </tr> <tr> <td>2nd Class</td> <td style="border-bottom: 1px solid black; text-align: right;">7¹/₂</td> </tr> <tr> <td>3rd Class</td> <td style="border-bottom: 1px solid black; text-align: right;">6¹/₂</td> </tr> <tr> <td>4th Class or Lower</td> <td style="border-bottom: 1px solid black; text-align: right;">4¹/₂</td> </tr> </table>	1st Class or Higher	8 ¹ / ₂	2nd Class	7 ¹ / ₂	3rd Class	6 ¹ / ₂	4th Class or Lower	4 ¹ / ₂
1st Class or Higher	8 ¹ / ₂								
2nd Class	7 ¹ / ₂								
3rd Class	6 ¹ / ₂								
4th Class or Lower	4 ¹ / ₂								
* Change) ◇ Increase) Decision No. 46088									
EFFECTIVE SEPTEMBER 17, 1951									
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 117									

Cancel

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds																												
*340-G Cancel 340-F	<p>FREIGHT, viz.:</p> <p>Cement, portland, building, (See also Items Nos. 40 and 345 series), Flour or Corn Meal, edible, Grain and other articles as described in Item No. 400 series of the Exception Sheet. Iron and Steel Articles, viz.:</p> <p>Bands, Bars, plain, corrugated, twisted or bent, Billets, Bolts, Castings, rough, Fencing, Fittings, pipe, Forging, rough, Hoops, Ingots, Nails, Nuts, Pipe, Rivets, Rods, Sheets, black, galvanized, corrugated or plain, Ties, bale, Tinplate, Washers, Wire.</p> <p>Iron and Steel, structural, fabricated or unfabricated, consisting of:</p> <p>Angles, Bars, truss, Bases, post, Beams, Braces, Caps, post, Channels, Columns,</p> <p>Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued) Frames, circular, Girders, Guides, elevator, Hangers, joist, Ladder assemblies, tank or tower, Piling, Plates, Plates, fish, Pulleys, tank or reservoir, Railings, bridge, Rails, Shoes, riveted or cast, Tees, Trusses, Tubing, pier, Turnbuckles, Weights (not including sash weights), Zees.</p> <p>Junk, viz.:</p> <p>Paper, waste, and Rags, in machine pressed bales; Sacks, old, worn-out; Tires (rubber), old, worn-out; Tubes (rubber), pneumatic, old, worn-out; Metal, scrap, having value for remelting purposes only. Paper, newsprint, Refuse, citrus fruit, not fit for human consumption.</p>																												
	<p>Minimum Weight in Pounds</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">10,000</th> <th colspan="3" style="text-align: center;">20,000</th> </tr> <tr> <th colspan="3" style="text-align: center;">Rate Basis</th> <th colspan="3" style="text-align: center;">Rate Basis</th> </tr> <tr> <th style="text-align: center;">A</th> <th style="text-align: center;">B</th> <th style="text-align: center;">C</th> <th style="text-align: center;">A</th> <th style="text-align: center;">B</th> <th style="text-align: center;">C</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">◇ 8</td> <td style="text-align: center;">◇ 10</td> <td style="text-align: center;">◇ 14½</td> <td style="text-align: center;">◇ 7</td> <td style="text-align: center;">◇ 7½</td> <td style="text-align: center;">◇ 9</td> </tr> </tbody> </table>						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	◇ 8	◇ 10	◇ 14½	◇ 7	◇ 7½
10,000			20,000																										
Rate Basis			Rate Basis																										
A	B	C	A	B	C																								
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<p>* Change } ◇ Increase } Decision No. 46088</p>																													
<p>EFFECTIVE SEPTEMBER 17, 1951</p>																													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																													
<p>Correction No. 118</p>																													

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds						
342-B Cancels 342-A	FREIGHT, viz.: (Items Nos. 341, 342 and 343 series)						
	Roofing, Building, or Paving Material, as described in Item No. 1110 series of the Exception Sheet (subject to Note),			Wine, domestic, having a declared value of not more than \$2.00 per gallon.			
NOTE—With shipments of one or more articles listed in Item No. 1110 series of the Exception Sheet as being subject to Note 1 therein, there may be included: metal fasteners, metal or wooden strips, mop yarn, nails and tin roofing caps, not to exceed ten percent (10%) of the aggregate weight of the shipment.							
*343-E Cancels 343-D	FREIGHT, as described in Items Nos. 341 and 342 series.						
	Minimum Weight in Pounds						
	10,000			20,000			
	Rate Basis			Rate Basis			
	A	B	C	A	B	C	
	◇ 10	◇ 12	◇ 16½	◇ 8	◇ 9	◇ 10½	
345-C Cancels 345-B	FREIGHT, viz.: Cement clinker, Sacks, empty, cement, returning from an outbound paying load. Minimum Weight 28,500 pounds						
	Between		And				
	Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17	Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17	(1) MILES But not Over over		Rate	(1) MILES But not Over over	
			0	2½	4	25	50
2½			7½	4½	50	75	7½
7½			12½	5	75	100	8½
12½	25	5½					
(1) Mileage shall be computed on the basis of the shortest actual mileage via any public highway or highways or any public street or streets.							
* Change } ◇ Increase } Decision No. 46088							
EFFECTIVE SEPTEMBER 17, 1951							
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 119							

