

60418

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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 in the City and County of)
 San Francisco, and the Counties of)
 Alameda, Contra Costa, Lake, Marin,)
 Mendocino, Monterey, Napa, San Benito,)
 San Mateo, Santa Clara, Santa Cruz,)
 Solano and Sonoma.)

Case No. 5441
 Petition for
 Modification No. 36
 Petition for
 Modification No. 41

Arlo D. Poe, J. C. Kaspar and James Quintrall, for
California Trucking Associations, Inc.; petitioner.
Edwin R. Adams, for Commercial Drayage Co.; Charles H.
Atthowe, for East Bay Drayage & Warehouse Co.; and
Richard D. Stokes, for Howard Terminal; respondents.
C. H. Costello, for Continental Can Co., Inc.,
 protestant.
Russell Bevans, for Draymen's Association of San Francisco,
Inc.; Eugene A. Read, for California Manufacturers
Association; Ken R. Olson, for Cutter Laboratories;
Golden Gate Traffic Service by Gordon Lau, for American
Brass & Foundry-Moore Dry Dock-Cutter Laboratories,
General Electric Co., Wire and Cable Division;
William D. Wagstaffe, for California Packing Corporation;
R. I. Prosser, for C. A. Worth & Co.; James L. Hetrick,
 for American Can Co.; A. K. Penttila and J. C. Torbet,
 for Sherwin-Williams Co.; Milton A. Walker, for
Fibreboard Paper Products Corporation and Harry W.
Dimond, for John Breuner Co.; interested parties.
C. Ray Bryant and Grant L. Malquist, for the Commission
 staff.

O P I N I O N

By petition filed March 7, 1960, the California Trucking Associations, Inc., seeks increases ranging from 7 to 14 percent in the minimum rates and charges set forth in City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A, hereinafter called the drayage tariff.

Public hearing was held May 2, 1960, before Examiner Jack E. Thompson at San Francisco. The matter was taken under submission May 10, 1960, upon the filing of late-filed Exhibit No. 41-2. Evidence was offered by petitioner, by Continental Can Co., by Fibreboard Paper Products Corp., and by the Commission's staff.

The drayage tariff was last revised pursuant to Decision No. 59089 dated September 29, 1959, in Case No. 5441, Petition No. 36. By that decision, the rates and charges, with a few exceptions, were made subject to a 6 percent surcharge. Petitioner presented evidence showing that, since the aforementioned decision, certain cost increases have been incurred by carriers performing transportation subject to rates in the drayage tariff. Some of the increases in costs can be measured and involve a 22 cents per hour increase in the wages of drivers and helpers; increases in the wages and/or benefits to mechanics, servicemen and clerical employees; increases in the rates of social security and unemployment insurance taxes; and an increase in the fees payable to the Transportation Rate Fund. Petitioner also presented a summary of the operating statements for the year 1959 of twelve carriers who transport the preponderance of traffic subject to rates in the drayage tariff. The summary reflects operating ratios after income taxes ranging from 96.5 percent to 104.0 percent. The mode, mean and median of the operating ratios is approximately 99 percent. It was estimated that probably the majority of the revenues were earned by the carriers from transportation not subject to the drayage tariff. The summary does show, however, that the carriers studied, as a group, are not financially able to absorb any material increases in cost without increasing their rates.

Continental Can Co. presented an estimate of the cost per month of transporting its own property as compared to the charges under the monthly vehicle unit rates proposed by petitioner and by the Commission's staff. The estimated cost is substantially below the present rates as well as the proposed rates. Continental presently operates some vehicles under lease at Los Angeles. The estimate covers the cost to Continental of adding additional equipment and drivers to its present operation. As shown on the exhibit Continental

maintains insurance for its present country-wide operations and the addition of a few pieces of equipment will not materially increase the premium. It also has garage space available at all plants so that no additional garage expense would be incurred from expanding proprietary operations. The estimate also assumes no additional clerical or supervision expense because those functions would be performed by regular employees.

The Commission's staff presented an estimate of the cost of performing various services for which minimum rates are named. It also presented a schedule of suggested rates. The class rates suggested by the staff are generally greater than those proposed by petitioner, for minimum weights up to and including 4,000 pounds, and the same as those proposed by petitioner for the greater weights. The vehicle unit rates and commodity rates on canned goods proposed by the staff are considerably lower than those proposed by petitioner.

Fibreboard Paper Products Corp. presented an exhibit showing the rate increases proposed by the staff are greater than the estimates by the staff engineer of the increases in costs incurred by the carriers since the establishment of the 6 percent surcharge.

Conclusions

We find that the cost of transporting property in the East Bay Drayage Area has increased and, as a result, the minimum rates in the drayage tariff generally are unreasonably low and should be increased. We further find that the labor cost increases since October 1958, when the rates, exclusive of the surcharge, were last adjusted, are greater than the increases in other cost factors. The rates for services which involve a greater proportion of labor, therefore, should be increased more than the rates for services which involve a lesser amount of labor.

We are of the opinion and find that, except as hereinafter provided, increases averaging approximately 7 percent are justified. The services for which charges are provided in Items Nos. 130 (C.O.D.'s), 170 (Export Clearances), and 200 (Claims) are not services involving a tangible amount of driver or helper labor cost; increases in those charges have not been justified. Item No. 140 provides charges for storage and for extra handling, the staff's suggested rates more than petitioner's appear to reflect the greater labor cost in handling as compared to storage. We will also adopt the staff's suggested charges for delays to equipment.

