

ORIGINAL

Decision No. 62758

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 Los Angeles and Orange Counties (transportation for which rates are provided in Minimum Rate Tariff No. 5).

Case No. 5435
Petition No. 29, Filed
September 7, 1961

Arlo D. Poe, James Quintrall, and J. C. Kaspar,
for California Trucking Associations, Inc.,
petitioner.

W. J. Pope, for Aetna Freight Lines; Nat. H. Williams, for Williams Transportation, Inc.;
Herbert J. Griley, for Griley Security Freight Lines; G. L. Chappell, for Pony Express Fast Freight; A. W. Merrifield, for Merrifield Trucking Company; Louie F. Rodriguez, for Sweet Trucking Company and Rod Transportation; H. H. Halverson, for Halverson Transportation; Marvin L. Armstrong, for ONC-Southern California Freight Lines; E. J. McSweeney, A. J. Konicki, and R. G. Lynd, for Pacific Motor Trucking Co.; and W. H. Schaeffer, for Consolidated Freightways, various respondent carriers.

Allen K. Penttila and Andrew Blatt, for The Sherwin Williams Co.; C. G. Rickenbaugh, for Radio Corporation of America; A. R. Brainard, for Ford Motor Co.; A. D. Carleton, by R. W. Rowe, for Standard Oil Company of California; Louis L. Fox, for The Quaker Oats Company; B. F. Bolling, for the Flinkote Company; A. E. Norrbom, for the Toy Manufacturers of the U.S.A.; and V. A. Bordejon, for the Los Angeles Chamber of Commerce, interested parties.

R. A. Lubich and Ralph J. Staunton, for the Commission's staff.

O P I N I O N

Petitioner herein, the California Trucking Associations, Inc., seeks increases in the rates and charges in Minimum Rate Tariff No. 5. The rates, charges, rules and regulations in said tariff are those which apply as minimum for the transportation of property by city carriers and highway carriers within the so-called Los Angeles drayage area, an area which consists of a portion of Los Angeles County, and also of Orange County under specified conditions. Petitioner alleges that the costs of providing the transportation services involved have been substantially increased lately, and that in relation to present costs of service the rates and charges are unreasonably low. The rate changes which petitioner seeks range upward to 10 percent in amount. ✓

A public hearing on the petition was held before Examiner C. S. Abernathy at Los Angeles on September 25, 1961.¹

Evidence in support of the petition was submitted by petitioner's assistant director of research. According to this witness, the carriers who operate within the Los Angeles drayage area have recently entered into a new labor contract with the International Brotherhood of Teamsters. Under the terms of this contract the carriers are committed to pay increased wages to their

¹ The hearing embraced another petition also, Petition No. 234 in Case No. 5432, by which the California Trucking Associations, Inc., seeks increases in certain rates in Minimum Rate Tariff No. 2, a tariff which is state-wide in application. The hearing on this petition was not completed with the completion of the hearing on the matters involved herein, and a further hearing on the petition was scheduled for October 20, 1961, at San Francisco.

drivers, freight handlers, automotive maintenance employees, office workers, and employees of various other classifications. The contract also provides for increases in the carriers' allowances for vacations, pensions, and health and welfare for the employees affected. Under retroactive provisions of the contract the increased costs became effective in part as of July 1, 1961. In other respects the increases become effective November 1, 1961. Petitioner's witness said that in addition to the increases in labor costs the carriers have been subjected to increases in federal highway taxes that apply to their operations. These increases became effective July 1, 1961.

Assertedly, the increases in minimum rates and charges which petitioner seeks in this matter are, for the most part, only those which are needed to compensate for the increases in labor costs and highway taxes. Petitioner's assistant director of research testified that there have been changes in other costs also which have adversely affected the carriers' earnings but that the proposals herein have not taken such changes into account. The assistant director submitted and explained an exhibit in which he had undertaken to measure the effect of the increases in labor costs and taxes upon the costs of the various transportation services which the carriers provide. He had developed this exhibit on essentially the same factors as those used as the basis for an exhibit which was submitted in an earlier phase of this general proceeding, and which sets forth the cost data upon which the present minimum rates were prescribed. By applying present labor and tax rates to the cost factors in the earlier exhibit, he arrived at corresponding cost data based on present labor and tax levels. Comparing these data

with the earlier cost figures, he computed the percentages of increase in total costs attributable to the recent increases in labor and tax rates.