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
*360-E Cancels 360-D	LUMBER AND FOREST PRODUCTS, as described in Item No. 580 series of the Exception Sheet:							
	Rate Basis	Minimum weight in pounds						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	◇ A	23	21	16	13	9½	7	7
◇ B	32	22	19	13½	10	8	7	
◇ C	36	26	24	20	14½	10½	8	
<p>* Change) ◇ Increase) Decision No. 46088</p>								
EFFECTIVE SEPTEMBER 17, 1951								
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 120								

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
*385-C Cancels 385-B	PAPER AND PAPER ARTICLES, Viz.:						
	Boxes, paperboard or pulpboard, flat or folded flat, with or without fillers, partitions and pads sufficient to complete the boxes in the shipment, Paperboard or Pulpboard, binders', bristol, card, tar or trunk board.						
	Minimum Weight		◇ Column A		◇ Column B		
	10,000 pounds-----		10		14½		
	20,000 pounds-----		9		11		
30,000 pounds-----		8½		10½			
COLUMN A rates apply: Between or within Zones 1-A, 1-B, 1-C or 1-D, or within but not between Zones 10, 11, 12 or 17, as described in Items Nos. 30, 31, 32 and 33 series.							
COLUMN B rates apply: Between Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17 on the one hand and Zones 10, 11, 12 or 17 on the other, as described in Items Nos. 30, 31, 32 and 33 series.							
*390-F Cancels 390-E	SUGAR:						
	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	◇ A	31	28	20	17	7	7
	◇ B	41	29	26	18	7	7
	◇ C	46	35	31	26	12	8½
* Change) ◇ Increase) Decision No. 46088							
EFFECTIVE SEPTEMBER 17, 1951							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 121							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
*401-E Cancels 401-D	<p style="text-align: center;">RULES AND REGULATIONS (Concluded)</p> <p style="text-align: center;">(Items Nos. 400 and 401 series)</p> <p>(d) Rates named in Items Nos. 420 and 430 series are subject to an additional charge at the rate of \diamond \$2.43 per man, per hour, minimum charge \diamond \$1.21, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided by Note 2(b) Item No. 420 series.</p> <p>(e) Unit rates named in Item No. 410 series are not applicable when shipper requests and carrier furnishes transportation directly from point of origin to point of destination without passing through carrier's terminal.</p>
	<p>* Change) \diamond Increase) Decision No. 46088</p>
EFFECTIVE SEPTEMBER 17, 1951	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 122	

Item No. SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)

FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Notes 1, 2 and 3:

Minimum Units per calendar month or any portion thereof	◇ Rates in cents per unit
Any Quantity-----	63
250-----	59
750-----	54
2,000-----	50
4,000-----	45
6,000-----	43
8,000-----	39
10,000-----	35
12,500-----	34
15,000-----	32
25,000-----	31

*410-D
 Cancels
 410-C

NOTE 1.--When the charge accruing at the actual number of units exceeds the charge computed upon a rate based upon a greater number of units, the latter shall apply.

NOTE 2.--The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.

NOTE 3.--The number of units shall be computed as follows:

Weight of shipment in pounds	Number of units
50 or less-----	1
Over 50 but not over 150-----	2
Over 150 but not over 300-----	3
Over 300 but not over 500-----	4
Over 500 but not over 550-----	5
Over 550 but not over 650-----	6
Over 650 but not over 800-----	7
Over 800 but not over 1,000-----	8
Over 1,000-----	(See Below)

To determine the number of units on shipments weighing over 1,000 pounds, use same method of computation as provided above for first 1,000 pounds.

* Change)
 ◇ Increase) Decision No. 46088

EFFECTIVE SEPTEMBER 17, 1951

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.