The rates and charges in Items Nos. 220 and 221 (Pool Shipments) will be increased to the same level as those prescribed in City Carriers' Tariff No. 1-A for the reasons of competition described in prior decisions in this case.

With respect to the class rates, the truckload rates (minimum weight 20,000 pounds) proposed by petitioner and by the staff appear to reflect increases greater than the cost increases because of the rounding off process used after applying the appropriate increases. The increase in the cost of transporting truckload shipments from October 1958 is between 12½ and 13 percent according to the facts in this record. One hundred thirteen percent of the basic 3rd class rate of 20 cents is 22.6 cents which rounded to the nearest cent is 23 cents. That is the 3rd class rate proposed by petitioner and the staff. When the normal percentage relationships between classes are applied to the 23-cent 3rd class rate, a 1st class rate of 29 cents results, which rate was proposed by petitioner and the staff. A different result, namely, a rate of 28 cents, results from taking 113 percent of the basic 1st class rate of 25 cents. In applying the normal percentage relationships between classes to the 28-cent 1st class rate so determined, and after

rounding off the results, a different rate scale is developed. While it has been the practice to round off fractions of 25 and 30 cents to the nearest cent, we find that in this case the truckload class rates should be rounded off to the nearest $\frac{1}{2}$ cent.

Item No. 800 names commodity rates on canned goods. High productivity of loading and unloading is the usual circumstance in connection with the transportation of canned goods. The staff's cost estimates and their suggested rates give greater recognition to this circumstance than do petitioner's suggested rates.

The proposals of petitioner and the staff are almost identical regarding the rates in Items Nos. 840, 860, 890 and 900.

With respect to the vehicle unit rates, an unusual circumstance occurs. As pointed out in Decision No. 59089, the percentage increase in cost developed by the staff in that proceeding was the same as the percentage increase in the cost of employing the truck driver, namely 10 percent, even though no adjustments were made in expenses for depreciation, fuel, tires or maintenance. While that is not the case concerning the cost estimates presented in this proceeding, the estimates are based on the same data which the engineer stated in the prior proceeding might show disproportionately higher increases because of the pyramiding of labor costs. The staff's rate proposal is based on those cost estimates. The petitioner proposes even higher rates. A number of carriers who provide transportation under vehicle unit rates in the East Bay Drayage Area also provide similar service in San Francisco under vehicle unit rates in City Carriers' Tariff No. 1-A. The latter rates were recently adjusted on a record which reveals higher wage rates paid to drivers than is the case herein. In some instances the proposed rates exceed those prescribed in City Carriers' Tariff No. 1-A. While there is a difference in the rules governing the

application of the vehicle unit rates in City Carriers' Tariff No. 1-A as compared to the drayage tariff it does not appear that such difference would warrant the amount of differences in the rates as proposed by petitioner. The evidence shows a need for a re-examination of the vehicle unit rates prescribed in the various minimum rate tariffs. When the staff has assembled sufficient data, the Commission will institute proceedings for that purpose. Meanwhile, the evidence is convincing that the vehicle unit rates should be increased at least as proposed by the rate expert in Exhibit No. 41-4.

We have considered the evidence offered by Continental Can Co. It shows what might be considered to be the out-of-pocket cost, or incremental cost, to Continental of adding additional equipment to its proprietary operation. It is readily apparent that for-hire carriers could not provide the service at the estimated incremental cost to Continental without sustaining a substantial loss. For-hire carriers cannot hope to compete with proprietary operations where conditions are such that full utilization is made of the vehicle and optimum conditions occur so that there is little, if any, nonproductive time of the driver. The for-hire carrier, in addition to overhead expenses, has expenses and taxes which are not borne by the proprietary operator.

After consideration of all of the facts and circumstances of record, we are of the opinion and find that the minimum rates which will be established in the order which follows are the just, reasonable and nondiscriminatory minimum rates to be assessed by city carriers and highway carriers for the transportation of property in the East Bay Drayage Area and that the increases resulting from the establishment of such minimum rates are justified.

O R D E R

Based on the evidence of record and on the findings and conclusions set forth in the preceding opinion,

IT IS ORDERED:

1. That City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A (Appendix A of Decision No. 41362, as amended) is further amended by incorporating therein to become effective August 12, 1960, the supplement and the revised pages attached hereto and listed in Appendix A also attached hereto, which supplement, revised pages and appendix by this reference are made a part hereof.

2. That tariff publications required to be made by common carriers as a result of the order herein be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publication shall be made effective not later than August 12, 1960.

3. That proceedings in Petition for Modification No. 36 are discontinued.

4. That in all other respects the aforesaid Decision No. 41362, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 18th day of July, 1960.

Commissioner Everett C. McKeage, being necessarily absent, did not participate in the disposition of this proceeding.

