

**THE TRAFFIC LIBRARY APPLICATION OF  
TARIFFS BETWEEN AND FROM POINTS IN  
WESTERN CLASSIFICATION TERRITORY.  
PART II. PREPARED UNDER THE DIRECTION  
OF THE ADVISORY TRAFFIC COUNCIL OF  
THE AMERICAN COMMERCE ASSOCIATION**

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**THOMAS D. FITZGERALD & ELVIN S. KETCHUM**

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**THE TRAFFIC LIBRARY**

# The Traffic Library

## Application of Tariffs

Between and from points in Western  
Classification Territory

### PART II

Prepared under the direction of the *Advisory Traffic Council of  
The American Commerce Association*

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**The American Commerce Association**  
CHICAGO

## PREFACE

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**I**N this volume we give the application of tariffs within and from Western Classification Territory, not covered by Part I.

In this part of the work we cover the application of tariffs from New Mexico and Arizona to other points; the application of the commodity tariffs published by the Southwestern Lines; also the application of tariffs from Arkansas, Oklahoma, Texas and Louisiana to other points; the application of tariffs from Trans-Mississippi River Territory, and other Western points to Trunk Line and New England Territory, also to Central and Canadian Freight Association Territory; the application of tariffs from Mexican Points and Montana Common Points to other points.

We give you the application of the principal tariffs applying on the traffic referred to above, showing where through rates are in effect and where combination rates apply.

It should be taken into consideration, however, that there are many instances where through commodity rates are published, while on similar traffic there are no through class rates. There are also many instances where there are no through rates published, yet maximum rates are in effect. In these cases, if the combination rates provide a higher basis than the maximum rate, it is proper to use the maximum rate, and the charging of a higher basis by the carrier would be illegal, as these maximum rates are usually set to avoid violation of the Act to Regulate Commerce.

It is not necessary to give specific reference to each and every tariff published, as a proper knowledge of the method of publication enables one to readily locate the tariff applying.

Where no through rates are published the lowest combination that can be figured, (when shipments are properly routed), is the legal rate, provided however, that if the traffic is interstate, the tariffs that are used as factors in making rates must be legally on file with the Interstate Commerce Commission.

Care should also be exercised in using tariffs known as "sectional tariffs," as there are many instances where the class rates make a lower basis than the commodity rates, and may be used where proper authority is given in the tariff.

The information given in this volume has never before been given to the public, although many theoretical and economic treatises have been written regarding railroad rates.

In traffic work, one may be thoroughly familiar with the Interstate Commerce Law, have an accurate knowledge of all the decisions rendered by the Commission, and a knowledge of the basis of rates in the various territories, and yet lack the knowledge that is essential to the proper handling of traffic, *i. e.* a knowledge of the tariffs that contain the legal rates. Without this information the proper handling of traffic problems is impossible.

Many of the tariffs of today are very complicated and must be read very carefully in order to determine the legal rates. This is taken up in a subsequent volume.



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