In general, the increases in rates which petitioner seeks correspond to the increases in costs which the assistant director of research calculated by the procedure described above. As exceptions, however, petitioner seeks somewhat greater increases in the weekly and monthly vehicle unit rates which Minimum Rate Tariff No. 5 provides. For several years heretofore said rates have been maintained at a lower level than other of the rates in the tariff because of unregulated competition in the truck rental field. Petitioner's witness declared that the continuance of this differential is not justified under present conditions. The rate increases which he proposed be made in the weekly and monthly vehicle rates would restore them to the same level, relatively, of the other rates.

No other witnesses testified. Representatives of various shippers and shippers' organizations and of the Commission's staff participated in the development of the record. No one protested the establishing of the increased rates and charges which petitioner seeks.

The evidence in this matter is clear that in recent months the carriers which are engaged in transportation subject to the minimum rates and charges in Minimum Rate Tariff No. 5 have experienced substantial increases in labor costs and taxes. It appears that the extent of the increased costs has been reasonably measured by petitioner's showing herein, and that in relation to the

costs of the transportation services on and after November 1, 1961, when the increases in labor costs become effective in full, the aforesaid minimum rates and charges will not be reasonable and sufficient. It appears, furthermore, that the sought increases reasonably reflect the increases in costs and that they should be prescribed in order to restore the rates and charges in Minimum Rate Tariff No. 5 to a just and reasonable level.

Upon careful consideration of the facts and circumstances of record the Commission finds and concludes that the increases as hereinafter prescribed in the rates and charges in Minimum Rate Tariff No. 5 have been shown to be justified, and that, as increased, said rates and charges are, and will be, just, reasonable and nondiscriminatory minimum rates for the transportation services to which they apply.

In connection with the establishment of increased rates in conformity with the order herein, petitioner asks that common carriers be relieved from the so-called long-and-short haul prohibitions of Article XII, Section 21, of the Constitution of the State of California, and of Section 460 of the Public Utilities Code. Relief from said prohibitions is necessary because of the fact that the rates which are prescribed in Minimum Rate Tariff No. 5 for transportation within the Los Angeles Drayage Area result in higher charges, in some instances, than the charges which apply under the rates named in Minimum Rate Tariff No. 2 for like transportation over the same routes to points beyond the Los Angeles Drayage Area. Where the aforesaid common carriers have been heretofore authorized to depart from the long-and-short haul prohibitions, their outstanding

authorities will be modified to the extent necessary to carry out the effect of the order herein.

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 Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended) is further amended by incorporating therein, to become effective December 16, 1961, the revised pages attached hereto and listed in Appendix "A" also attached hereto, which 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 may be filed not earlier than the effective date hereof, to become effective on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than December 16, 1961.

3. That common carriers, in establishing and maintaining the rates and charges provided by this order, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations, that such outstanding authorizations be and they are hereby modified only to the extent necessary to comply with this

order; and that common carriers, in publishing rates under the authority conferred in this ordering paragraph, shall make reference in their schedules to the prior orders authorizing the long-and-short-haul departures and to this order.

4. That 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 days after the date hereof.

Dated at San Francisco, California, this 2nd day of November, 1961.

Creed Atwood
President

Ed Marshall

Ed Fox

George G. Grover

Commissioners

Commissioner Frederick B. Holoboff, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 62768

List of Revised Pages to Minimum Rate Tariff No. 5
Authorized by Said Decision

Sixteenth Revised Page 16
First Revised Page 16-A
Fourteenth Revised Page 17
Eleventh Revised Page 18
Sixteenth Revised Page 20
Fourteenth Revised Page 26
Fourteenth Revised Page 28
Seventeenth Revised Page 29
Seventeenth Revised Page 31
Fourteenth Revised Page 32
Fifteenth Revised Page 35
Thirteenth Revised Page 38
Thirteenth Revised Page 39
Fourteenth Revised Page 40
Sixteenth Revised Page 41

(END OF APPENDIX A LIST)

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) 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 07½ cents per 100 pounds, minimum additional charge 03¼ 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 the service in connection with shipments weighing less than 100 pounds.</p>																				
*110	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of 0\$4.70 per man per hour, minimum charge 0\$2.35, 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	<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="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>Weight of shipment (in pounds)</u></th> <th rowspan="2" style="text-align: center;"><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> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">95</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">115</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">135</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">160</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">180</td> </tr> </tbody> </table>	<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>	<u>Over</u>	<u>But Not Over</u>	0	25	95	25	50	115	50	75	135	75	100	160	100	-	180
<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>																			
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50	75	135																			
75	100	160																			
100	-	180																			
125	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>																				
* Change) 0 Increase)	Decision No. 62768																				
EFFECTIVE DECEMBER 16, 1961																					
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 293</p>																					