Correction No. 123

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)																													
	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Notes 1, 2 and 3:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight in Pounds</th> <th style="text-align: center;">◊ Rates in Cents Per Hour</th> <th style="text-align: center;">◊ Minimum Charges in Cents</th> </tr> </thead> <tbody> <tr> <td>250 or less</td> <td style="text-align: center;">380</td> <td style="text-align: center;">380</td> </tr> <tr> <td>Over 250 but not over 2,500</td> <td style="text-align: center;">500</td> <td style="text-align: center;">500</td> </tr> <tr> <td>Over 2,500 but not over 5,000</td> <td style="text-align: center;">520</td> <td style="text-align: center;">520</td> </tr> <tr> <td>Over 5,000 but not over 8,000</td> <td style="text-align: center;">545</td> <td style="text-align: center;">545</td> </tr> <tr> <td>Over 8,000 but not over 12,000</td> <td style="text-align: center;">560</td> <td style="text-align: center;">560</td> </tr> <tr> <td>Over 12,000 but not over 20,000</td> <td style="text-align: center;">665</td> <td style="text-align: center;">665</td> </tr> <tr> <td>Over 20,000 but not over 30,000</td> <td style="text-align: center;">720</td> <td style="text-align: center;">720</td> </tr> <tr> <td>Over 30,000</td> <td style="text-align: center;">870</td> <td style="text-align: center;">870</td> </tr> </tbody> </table>			Weight in Pounds	◊ Rates in Cents Per Hour	◊ Minimum Charges in Cents	250 or less	380	380	Over 250 but not over 2,500	500	500	Over 2,500 but not over 5,000	520	520	Over 5,000 but not over 8,000	545	545	Over 8,000 but not over 12,000	560	560	Over 12,000 but not over 20,000	665	665	Over 20,000 but not over 30,000	720	720	Over 30,000	870	870
Weight in Pounds	◊ Rates in Cents Per Hour	◊ Minimum Charges in Cents																												
250 or less	380	380																												
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Over 30,000	870	870																												
*420-E Cancels 420-D	<p>NOTE 1.—Weight in pounds is the greatest (heaviest) gross weight of the property transported by the unit of carrier's equipment at one time during a single transaction. No allowance shall be made for weight of containers.</p> <p>NOTE 2.—(a) The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, subject to paragraph (b) hereof, shall be used to compute charges.</p> <p>(b) In computing time under the basis outlined in paragraph (a) hereof the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Less than 8 minutes</td> <td>omit.</td> </tr> <tr> <td>8 minutes or more but less than 23 minutes</td> <td>shall be $\frac{1}{4}$ hour.</td> </tr> <tr> <td>23 minutes or more but less than 38 minutes</td> <td>shall be $\frac{1}{2}$ hour.</td> </tr> <tr> <td>38 minutes or more but less than 53 minutes</td> <td>shall be $\frac{3}{4}$ hour.</td> </tr> <tr> <td>53 minutes or more</td> <td>shall be 1 hour.</td> </tr> </tbody> </table> <p>NOTE 3.—Between the hours of 6:00 P.M. and 7:00 A.M., and on Sundays or holidays, an additional charge at the rate of ◊100 cents per hour (or fraction thereof) shall be assessed.</p>			Less than 8 minutes	omit.	8 minutes or more but less than 23 minutes	shall be $\frac{1}{4}$ hour.	23 minutes or more but less than 38 minutes	shall be $\frac{1}{2}$ hour.	38 minutes or more but less than 53 minutes	shall be $\frac{3}{4}$ hour.	53 minutes or more	shall be 1 hour.																	
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	EFFECTIVE SEPTEMBER 17, 1951																													
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																													
	Correction No. 124																													

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)						
	FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series:						
	Weight in Pounds subject to Note 1	Column 1(1)	Column 2	Column 3	Column 4	Column 5	Column 6
	2,500 or less	126	151	531	624	8½	337
	Over 2,500 but not over 5,000	131	157	554	648	9½	337
	Over 5,000 but not over 8,000	137	164	580	678	10½	337
	Over 8,000 but not over 12,000	141	169	597	693	10½	337
	Over 12,000 but not over 20,000	167	200	716	814	11	337
	Over 20,000 but not over 30,000	181	217	775	880	13	352
	Over 30,000	218	261	937	1051	17	359
	<p>(1) COLUMN 1—Rates in dollars per unit of carrier's equipment for a period of five successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 250 miles during such period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.</p> <p>COLUMN 2—Rates in dollars per unit of carrier's equipment for a period of six successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 300 miles during such period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.</p> <p>COLUMN 3—Rates in dollars per unit of carrier's equipment for a period of twenty-one successive days or, when the equipment is not operated on Saturdays, Sundays and holidays, for a period of twenty-one successive days exclusive of Saturdays, Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,050 miles during the period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.</p> <p>COLUMN 4—Rates in dollars per unit of carrier's equipment for a period of twenty-five successive days or, when the equipment is not operated on Sundays and holidays, for a period of twenty-five successive days, exclusive of Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,250 miles during the period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.</p> <p>COLUMN 5—Rates in cents per mile to be added to the Column 1, 2, 3 and 4 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.</p> <p>COLUMN 6—Rates in cents per hour to be added to the Column 1, 2, 3 and 4 rates when the unit of carrier's equipment is operated in excess of the maximum hours allowed thereunder.</p> <p>NOTE 1.—Weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. No allowance shall be made for weight of containers.</p>						
430-E Cancels 430-D	<p> Change) ◇ Increase) Decision No. 46088 (1) New column of rates.)</p>						
EFFECTIVE SEPTEMBER 17, 1951							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 125							

In all other respects said Decision No. 32504, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 14th day of August, 1951.

A. J. [Signature]
James J. [Signature]
Harold P. [Signature]
[Signature]

COMMISSIONERS