[Signature] President
[Signature]
[Signature]
Theodore Jenner
Commissioners

APPENDIX "A" TO DECISION NO. 60418

Supplement and Revised Pages to City
Carriers' Tariff No. 2-A-Highway Carriers'
Tariff No. 1-A Authorized by Said Decision

Supplement No. 10

Eighth Revised Page 16

Seventh Revised Page 17

Eighth Revised Page 18

Tenth Revised Page 19

Sixth Revised Page 19-A

Sixth Revised Page 28

Sixth Revised Page 31

Fifth Revised Page 32

Fifth Revised Page 33

Fifth Revised Page 34

Eighth Revised Page 36

Sixth Revised Page 37

Twelfth Revised Page 44

Sixth Revised Page 47

Eighth Revised Page 48

(END OF APPENDIX "A")

SUPPLEMENT NO. 10

(Cancels Supplement No. 9)

(Supplement No. 10 Contains All Changes)

CITY CARRIERS' TARIFF NO. 2-A

HIGHWAY CARRIERS' TARIFF NO. 1-A

Naming Minimum Rates, Rules
and Regulations

For The

Transportation of Property Over the
Public Highways Within and Between
the Cities of

Alameda	Albany	Berkeley
Emeryville	Oakland	Piedmont

By

CITY, RADIAL HIGHWAY COMMON AND
HIGHWAY CONTRACT CARRIERS

Surcharges Shown in Supplement No. 9 Canceled
By Decision No.

6041S

EFFECTIVE AUGUST 12, 1960

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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
70-A Cancels 70	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11 series, from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item No. 90 series.)</p>
80-B Cancels 80-A	<p style="text-align: center;">APPLICATION OF CURRENT CLASSIFICATION</p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in the Current Classification. Rules, regulations and other provisions and conditions of the Current Classification, other than those specified in the item naming the rating, do not apply.</p> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(c) Commodity rates named in this tariff are governed by the Current Classification to the extent that commodity rate items make specific reference thereto.</p>
*90-F Cancels 90-E	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>(a) For pickup or delivery or for stacking, sorting or other accessorial service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge of \$4.85 per man per hour, minimum charge \$4.85 shall be made.</p> <p>(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of \$4.75 per man per hour, minimum charge \$4.75, shall be made.</p>
100	<p style="text-align: center;">ADVANCE CHARGES</p> <p>All charges on shipments advanced by a carrier for the account of a shipper or consignee will be payable on demand of the carrier making the advance.</p>
110-B Cancels 110-A	<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 the rates herein provided. (See Note)</p> <p>NOTE.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>

CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS

120

Rates named in this tariff apply for service performed during regular working hours of 8:00 A.M. to 5:00 P.M. except Saturdays, Sundays and the following holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day, and Christmas Day. When such holidays fall on Sunday the following Monday shall be considered a holiday. For services performed at the request of the shipper or consignee at other than those hours and on Saturdays, Sundays or the holidays shown, an additional charge equal to the additional cost of overtime will be made.

* Change
◊ Increase

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Decision No.

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

Correction No. 208

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*140-F Cancels 140-E	<p style="text-align: center;">FAILURE TO ACCOMPLISH DELIVERY</p> <p>If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours, excluding Saturdays, Sundays and holidays, after receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.</p> <p>For each of the first five days, $03\frac{1}{2}$ cents per 100 pounds.</p> <p>For the sixth and each succeeding day, $06\frac{1}{2}$ cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less, 056 cents; 6 days or more, 031.13.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of $0\\$1.85$ per ton in addition to all other charges.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>
	<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of $0\\$7.15$ per hour for all time over one-half hour, minimum charge $0\\$3.60$.</p>
	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one and one-half times first class rate ($1\frac{1}{2}tl$) the following will govern in the disposition of fractions:</p> <p>Fractions of less than $1/4$ or .25 of a cent omit.</p> <p>Fractions of $1/4$ or .25 of a cent or greater but less than $3/4$ or .75 of a cent will be stated as $1/2$ or .50 of a cent.</p> <p>Fractions of $3/4$ or .75 of a cent or greater, increase to next whole figure.</p>
	<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of $0\\$3.00$ per clearance will be made.</p>
	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on gross weight of the shipment. No allowance shall be made for the weight of the containers.</p>

GUARANTEE OF MINIMUM TONNAGE

Rates based on weekly, monthly, yearly or per job minimum tonnage requirements will apply only when hauled by one carrier for one shipper or consignee and when carrier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has been transported.

180

The term "monthly" as used above means a calendar month or a period of 30 consecutive days.

The term "per job" as used above means a lot delivered to one or more locations on a single project within a period of not to exceed one year.

* Change
o Increase

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Decision No.