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
*126	<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$5.50 per hour, plus 8³/₄ cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2.)</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>NOTE 1.—Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.—Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">.....omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">..... shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: right;">..... shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: right;">..... shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">..... shall be 1 hour</td> </tr> </tbody> </table>	MINUTES			Over	But Not Over		0	8omit	8	23 shall be 1/4 hour	23	38 shall be 1/2 hour	38	53 shall be 3/4 hour	53	60 shall be 1 hour
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*128	<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>(a) A charge of \$6.60 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>																					
* Change ◊ Increase	Decision No. 62768																					
EFFECTIVE DECEMBER 16, 1961																						
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 294																						

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
*130	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for a split delivery shipment, as defined in Item No. 11(j) 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 style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Number of Deliveries</th> <th style="text-align: center;">◊ Added Charge</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2 -----</td> <td style="text-align: center;">475 cents</td> </tr> <tr> <td style="text-align: center;">3 to and including 5 -----</td> <td style="text-align: center;">630 cents</td> </tr> <tr> <td style="text-align: center;">6 to and including 10 -----</td> <td style="text-align: center;">790 cents</td> </tr> <tr> <td style="text-align: center;">11 or more -----</td> <td style="text-align: center;">84 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 -----	475 cents	3 to and including 5 -----	630 cents	6 to and including 10 -----	790 cents	11 or more -----	84 cents per delivery
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140	<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. (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>										
<p>* Change) ◊ Increase) Decision No. 62768</p>											
<p>EFFECTIVE DECEMBER 16, 1961</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 295</p>											

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="596 461 1182 494" style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p data-bbox="348 524 1430 647">(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.</p> <p data-bbox="348 682 1478 1370">(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 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 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, 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 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 days' notice to the Commission.</p> <p data-bbox="348 1406 1447 1564">(c) In 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 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 1600 1447 1702">(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 0630 cents without regard to the amount collected.</p> <p data-bbox="348 1737 1430 1824">(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>

*150

When the amount collected is

Charge for
collecting and
remitting will be

Not over \$2.50	-----	\$0.40
Over 2.50 not over \$ 5.00	-----	.46
Over 5.00 not over 10.00	-----	.60
Over 10.00 not over 20.00	-----	.63
Over 20.00 not over 25.00	-----	.66
Over 25.00 not over 40.00	-----	.77
Over 40.00 not over 50.00	-----	.82
Over 50.00 not over 60.00	-----	1.04
Over 60.00 not over 80.00	-----	1.07
Over 80.00 not over 100.00	-----	1.10
Over 100.00 not over 102.50	-----	1.39
Over 102.50 not over 105.00	-----	1.44
Over 105.00 not over 110.00	-----	1.48
Over 110.00 not over 120.00	-----	1.53
Over 120.00 not over 140.00	-----	1.58
Over 140.00 not over 150.00	-----	1.63
Over 150.00 not over 160.00	-----	1.74
Over 160.00 not over 180.00	-----	1.78
Over 180.00 not over 200.00	-----	1.81
Over 200.00 not over 250.00	-----	2.05
Over 250.00 not over 300.00	-----	2.35
Over 300.00 not over 350.00	-----	2.66
Over 350.00 not over 400.00	-----	2.94
Over 400.00 not over 450.00	-----	3.27
Over 450.00 not over 500.00	-----	3.58
Over 500.00 not over 550.00	-----	3.88
Over 550.00 not over 600.00	-----	4.17
Over 600.00 not over 650.00	-----	4.49
Over 650.00 not over 700.00	-----	4.80
Over 700.00 not over 750.00	-----	5.11
Over 750.00 not over 800.00	-----	5.39
Over 800.00 not over 850.00	-----	5.71
Over 850.00 not over 900.00	-----	6.01
Over 900.00 not over 950.00	-----	6.33
Over 950.00 not over 1,000.00	-----	6.62
Over 1,000.00 at rate of \$6.62 per \$1,000		

* Change)
 ◊ Increase) Decision No. **62768**
 ◊ Reduction)

