

**THE TRAFFIC LIBRARY;
APPLICATION OF TARIFFS
BETWEEN AND FROM POINTS IN
WESTERN CLASSIFICATION
TERRITORY, PART II**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649382460

The traffic library; Application of Tariffs Between and from points in Western Classification Territory, Part II by Various

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

www.triestepublishing.com

VARIOUS

**THE TRAFFIC LIBRARY;
APPLICATION OF TARIFFS
BETWEEN AND FROM POINTS IN
WESTERN CLASSIFICATION
TERRITORY, PART II**

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*

By THOMAS D. FITZGERALD

Assistant Secretary, The American Commerce Association; formerly Chief
Rate Clerk, Claim Department, C. & A. R. R.; Erie R. R., G. F. A.
Office; C. K. I. & P. R. R., F. C. A. Office; Chief Rate Clerk,
Wabash R. R., A. G. F. A. Office; Charge of Revising
and Claims, C. G. W. R. R., Auditor's Office, etc.

ELVIN S. KETCHUM, A. B., Pd. $\frac{1}{2}$ M.

Editor-in-Chief

Originator of Systematic and Scientific Training
in Practical Traffic Work

EDWARD G. WARD

Associate Editor

President and Editor-in-Chief of the *Railway World*; formerly with the
Interstate Commerce Commission; also with the U. S. Depart-
ment of Agriculture as Transportation Expert and with
the U. S. Department of Commerce and Labor
as Internal Commerce Expert.



The American Commerce Association
CHICAGO

Copyright 1916 by
The American Commerce Association

385
Am 32t
v. 7
pt. 2

110216 F. M. CRAIG

PREFACE

IN 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.

Commerce 23 for 6 direct due pt 2

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.

TABLE OF CONTENTS

CHAPTER I. Application of Tariffs from New Mexico and Arizona to Other Points.		Page
§ 1.	Application of Tariffs from New Mexico and Arizona Points to California Terminals and Intermediate Points	3
§ 2.	Application of Tariffs from New Mexico and Arizona Points to North Pacific Coast Terminals and Intermediate Points.....	5
§ 3.	Application of Tariffs from New Mexico and Arizona Points to Points in Texas.....	5
§ 4.	Application of Tariffs from New Mexico and Arizona Points to Spokane and Group.....	7
§ 5.	Application of Tariffs from New Mexico and Arizona Points to Points in Louisiana.....	7
§ 6.	Application of Tariffs from New Mexico and Arizona Points to Points in Oklahoma.....	8
§ 7.	Application of Tariffs from New Mexico and Arizona to Points in Arkansas.....	9
§ 8.	Application of Tariffs from New Mexico and Arizona Points to Points in Mississippi Valley Territory	10
§ 9.	Application of Tariffs from New Mexico and Arizona to Points in Carolina Territory.....	11
§ 10.	Application of Tariffs from New Mexico and Arizona Points to Points in New England Freight Association and Trunk Line Territories	12

	Page
§ 11. Application of Tariffs from New Mexico and Arizona Points to Points in Canadian Freight Association Territory.....	14
§ 12. Application of Tariffs from New Mexico and Arizona to Points in Central Freight Association Territory	15
§ 13. Application of Tariffs from New Mexico and Arizona to Chicago, Peoria, Mississippi River Points, St. Paul, Duluth, Minneapolis, Minnesota Transfer, Winona, Minn., etc., and Common Points	17
§ 14. Application of Tariffs from New Mexico and Arizona to Points in North and South Dakota	18
§ 15. Application of Tariffs from New Mexico and Arizona to Points in Canadian Northwest Territory, including Winnipeg.....	19
§ 16. Application of Tariffs from New Mexico and Arizona to Missouri River Crossings.....	20
§ 17. Application of Tariffs from New Mexico and Arizona to Points in Missouri, Nebraska and Kansas	22
§ 18. Application of Tariffs from New Mexico and Arizona to Colorado Common Points.....	24
§ 19. Application of Tariffs from New Mexico and Arizona to Utah Common Points.....	26
§ 20. Application of Tariffs from New Mexico and Arizona to Points in Southeastern Territory.	26
§ 21. Application of Tariffs from New Mexico and Arizona Points to Points in Mexican Territory	27
§ 22. Application of Tariffs from New Mexico and Arizona to Montana Common Points.....	27