60418

EFFECTIVE AUGUST 12, 1960

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

Correction No. 209

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
195-B Cancels 195-A	<p data-bbox="679 463 1231 502" style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p data-bbox="411 567 1509 697">A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"><li data-bbox="514 731 884 765">(a) Name of shipper.<li data-bbox="514 765 924 799">(b) Name of consignee.<li data-bbox="514 799 884 833">(c) Point of origin.<li data-bbox="514 833 980 867">(d) Point of destination.<li data-bbox="514 867 1424 958">(e) Description of the shipment (in terms of the Current Classification or as provided in this tariff).<li data-bbox="514 958 1021 992">(f) Weight of the shipment.<li data-bbox="514 992 1060 1025">(g) Rate and charge assessed.<li data-bbox="514 1025 1390 1130">(h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p data-bbox="514 1130 1390 1390">(i) For the transportation of (1) permit shipments, or (2) shipments requiring escort service, the following information, wherever applicable, shall be shown on all shipping documents issued by the carrier in connection therewith and shall be in addition to all other information required to be shown thereon:</p> <ul style="list-style-type: none"><li data-bbox="594 1416 1356 1494">(1) Permit identification of all permit shipments. (See Item No. 10.)<li data-bbox="594 1494 1304 1585">(2) Any escort service furnished and the authority therefor. (See Item No. 10.) <p data-bbox="423 1617 1492 1682">The form of shipping document in Item No. 1120 will be suitable and proper.</p> <p data-bbox="423 1713 1509 1843">A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of issuance.</p>
200-C Cancels 200-B	<p data-bbox="731 1908 1209 1947" style="text-align: center;">LOSS AND/OR DAMAGE CLAIMS</p> <p data-bbox="423 1973 1492 2234">A minimum charge of \$2.00 shall be made for the handling and collection of loss and/or damage claims against another carrier when the amount involved exceeds \$100.00. When the amount involved is \$100.00 or less, not less than 1 percent of the amount involved shall be charged subject to a minimum of 50 cents. This accessorial service shall not be rendered except upon the shipper's or consignee's request.</p>

<p>*210-D Cancels 210-C</p>	<p style="text-align: center;">MARKING OR TAGGING OF PACKAGES</p> <p>For the service of marking packages, when incidental to transportation by the carrier, a charge of 2 cents per package, minimum charge \$1.15, shall be made. When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>																		
<p>*215-D Cancels 215-C</p>	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Shipment (In Pounds)</th> <th style="text-align: center;">Minimum Charge (In Cents)</th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">14</td> <td style="text-align: center;">95</td> </tr> <tr> <td style="text-align: center;">14</td> <td style="text-align: center;">29</td> <td style="text-align: center;">125</td> </tr> <tr> <td style="text-align: center;">29</td> <td style="text-align: center;">49</td> <td style="text-align: center;">145</td> </tr> <tr> <td style="text-align: center;">49</td> <td style="text-align: center;">-</td> <td style="text-align: center;">170</td> </tr> </tbody> </table>	Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	<u>Over</u>	<u>Not Over</u>		0	14	95	14	29	125	29	49	145	49	-	170
Weight of Shipment (In Pounds)		Minimum Charge (In Cents)																	
<u>Over</u>	<u>Not Over</u>																		
0	14	95																	
14	29	125																	
29	49	145																	
49	-	170																	
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<p>EFFECTIVE AUGUST 12, 1960</p>																			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p style="text-align: center;">Correction No. 210</p>																			

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)							
	POOL SHIPMENTS (Items Nos. 220, 221 and 222 series) Rates do not include transportation							
	Pool shipments as described in Item No. 222 series shall be subject to rates and charges as follows for the services designated, viz.: (a) Unloading or segregating, or unloading and segregating: Column 1 rates apply only to component parts of the pool shipment in connection with which the carrier performs transportation. Column 2 rates apply only to component parts of the pool shipment in connection with which the carrier does not perform transportation.							
	♦ (2) Class rates in cents per 100 pounds							
	Column 1 Minimum Charge 71 cents per component part				Column 2 Minimum Charge 137 cents per component part			
	1	2	3	4	1	2	3	4
Articles for which rates are not otherwise specified in this item or Item No. 221 series.	24	22	19	(1) 17	29	26	23	(1) 20
	(1) Applies on articles rated 4th class or lower. (2) Class ratings shall be determined as provided in Item No. 80 series.							
	♦ Commodity rates in cents per 100 pounds							
	Column 1 Minimum Charge 71 cents per component part				Column 2 Minimum Charge 137 cents per component part			
Bicycles, K.D., as described in Item 92690 series in current Classification ...				37				44
Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant				18½				22
Games or Toys, as described under that heading in current Classification ...				37				44
Vehicles, other than motor, K.D., as described in Items 92660, 92680, 92720, 92730, 92760, 92850, 92930, 93040, 93120, 93190, 93200, 93210 and 93270 series in current Classification ...				37				44
(b) Clerical services, consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, issuance of freight bill to each subconsignee or shipper and accounting therefor, ♦ 44 cents per component part.								
(c) Listing and reporting marked weights, gallonage or serial numbers, ♦ 1½ cents per line per package or piece, minimum charge ♦ 39 cents per component part.								

*220-J
 Cancels
 220-I

- (d) Marking, tagging, stenciling or labeling, 01 $\frac{1}{2}$ cents per package or piece, minimum charge 065 cents per component part.
(e) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge 063 cents per component part.
(f) Advancing of outbound freight charges to other carriers, 044 cents per component part.
(g) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item No. 90 series for additional labor, plus the cost of dunnage.
(h) Storage will be charged as provided in Item No. 140 series when carrier through no fault of its own is unable to effect delivery of a component part.

Minimum charge for handling pool shipment 0\$10.70.