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 296

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																		
	POOL CARS																		
	<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;">o Rates in cents 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;">36</td> </tr> <tr> <td> Second Class -----</td> <td style="text-align: right;">28</td> </tr> <tr> <td> Third Class -----</td> <td style="text-align: right;">22</td> </tr> <tr> <td> Fourth Class, or lower -----</td> <td style="text-align: right;">21</td> </tr> </table> <p> (1) Subject to minimum charge of o91 cents for each point of destination involved.</p>		o Rates in cents per 100 pounds	(1) Merchandise classified as		First Class -----	36	Second Class -----	28	Third Class -----	22	Fourth Class, or lower -----	21						
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(1) Merchandise classified as																			
First Class -----	36																		
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Third Class -----	22																		
Fourth Class, or lower -----	21																		
	<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.</p>																		
	<p>(c) Classification ratings shall be based upon the L.C.L. (less than car-load) ratings in the Western Classification, Exception Sheet or this tariff.</p>																		
*165	<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>																		
	<p>(f) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission, pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are provided.</p>																		
	<p>(g) The provisions of this item do not apply on iron or steel articles, hereinafter listed, in open top rail cars when unloading is provided with crane facilities furnished by or at the expense of the rail carrier. Provided, however, when more than one man is furnished by carrier for the unloading, help in addition to one man shall be charged for at the rates provided in Item No. 110.</p> <p> Iron or Steel Articles, viz.:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>Angles</td> <td>Columns</td> <td>Shoes</td> </tr> <tr> <td>Bars</td> <td>Girders</td> <td>Tees</td> </tr> <tr> <td>Bases, post</td> <td>Piling</td> <td>Tin Plate</td> </tr> <tr> <td>Beams</td> <td>Plates</td> <td>Trusses</td> </tr> <tr> <td>Billets</td> <td>Rods</td> <td>Zees</td> </tr> <tr> <td>Channels</td> <td>Sheets</td> <td></td> </tr> </table>	Angles	Columns	Shoes	Bars	Girders	Tees	Bases, post	Piling	Tin Plate	Beams	Plates	Trusses	Billets	Rods	Zees	Channels	Sheets	
Angles	Columns	Shoes																	
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DELAYED DELIVERY OF SHIPMENTS

170

(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 $1\frac{1}{2}$ 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.

(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.

DISPOSITION OF FRACTIONS

180

In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:

Fractions of less than $\frac{1}{2}$ or .50 of a cent, omit.

Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.

* Change)
◊ Increase) Decision No. 62768

EFFECTIVE DECEMBER 16, 1961

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

Correction No. 297

Item No.	SECTION NO. 3 - CLASS RATES 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					
*310	A	139	125	111	97	100	90	79	69	75	68	60	53
	B	140	126	112	98	101	91	80	70	80	72	64	56
	C	141	127	113	99	102	92	81	71	93	83	74	65
	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	45	40	36	31	33	30	27	23	24	21½	19	17
	B	47	43	38	33	35	31	28	24	25	22½	20	17½
	C	62	56	50	44	45	41	36	32	30½	27½	24	21
	<p>* Change) ◊ Increase) Decision No. 62768</p>												
EFFECTIVE DECEMBER 16, 1961													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 296													

Item No.	SECTION NO. 4 - COMMODITY RATES	
*325	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33, subject to Note 1.</p> <p style="text-align: center;">RATE</p> <p>◊18 cents per package or per piece, plus 3 cents for each pound of 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.</p>	
*330	<p>FREIGHT transported between or within the zones described in Items Nos. 30, 31, 32 and 33 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 style="text-align: center;">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>	
	Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	◊Added charges in cents per 100 pounds
	1st Class or Higher -----	17
	2nd Class -----	13½
	3rd Class -----	12½
	4th Class or Lower -----	9
<p>* Change) Decision No.</p> <p>◊ Increase)</p> <p style="font-size: 1.5em; font-weight: bold;">62768</p>		
EFFECTIVE DECEMBER 16, 1961		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>		
Correction No. 299		