* Change	}	Decision No. 60418
o Increase		

EFFECTIVE AUGUST 12, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 211

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*221-D Cancels 221-C	<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222 series)</p> <p>Pool shipments as described in Item No. 222 series, viz.: Furniture or Furniture Parts as described under those headings in current Classification.</p> <p>(a) Unloading or segregating, or unloading and segregating; including transportation and accessorial services described in paragraphs (b), (c) and (e) of Item No. 220 series, \$122 cents per 100 pounds, minimum charge \$2.38 per component part.</p> <p>(b) Unloading or segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (e) of Item No. 220 series, \$27 cents per 100 pounds, minimum charge \$1.66 per component part.</p>
222	<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222 series)</p> <p>The term "pool shipment," as used herein, means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:</p> <p>(1) A carrier, as named in Item No. 20 series, with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or</p> <p>(2) A consignee (other than a carrier) in connection with which pool shipment a carrier, as named in Item No. 20 series, is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents, or to other carriers.</p> <p>NOTE 1.-The rates and charges named in Items Nos. 220 and 221 series shall apply (subject to Exceptions below) to</p> <p>(a) each component part contained in the pool shipment consigned to a carrier, as named in Item No. 20 series, and to</p> <p>(b) each component part contained in the pool shipment consigned to a consignee (other than a carrier) that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents, or to other carriers.</p> <p style="text-align: center;">EXCEPTIONS.</p> <p>1. In connection with pool shipments stopped for partial unloading within the cities of Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, the charges named in Items Nos. 220 and 221 series shall apply only to the component part or parts that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents or to other carriers.</p> <p>2. No charge shall be made on component parts weighing 20,000 pounds or more transported by the carrier.</p> <p>NOTE 2.-When a pool shipment contains one or more component parts for delivery to points beyond the commercial zone as described in (d) of this note and the aggregate charges for unloading, or segregating or unloading and segregating and other accessorial services are less</p> <p>(a) for the entire shipment,</p> <p style="text-align: center;">than</p> <p>(b) for a pool shipment of like kind and quantity, all of which is for delivery within the commercial zone described in paragraph (d) of this note, the following shall apply:</p>

(c) add the difference between the charges under (a) and what the charges would be under (b) to the charges applicable on the portion of the pool shipment for which rates are provided in Items Nos. 220 and 221 series. Such additional charges shall be assessed against the shipper or prorated among the various component parts destined within the commercial zone.

(d) Commercial Zone

Alameda, Albany, Berkeley, El Cerrito, Emeryville, Hayward, Oakland, Piedmont, Richmond, San Francisco, South San Francisco, San Leandro, and all unincorporated areas within five (5) miles of the corporate limits of the City of Oakland, and all of any other municipality any part of which is within five (5) miles of the corporate limits of the City of Oakland. In the application of the foregoing mileage air line distance shall be used.

NOTE 3.-The term "delivery" as used in this Item means relinquishing the property to the party or parties entitled to receive such property, whether at the point of distribution or elsewhere.

PROGRESSION OF CLASSES ABOVE FIRST CLASS

230

The progression of classes above first class is $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$, D1, $2\frac{1}{4}$ tl, 3tl, $3\frac{1}{4}$ tl and 4tl.

SHIPMENTS TO BE RATED SEPARATELY

240

Rates named herein apply to single shipments of property. Two or more single shipments shall not be combined and billed as one shipment, but must be carried as separate shipments, and at rates not less than the established minimum rates for each shipment.

When shipments are delivered to or received from other carriers, each bill of lading or freight bill shall be considered as a separate shipment and charges assessed accordingly.

CHARGES BASED ON VARYING MINIMUM WEIGHTS

250-A
Cancels
250

When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.

* Change

o Increase

} Decision No.

60418

EFFECTIVE AUGUST 12, 1960

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

Correction No. 212

Item No.	SECTION NO. 2-CLASS RATES (Continued) In Cents per 100 Pounds													
555-D Cancels 555-C	(1) Rate Basis	Any Quantity				Minimum Weight 500 Pounds				Minimum Weight 1,000 Pounds				
		1	2	3	4	1	2	3	4	1	2	3	4	
	A	156	140	125	109	85	77	68	60	71	64	57	50	
	B	170	153	136	119	94	85	75	66	78	70	62	55	
	(1) Rate Basis	Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds				Minimum Weight 10,000 Pounds except as pro- vided in Note 1				
		1	2	3	4	1	2	3	4	1	2	3	4	
	A	63	57	50	44	45	41	36	32	35	32	28	24½	
	B	68	61	54	48	50	45	40	35	36	32	29	25	
	(1) Rate Basis	Minimum Weight 20,000 Pounds except as pro- vided in Notes 2 & 3				Minimum Weight as provided in the Current Classification except as provided in Note 3								
		1	2	3	4	5				A				
	A	28	25	22½	19½	17				18				
	B	30½	27½	24½	21½	18½				20				
	Note 1 - When applied in connection with carload ratings, minimum weight will be as provided in the Current Classification, but in no event less than 10,000 pounds.													
	Note 2 - When applied in connection with carload ratings, minimum weight will be as provided in the Current Classification, but in no event less than 20,000 pounds.													
	Note 3 - When the carload minimum weight provided in the Current Classification exceeds 36,000 pounds, the minimum weight shall be 36,000 pounds. Fifth class rates provided herein apply in connection with Class B, C, D and E carload ratings provided in the Current Classification.													
(1) See Items Nos. 530 to 550, inclusive.														
◊ Increase, Decision No. 60418														
EFFECTIVE AUGUST 12, 1960														
Issued by the Public Utilities Commission of the State of California, Correction No. 213 San Francisco, California.														

Sixth Revised Page 31

Cancels

Fifth Revised Page 31

CITY CARRIERS' TARIFF NO. 2-A

HIGHWAY CARRIERS' TARIFF NO. 1-A

Item No.	SECTION NO. 3 - COMMODITY RATES In Cents per 100 Pounds	
	COMMODITY	RATE
*770-E Cancels 770-D	FEED, ANIMAL, viz.: Meat or Fish, or a mixture of Meat or Fish and Cereals or Vegetables, in cans, Dog Biscuits, in bags or packages. Applies only within Zone 1Shipping and inhaul _____ Minimum 125 tons per week, subject to Item No. 180.	◊ 12

* Change)
 ◊ Increase) Decision No. 6041S

EFFECTIVE AUGUST 12, 1960

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 214

Item No.	SECTION No. 3--COMMODITY RATES (Continued) In cents per 100 pounds, except as noted	
	COMMODITY	◇ RATE
	FREIGHT (See Exception)---inhaul (Subject to Note).	
	Exception.--will not apply on:	
	FURNITURE and FURNITURE PARTS as described under headings "FURNITURE" and "FURNITURE PARTS" in current classification.	In cents per Shipment
	RADIO RECEIVING SETS or RADIO RECEIVING SETS AND TALKING MACHINES COMBINED,	
	TRUNKS (empty).	
	SHIPMENT WEIGHING	
	100 pounds and under-----	90
	Over 100 pounds to and including 200 pounds-----	150
	" 200 " " " " 300 "-----	165
	" 300 " " " " 500 "-----	195
	" 500 " " " " 750 "-----	250
	" 750 " " " " 1000 "-----	350
		In cents Per 100 lbs.
	Over 1000 pounds-----	36
	NOTE.--Rates in this item shall apply only under the following conditions:	
	1. The person or firm for whom the transportation is performed shall agree to ship by a single carrier during the effective period of said agreement, all "inhaul" freight upon which he or it controls the routing, and in no event less than 125 tons during one year.	
	2. A written agreement in the following form shall be executed not less than one day prior to the effective date of said agreement and shall be filed with the Public Utilities Commission of the State of California forthwith:	
	MINIMUM TONNAGE GUARANTEE	
	Date-----	
	In consideration of-----	
	(name of carrier)	
	according to the traffic referred to herein, the rates on freight shown in Item No. 780 series of City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A-----	
	(name of shipper)	
	agrees to ship by-----	
	(name of carrier)	
	all inhaul freight on which he (or it) controls the routing, moving within the territory lawfully served by Carrier and covered by Item No. 780 series of City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A.	
	This agreement shall become effective-----	
	(date)	
	and shall continue in effect until 125 tons of such inhaul freight shall have been tendered by Shipper to Carrier for transportation, and Shipper shall tender said 125 tons within a period of one year from said date.	
	Shipper	
	(Carrier)	
	By-----	
	By-----	

*780-E
Cancels
780-D

3. In the event the person or firm for whom the transportation is performed shall fail to tender to the carrier any freight required under the terms of such agreement, charges shall be assessed at the rates named in this item on such portion of the traffic as may have been transported plus a charge for the deficit tonnage based upon the lowest rate named in this item, but in no event shall the total charges thus computed exceed those that would have accrued under rates otherwise established for the same transportation provided the shipper furnishes the carrier with certified copies of invoices or other satisfactory evidence of the nature and description of the freight shipped.

* Change)
◇ Increase) Decision No. 60418

EFFECTIVE AUGUST 12, 1960

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

Correction No. 215

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued) In cents per 100 pounds, except as noted			
	COMMODITY	♦RATE	MINIMUM WEIGHT In Pounds per Shipment	
*790-E Cancels 790-D	GRAIN PRODUCTS, as described under heading "GRAIN PRODUCTS" in Current Classification Except as noted, rates include inside delivery and piling of flour not exceeding ten sacks high.			
	FROM	TO		
	Warehouses in ZONE 1-Oakland	Alameda — All points. ZONE 1 — Oakland — that portion southerly from a line beginning at the intersection of Yerba Buena Avenue and San Francisco Bay, easterly along Yerba Buena Avenue and its projected line to 40th Street; thence easterly along 40th Street to Piedmont Avenue; and northwesterly from a line beginning at the intersection of 29th Avenue and the Oakland City limits, easterly along 29th Avenue to 23rd Avenue; thence northerly along 23rd Avenue to Foothill Boulevard.	(1)(3) 27	---
			(3) 14½	6,000
		All points in ZONES 1, 2 and 3 (except Alameda, Albany and that portion of ZONE 1 — Oakland described above).	(2)(3) 32	---
			(3) 17	6,000
	(1) Minimum charge ♦\$1.05 per shipment. (2) Minimum charge ♦\$1.55 per shipment. (3) For shipping and marking add ♦10 cents per 100 pounds, minimum charge ♦\$1.00.			
* Change) ♦ Increase) Decision No. 60215				
EFFECTIVE AUGUST 12, 1960				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 216				