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
0340	FREIGHT, viz.:					
	Cement, Portland, building, (See also Item No. 40), Flour or Corn Meal, edible, Grain and other articles as described in Item No. 400 of the Exception Sheet, Iron and Steel Articles, viz.:			Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued)		
	Bands,			Frames, circular,		
	Bars, plain, corrugated, twisted or bent,			Girders,		
	Billets,			Guides, elevator,		
	Bolts,			Hangers, joist,		
	Castings, rough,			Ladder assemblies, tank or tower,		
	Fencing,			Piling,		
	Fittings, pipe,			Plates,		
	Forging, rough,			Plates, fish,		
Hoops,			Pulleys, tank or reservoir,			
Ingots,			Railings, bridge,			
Nails,			Rails,			
Nuts,			Shoes, riveted or cast,			
Pig Iron,			Tees,			
Pipe,			Trusses,			
Rivets,			Tubing, pier,			
Rods,			Turnbuckles,			
Sheets, black, galvanized, corrugated or plain,			Weights (not including sash weights),			
Ties, bale,			Zees.			
Tinplate,			Junk, viz.:			
Washers,			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.			
Wire.			Paper, newsprint,			
Iron and Steel, structural, fabricated or unfabricated, consisting of:			Refuse, citrus fruit, not fit for human consumption.			
Angles,						
Bars, truss,						
Bases, post,						
Beams,						
Braces,						
Caps, post,						
Channels,						
Columns,						
Minimum Weight in Pounds						
10,000			20,000			
Rate Basis			Rate Basis			
A	B	C	A	B	C	
14	16½	25	12	12½	15	
♦ Increase, Decision No. 62768						
EFFECTIVE DECEMBER 16, 1961						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 300						

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds																																																											
342	<p>FREIGHT, viz.:</p> <p style="text-align: center;">(Items Nos. 341, 342 and 343)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">Roofing, Building, or Paving Material, as described in Item No. 1110 of the Exception Sheet (subject to Note).</td> <td style="width: 50%; border: none;">Wine, domestic, having a declared value of not more than \$2.00 per gallon.</td> </tr> </table> <p>NOTE--With shipments of one or more articles listed in Item No. 1110 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 of the aggregate weight of the shipment.</p>						Roofing, Building, or Paving Material, as described in Item No. 1110 of the Exception Sheet (subject to Note).	Wine, domestic, having a declared value of not more than \$2.00 per gallon.																																																				
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0343	<p>FREIGHT, as described in Items Nos. 341 and 342.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="6" style="text-align: center;">Minimum Weight in Pounds</th> </tr> <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;">16½</td> <td style="text-align: center;">20</td> <td style="text-align: center;">28</td> <td style="text-align: center;">14</td> <td style="text-align: center;">15</td> <td style="text-align: center;">16½</td> </tr> </tbody> </table>						Minimum Weight in Pounds						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	16½	20	28	14	15	16½																								
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A	B	C	A	B	C																																																							
16½	20	28	14	15	16½																																																							
345	<p>FREIGHT, viz.:</p> <p>Cement clinker, Sacks, empty, cement, returning from an outbound paying load.</p> <p style="text-align: center;">Minimum Weight 28,500 Pounds</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Between</th> <th colspan="2" style="text-align: center;">And</th> <th colspan="2"></th> <th colspan="2"></th> </tr> <tr> <th rowspan="2" style="text-align: center;">Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th rowspan="2" style="text-align: center;">Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th colspan="2" style="text-align: center;">(1) MILES</th> <th colspan="2" style="text-align: center;">(1) MILES</th> <th colspan="2"></th> </tr> <tr> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">But Not Over</th> <th style="text-align: center;">Rate</th> <th style="text-align: center;">Rate</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">2½</td> <td style="text-align: center;">4½</td> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">7</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">2½</td> <td style="text-align: center;">7½</td> <td style="text-align: center;">5</td> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">9</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">7½</td> <td style="text-align: center;">12½</td> <td style="text-align: center;">5½</td> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">10</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">12½</td> <td style="text-align: center;">25</td> <td style="text-align: center;">6</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>(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.</p>						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		(1) MILES				But Not Over	But Not Over	But Not Over	But Not Over	Rate	Rate			0	2½	4½	25	50	7			2½	7½	5	50	75	9			7½	12½	5½	75	100	10			12½	25	6			
Between		And																																																										
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<p>EFFECTIVE DECEMBER 16, 1961</p>																																																												
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 301</p>																																																												

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
	LUMBER AND FOREST PRODUCTS, as described in Item No. 580 of the Exception Sheet:							
0360	Rate Basis	Minimum Weight in Pounds						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	A	40	35	28	23	16½	12	12
	B	55	36	32	24	16½	14	12
C	62	46	42	33	25	16½	14	
<p data-bbox="338 1044 710 1082">◊ Increase, Decision No.</p> <p data-bbox="792 1070 933 1121">62768</p>								
EFFECTIVE DECEMBER 16, 1961								
<p data-bbox="280 2000 1338 2063">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p data-bbox="231 2076 520 2114">Correction No. 302</p>								

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In Cents Per 100 Pounds						
0385	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 -----		16½		24		
	20,000 pounds -----		15		17½		
	30,000 pounds -----		14½		16½		
	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.						
	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.						
	0390	SUGAR:					
Rate Basis		Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
A		54	48	33	29	12½	12
B		70	49	46	31	12½	12
C	77	61	53	46	20	14½	
◊ Increase, Decision No. 62768							
EFFECTIVE DECEMBER 16, 1961							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 303							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS(Continued)
	<p style="text-align: center;">RULES AND REGULATIONS (Concluded) (Items Nos. 400 and 401)</p> <p>(d) Rates named in Items Nos. 420 and 430 are subject to an additional charge at the rate of \$4.70 per man, per hour, minimum charge \$2.35, 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.</p> <p>*401 (e) Unit rates named in Item No. 410 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>(f) When in response to shipper's request carrier's equipment is painted, lettered or marked, or when special equipment or accessories are furnished by the carrier, in connection with transportation which is performed subject to the rates named in Item No. 430, a reasonable charge therefor shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of the painting, lettering or marking or the costs applicable to the use of the special equipment or accessories.</p>
	<p>* Change) o Increase) Decision No. : 62768</p>
EFFECTIVE DECEMBER 16, 1961	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 304	

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, subject to Notes 1, 2 and 3:	
	Minimum Units per Calendar Month or Any Portion Thereof	◊ Rates in Cents per Unit
	Any Quantity -----	106
	250 -----	100
	750 -----	93
	2,000 -----	84
	4,000 -----	75
	6,000 -----	73
	8,000 -----	64
	10,000 -----	60
	12,500 -----	58
	15,000 -----	56
	25,000 -----	55
	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.	
*410	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. **62768**

EFFECTIVE DECEMBER 16, 1961

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

Correction No. 305

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)		
	<p>FREIGHT, regardless of classification, transported between or within the Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties, subject to Notes 1, 2 and 3:</p>		
	Weight in Pounds	◊ Rates in Cents Per Hour	◊ Minimum Charges in Cents
	250 or less -----	705	705
	Over 250 but not over 2,500	855	855
	Over 2,500 but not over 5,000	875	875
	Over 5,000 but not over 8,000	905	905
	Over 8,000 but not over 12,000	920	920
	Over 12,000 but not over 20,000	1030	1030
	Over 20,000 but not over 30,000	1100	1100
	Over 30,000 -----	1255	1255
	<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>		
*420	<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> <p style="margin-left: 40px;">Less than 8 minutes ----- omit.</p> <p style="margin-left: 40px;">8 minutes or more but less than 23 minutes shall be $\frac{1}{4}$ hour.</p> <p style="margin-left: 40px;">23 minutes or more but less than 38 minutes shall be $\frac{1}{2}$ hour.</p> <p style="margin-left: 40px;">38 minutes or more but less than 53 minutes shall be $\frac{3}{4}$ hour.</p> <p style="margin-left: 40px;">53 minutes or more shall be 1 hour.</p>		
	<p>NOTE 3. - Between the hours of 6:00 P.M. and 7:00 A.M., and on #0 Saturdays, Sundays or holidays, an additional charge at the rate of ◊\$2.35 per hour (or fraction thereof) shall be assessed.</p>		
	<p>* Change ◊ Increase # Addition</p>	} Decision No.	62758
EFFECTIVE DECEMBER 16, 1961			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>			
Correction No. 306			

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)						
	<p>FREIGHT, regardless of classification, transported between or within the Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties:</p>						
	Weight in Pounds Subject to Notes 1 and 2	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
	2,500 or less -----	213	271	899	1122	9	590
	Over 2,500 but not over 5,000	219	278	923	1149	10	590
	Over 5,000 but not over 8,000	225	286	952	1181	11½	590
	Over 8,000 but not over 12,000	230	291	971	1199	12	590
	Over 12,000 but not over 20,000	257	324	1095	1326	12½	590
	Over 20,000 but not over 30,000	275	345	1171	1409	14½	604
	Over 30,000 -----	314	392	1342	1590	18½	608
	<p>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>						
*430	<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>						

NOTE 2. - Transportation performed under the rates in Columns 3 and 4 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. 62768

EFFECTIVE DECEMBER 16, 1961

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San Francisco, California.
Correction No. 307