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued) In Cents per Ton									
	COMMODITY									RATE
*800-E Cancels 800-D	CANNED GOODS, Pickles, Preserves, in earthenware, glass or metal cans, boxed, or in pails or tubs, crated or in bulk in barrels or kegs, as described under that heading in Item No. 280 series. FRUIT, DRIED, in boxes or sacks.									
	Applies only within ZONE 1 Shipments on Platforms, loaded by Shipper and unloaded by Consignee Minimum 6,000 tons per year, subject to Item No. 180 series									ø84
	Applies Between ZONES Defined in Items Nos. 810 and 820 series. Minimum 7,500 tons per year, subject to Item No. 180 series. Minimum weight 5 tons per shipment.									
	BETWEEN ZONES									
	AND ZONES	A	B	C	D	E	F	G	H	O
	ø RATES									
	B	130								
	C	136	136	125						
	D		149	136						
	E	156	149	157	162	125				
	H	156	149	157	168	137	150	162	130	
	O	125	130	143	149	149	162	175	149	
	RR		125	136		125			125	125
810	DEFINED LIMITS OF ZONES BETWEEN WHICH RATES SHOWN IN ITEM NO. 800 SERIES APPLY. (Items Nos. 810 and 820 series)									
	ZONE "A" Beginning at the intersection of the Oakland Outer Harbor and the line of 34th Street projected, easterly along said projected line of 34th Street to 22nd Street thence easterly along 22nd Street to Peralta Street; southerly along Peralta Street to Southern Pacific Company right-of-way at 3rd Street; thence westerly along the Southern Pacific Company right-of-way (Belle Street) to the Oakland Outer Harbor.									
	ZONE "B" Beginning at the intersection of 14th Street, and Peralta Street, easterly along 14th Street and its projected line to Lake Merritt; thence southerly along Lake Merritt and its outlet to the projected line of 1st Street; westerly along said projected line of 1st Street and 1st Street to the projected line of Peralta Street; thence northerly to point of beginning. (Continued on Page 35)									
* Change) ø Increase) Decision No. 6041S										
EFFECTIVE AUGUST 12, 1960										
Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
Correction No. 217										

Item No.	SECTION NO. 3-COMMODITY RATES (Continued) In cents per 100 pounds, except as noted	
	COMMODITY	Rate
	FURNITURE OR FURNITURE PARTS, as described under those headings in the Current Classification. Inhaul, Shipping and City Deliveries	In cents per shipment
	50 pounds and under	115
	Over 50 pounds to and including 200 pounds	225
	" 200 " " " " 300 "	285
	" 300 " " " " 500 "	395
*830-H	" 500 " " " " 800 "	510
Cancels	" 800 " " " " 1200 "	625
830-G	" 1200 " " " " 1250 "	735
	" 1250 " " " " 1500 "	795
	" 1500 " " " " 1550 "	905
	" 1550 " " " " 1750 "	965
	" 1750 " " " " 1800 "	1075
	" 1800 " " " " 2000 "	1135
	(1) Over 2000 pounds	
	(1) Will not apply on Furniture for which ratings are provided in Item No. 355 series.	59
*840-E	GROCERIES AND GROCERS' SUPPLIES, as described under that heading in Item No. 370 series.	
Cancels	Minimum charge 60 cents per shipment	
840-D	Inhaul and Shipping	(2) 14
	(2) Minimum 125 tons per month, subject to Item No. 180 series.	
*860-E	IRON OR STEEL, viz.: Structural Iron or Steel, fabricated or unfabricated, as described under heading "Structural Iron or Steel" in Item No. 380 series.	
Cancels	Rates apply only when shipper loads and consignee unloads.	
860-D	Minimum 10 tons per shipment or per job, subject to Item No. 180 series	12
	Minimum 500 tons per shipment or per job, subject to Item No. 180 series	(3) 11
	(3) Rate includes distribution at point of delivery.	
* Change) o Increase) Decision No. 6041S		
EFFECTIVE AUGUST 12, 1960		
Issued by the Public Utilities Commission of the State of California, Correction No. 218 San Francisco, California.		

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued) In cents per 100 pounds, except as noted	
	COMMODITY	♦ RATE
*890-E Cancels 890-D	CASTINGS, Iron or Steel. (See Note) City Deliveries. Minimum 1500 tons per year, subject to Item No. 180 series. NOTE.--Rates will also apply on Foundry Patterns, gross weight of which does not exceed 10% of gross weight of total shipment.	
	BETWEEN	AND
	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland
	SHIPMENTS WEIGHING	
	Over 2,000 pounds and under -----	(1) 38
	" 4,000 " " " " 6,000 " -----	33
	" 6,000 " -----	28
		12½
	(1) Minimum charge ♦ \$1.15 per shipment.	
*900-E Cancels 900-D	OILS, VEGETABLE, and OIL PRODUCTS, viz.: Butter Substitutes, Salad Oil, Mayonnaise, Vegetable Meal, Shortening, Vegetable Oil. Salad Dressing, Minimum charge ♦ \$1.15 per shipment. Inhaul, Shipping and City Delivery. Minimum 3500 tons per year, subject to Item 180 series.	
	FROM	TO
	Berkeley - ALL ZONES	Alameda - ALL ZONES Emeryville Oakland-west of 9th Avenue
	Berkeley - ALL ZONES	Piedmont Oakland-east of 9th Avenue
		17
		23
* Change) ♦ Increase) Decision No. 60415		
EFFECTIVE AUGUST 12, 1960		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 219		

Item No.	SECTION NO. 4 - SPECIAL COMMODITY RATES		
*1070-L Cancels 1070-K	FREIGHT Inhaul and Shipping		
	BETWEEN	AND	CHARGE
	Water Carriers' Docks, Piers or Wharves	Warehouses and industries directly served by Railroad Spur Track Facilities	(1) 85 cents per ton, minimum charge \$18.40 per shipment, plus the carloading charge on shipments transported from water carriers' docks, piers, or wharves, or car unloading charge on shipments transported to water carriers' docks, piers or wharves. (See Note 1)
	<p>(1) Charge includes inside pickup and delivery not to exceed eight feet beyond the vehicle. Where pickup or delivery exceeds eight feet and is less than thirty-five feet beyond the vehicle, an additional charge of \$1.00 per ton shall be made. Charge includes pickup and delivery in the same condition as when received, with respect to sorting. If any additional sorting, segregation or piling is performed, an additional charge of 50 cents per ton with a minimum charge of \$4.75 per hour per man shall be made.</p> <p>NOTE 1- (a) Carloading and car unloading charges on shipments transported from or to the docks, piers or wharves operated by Encinal Terminal, Howard Terminal and the Port of Oakland shall be the charges applicable at such docks, piers or wharves as published in Marine Terminal Association of Central California Terminal Tariff No. 1-A, F.M.B.T. No. 1 of H. C. Cantelow, Agent, or Port of Oakland Tariff No. 2 and amendments to and reissues of said publications. For rates applicable from ship direct to open car, or open car direct to ship, apply the charges for this service as published in San Francisco Bay Carloaders Tariff Bureau Tariff No. 1-C, F.M.B.T. No. 2 and amendments to and reissues of said publication.</p> <p>(b) Carloading and car unloading charges on shipments transported from or to docks, piers or wharves other than those covered by paragraph (a) shall be the lowest charge provided in any of the tariffs referred to in paragraph (a).</p>		
* Change ◊ Increase			Decision No. 60415
EFFECTIVE			AUGUST 12, 1960
Issued by the Public Utilities Commission of the State of California, San Francisco, California			
Correction No. 220			

Item No.	SECTION NO. 5 - HOURLY AND MONTHLY TRUCK RATES	
		Rate in Cents Per Hour
	HOURLY VEHICLE UNIT RATES, including Driver and All other Operating Expenses:	
	Vehicles, N.O.S. (Subject to Notes 1 and 2)	
	Capacity	
	10,500 pounds or less	730
	Over 10,500 " and not over 20,000 pounds	855
	" 20,000 "	975
	NOTE 1--Rates named herein apply during regular working hours. See Item No. 120 Series for additional charges for service at other than regular working hours. Subject to paragraph (b) of Item No. 90 Series when labor in addition to Driver is required.	
	NOTE 2--Rates subject to this note apply only on shipments not reasonably susceptible to handling on a weight basis at rates set forth in other sections of this Tariff. Such shipments include those where no actual or accurate weight can be secured where there is neither a definite point of origin and/or destination nor specific time for loading or unloading and/or releasing the vehicle. Rates subject to this note must not be applied alternately with rates named in other sections of this Tariff.	
*1090-F Cancels 1090-E	Derrick trucks. A derrick truck with an automotive powered derrick and having a boom with a lateral swinging radius of not more than 180 degrees.	930
	Low bed steam shovel trailer with one towing unit. A low bed steam shovel trailer is a trailer with bed not more than 36 inches from the road level and capable of transporting a load of 20 tons or more.	
	Capacity	
	20 tons or less	1445
	Over 20 tons to and incl. 30 tons	1650
	Over 30 tons	1750
	Minimum charge 1 hour.	
	Computation of Time for hourly rates shown above: Time shall be computed from time vehicle leaves carriers' stand (place of business) until it arrives back at said stand.	
* Change ◇ Increase	Decision No. 60418	
	EFFECTIVE	AUGUST 12, 1960
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No. 221	

Item No.	SECTION NO. 5 - HOURLY AND MONTHLY TRUCK RATES			
*1100-G Cancels 1100-F	MONTHLY VEHICLE UNIT RATES, including driver and all other operating expenses. (Subject to Notes 1 and 2.)	◊Column 1	◊Column 2	◊Column 3
	<u>Capacity of Carrier's Equipment</u>			
	10,500 pounds or less	935	1165	17
	Over 10,500 pounds and not over			
	20,000 pounds	1075	1335	22
	Over 20,000 pounds	1205	1465	30
	Column 1 - Rates per month in dollars per unit of carrier's equipment for service exclusive of service on Saturdays, Sundays and holidays. When equipment is operated in excess of 1,050 miles per month, add rates shown in Column 3.			
	Column 2 - Rates per month in dollars per unit of carrier's equipment for service including service on Saturdays, Sundays and holidays. When equipment is operated in excess of 1,250 miles per month, add rates shown in Column 3.			
	Column 3 - Rates in cents per mile to be added to the Columns 1 and 2 rates when unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.			
	NOTE 1.-Rates named herein apply during regular working hours. See Item No. 120 for additional charges for service at other than regular working hours. Subject to paragraph (b) of Item No. 90 when labor in addition to driver is required.			
NOTE 2.-Transportation performed under the provisions of this item may be combined with transportation performed under the monthly vehicle unit rates in Section 3-A of Minimum Rate Tariff No. 2 under the same written agreement. Such combined transportation shall be subject to the highest charge applicable under the provisions of either tariff.				
* Change ◊ Increase		} Decision No. 50418		
EFFECTIVE AUGUST 12, 1960				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 222				